

**TOWN OF GRAY**  
**ORDINANCE ADVISORY COMMITTEE**  
**AGENDA • JULY 27, 2023**

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**Ordinance  
Advisory  
Committee  
Regular Meeting**

**Henry Pennell Municipal Complex**  
**24 Main Street**  
**Gray, ME 04039**  
**Also available on Zoom:**  
**<https://us06web.zoom.us/j/87307733230>**

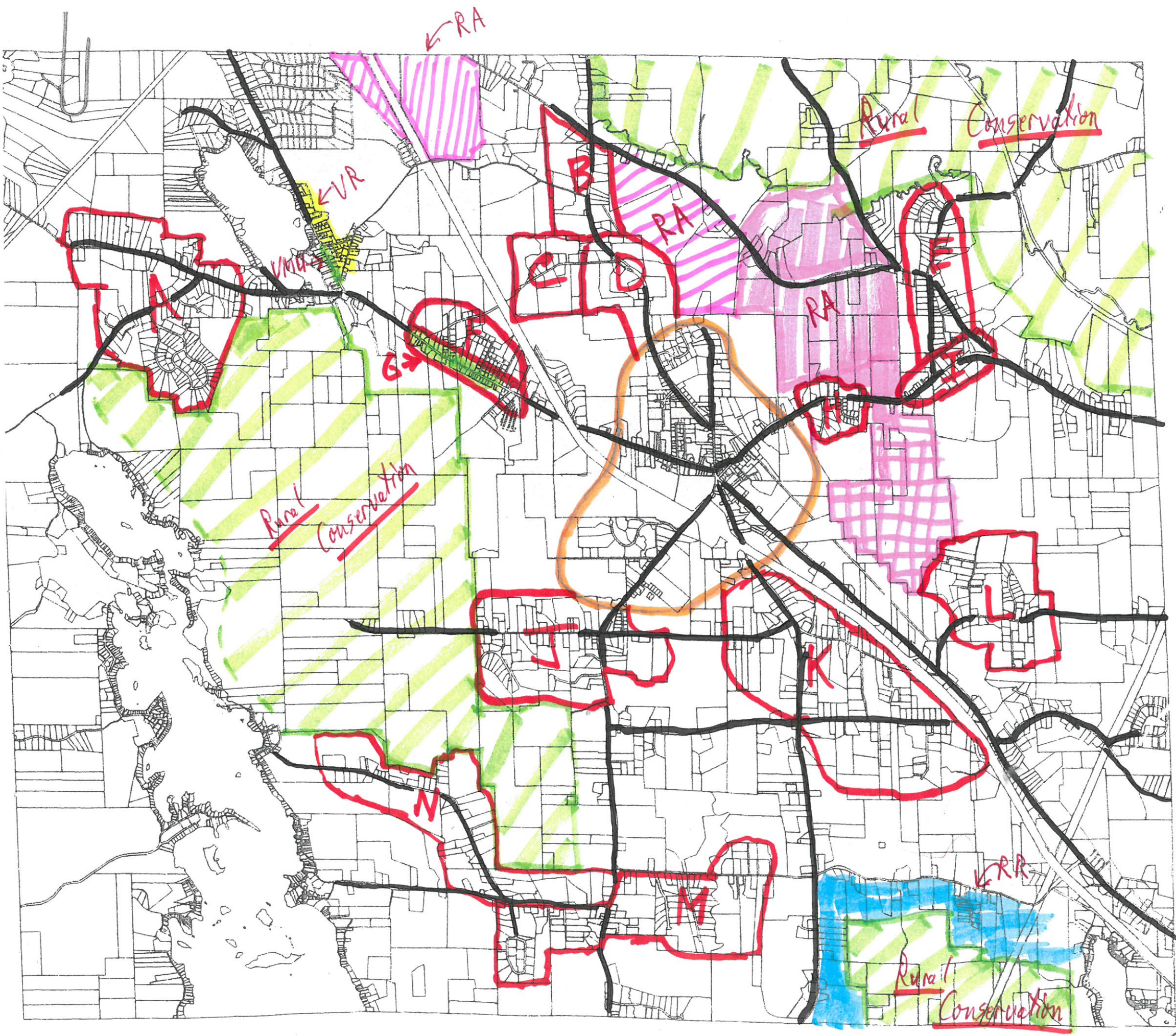
**4:30 PM**

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**I. New Business**

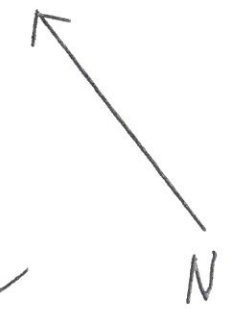
- a. Review of Comp Plan Future Land Use Plan
- b. Future Zoning District input & discussion

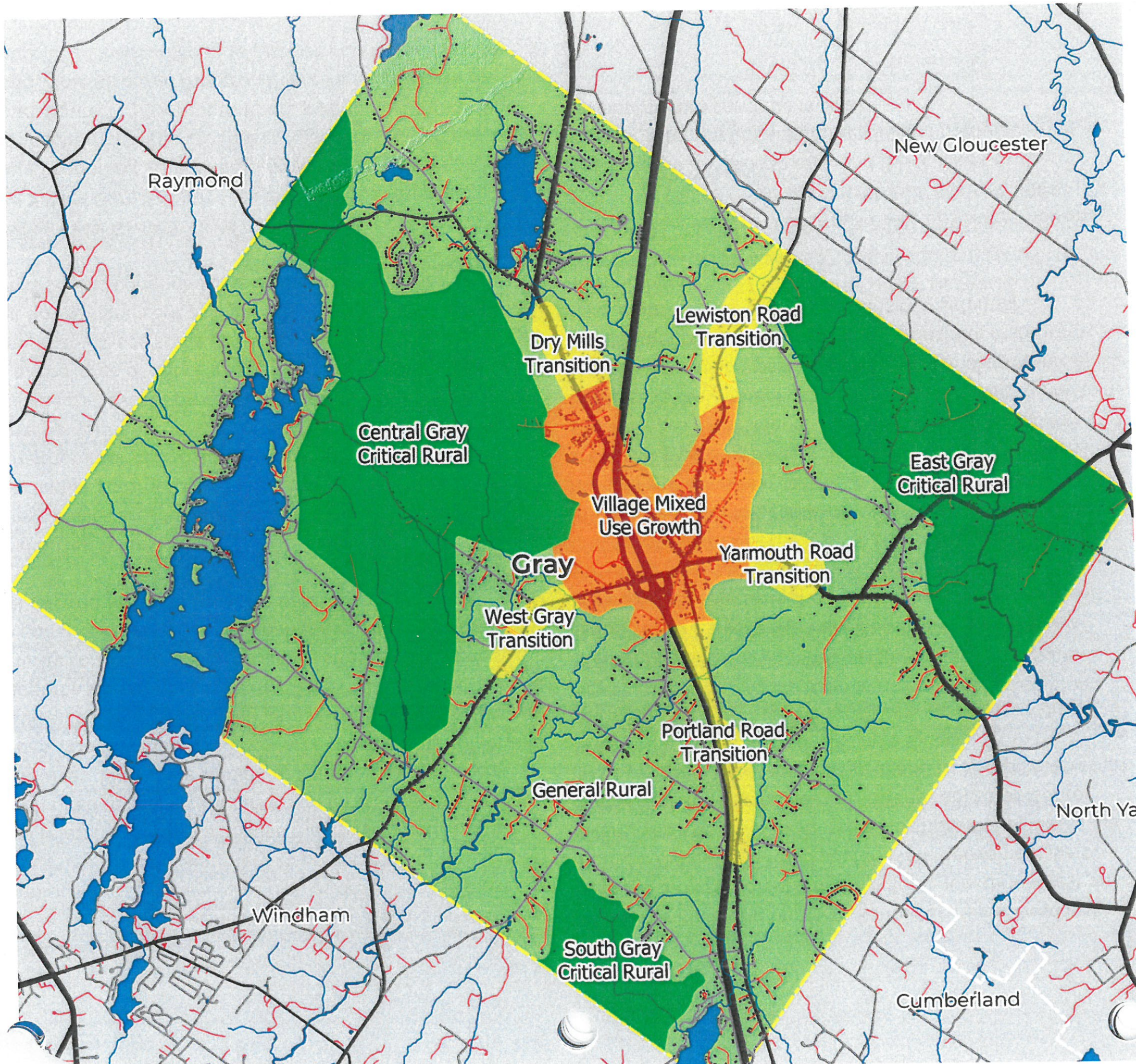
*\* The Town of Gray is an equal opportunity employer and complies with all applicable equal access to public accommodations law. If you are planning to attend a Town Council or Town committee or board meeting and need assistance with a physical disability, please contact the Town Manager's office at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



- Village Districts:**
- Village Residential (VR)
  - Village Mixed Use (VMU)
  - Village Commercial
- Commercial Districts:**
- Commercial
  - Light commercial
  - Commercial mixed use
  - Commercial & manufacturing
  - Commercial & industrial
- Residential Districts:**
- Residential
  - Residential Mixed use (RMU)
  - Residential Medium density (RMD)
- Rural Districts:**
- Rural
  - Rural and agricultural (RA)
  - Rural Conservation
  - Rural Residential (RR)
- Overlays:**
- Aquifer
  - Wellhead
  - Watershed

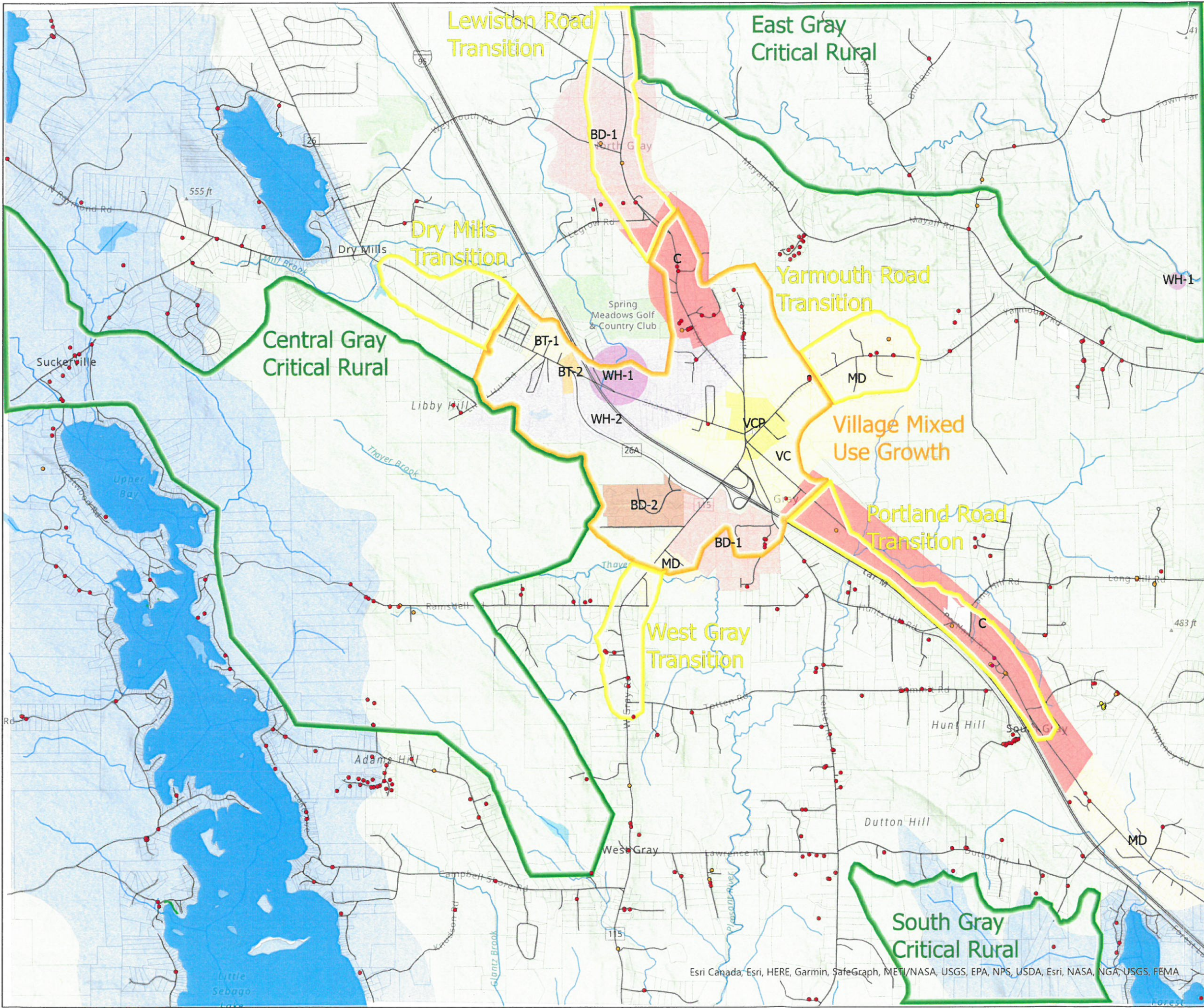
— Growth Overlay District for LD 2003





# Town of Gray

## Current Zoning & Comp Plan FLU (Future Land Use)



### Current Zoning Districts

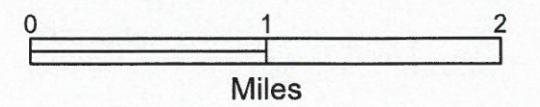
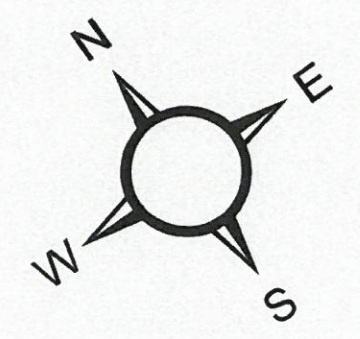
- Business Development-1
- Business Development-2
- Business Transitional-1
- Business Transitional-2
- Commercial
- Village Center
- Village Center Proper
- Wellhead Protection-1
- Wellhead Protection-2
- Medium Density
- Rural Residential and Agricultural
- Lake

### Future Land Use Plan

- Critical Rural Area
- Transition Area
- Village Mixed Use Growth Area

### New Dwelling Units (2011-2020)

- 4 unit
- Condo
- Duplex
- Single Family Home



Esri Canada, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA, USGS, FEMA

# 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.