



Comprehensive Plan Committee Agenda

June 5, 2024

6:30pm – Meeting

At Broadcast Studio & via ZOOM

- 1) Call to order**
- 2) Approval of Minutes from Previous Meeting**
 - a) May 1, 2024
- 3) Guest Speaker**
 - a) Robin Mullins, Lakes Region Chamber of Commerce
- 4) Public Comment**
- 5) Old Business**
 - a) Local Goals, Policies and Strategies
 - b) Future Land Use Plan
- 6) New Business**
 - a) Public Outreach – Upcoming Election
- 7) Next Meeting Date**
 - a) August 7, 2024
- 8) Comp Plan Committee's Comment**
- 9) Adjournment**



Comprehensive Plan Committee Minutes

May 1, 2024

6:30pm – Meeting

At Broadcast Studio & via ZOOM

Committee Members Present: John Clark, Greg Foster, Kaela Gonzalez, Peter Leavitt, Frank McDermott, Shawn McKillop, Danelle Milone, John Rand, Jackie Sawyer

Committee Members Absent: none

NSP Staff Present:

Kate Burch, Planner

Town Staff Present:

Sue Look, Town Manager

1) **Called to order** at 6:30pm by Co-Chair Leavitt with a quorum present

2) **Minutes of Previous Meeting**

a) April 3, 2024

Motion to approve as presented by Mr Foster. Seconded by Mr Clark.

Unanimously approved

3) **Public Comment** – none

4) **Old Business**

a) Future Land Use Results

80 people attended workshop. 135 survey respondents.

Looking at feedback for points of consensus.

The State requires that we identify Growth Areas, Transition Areas, and Rural Areas.

The Plan should also identify places to preserve, places to change, places for investments.

Key Takeaways:

- People really like Raymond – water bodies, natural resources, small-town, open space, small businesses

Issues & Concerns:

- Transportation
- Traffic
- Lack of walking/biking infrastructure
- Water quality – development near lakes
- Community gathering places
- Would like to limit new development – about 25% of respondents

John Stetson, 16 Merrill Road - asked about rural character and possibly using greenery to screen perceived “ugly buildings”, etc.

Some discussion about growth areas and State statute changes that are forcing us to grow potentially.

302 Corridor

- Has most infrastructure and commercial zoning
- Traffic issues
- Summer crowding
- Needs investment to make changes to improve traffic, safety, natural resource & quality of life
- Pre-existing businesses
- Major thoroughfare
- Already a growth area

Discussion about whether to recommend that there be “affordable housing” or any housing in the commercial zone. Concerns about adding to the traffic issues. Possibly think more along the line of sub-village areas to draw people away from Route 302.

Raymond Village

- Valued historic area along Main Street
- Community gathering places
- Parks, water access, athletic facilities
- More local businesses could fit in here
- Needs connectivity for bikes and pedestrians
- Preserve & enhance this area

Discussion about the Town buying the Karpoe – Brown property. Possibly designate it as a growth area with a significantly different plan than 302. There is town water there. Would need to think about parking if businesses were added to this area. Need trails to augment sidewalks and connect village areas. Maybe a trail along Panther Run.

Webbs Mills Rd (East Raymond Village)

- Valued historic buildings
- Public facilities – Town Office, Public Works, Schools
- Rural feel

- Scenic Views
- Needs connectivity for bikes and pedestrians
- Enhance this area and plan for community facilities, invest in road safety

Discussion that once the Town Office moves to the middle school, the current Town Office building could be part of a village center. A bit more control of this area because of the amount of Town owned land. Discussion about having more community involvement in what to do with the middle school when it comes back to the Town. If we encourage growth we will need to have more child care.

North Raymond

- Rural landscape
- Natural resources, forests, habitat blocks
- Some think there is room for development, some think limit it
- Needs traffic calming & shoulders for bikes/pedestrians
- Preserve this area as rural, investment in road safety

Discussion that large chunks of land that are designated as conservation and agricultural.

Transportation Corridors – Rt 121 & Rt 85

- People like existing pattern of single-family development
- Could be an opportunity for residential subdivisions set back from main roads and to use existing industrially zoned property for office/business, takes pressure off 302
- Needs traffic calming and road shoulders for bikes/pedestrian
- Transition area with investment in road safety

5) New Business

a) Comprehensive Plan Marketing Opportunities - June 11 Elections

Pompom survey about the middle school. 1 page information sheet about the Comp Plan.

b) Local goals & policies workshop

Kate had a handout of the goals and policies that were sent in by the committee. Need to have 3-5 priority local goals. It is a consensus process. Goals can be topic based. There is a required State list of goals and policies, and we can add local goals to it.

Top Goals & Policies

- Natural Resources – Protect
- Community – Enhance sense of community
- Transportation – Safe & accessible transportation options

Discussion that we need to balance the rural nature of Raymond with meeting the needs of all citizens. North Star will bring back the document more boiled down and collapsed into the top 3 goals. Discussion about resilience to climate changes – roads, power grid, etc. Will have draft materials at June meeting.

6) Next Meeting Date

a) June 5, 2024

7) Comp Plan Committee's Comment

Mr McKillop discussed about use of Town properties once we have the middle school. Co-Chair Leavitt talked about setting up the schedule for Election Day, going to the Budget-Finance Committee on May 16th for Capital Improvement, and Nubble Pond is basically listed by IFW at high risk for an algae bloom.

8) Adjournment

Motion to adjourn at 8:29pm by Mr McDermott. Seconded by Mr Rand.

Unanimously approved

Respectfully submitted,

Melanie Fernald, Town Clerk

Local Goals, Policies, and Strategies

Goal: Build a resilient Raymond.

- Prepare for the impacts of climate change.
 - Work with MaineDOT to complete an assessment of town culverts and road infrastructure at risk from increased flooding.
 - Educate landowners about NFPA programs aimed at decreasing potential for wildfires.
- Construct weather-resistant infrastructure.
 - Amend ordinances to require underground electrical lines where feasible in all new buildings.
 - Continue to work with Axiom as part of the Lakes Region Broadband study to build a town fiber network for stable internet access to every home.
- Increase town capacity to serve the community.
 - Partner with neighboring towns and regional organizations to increase town capacity and community services.
 - Add staff capacity to seek and manage grant funding through additional staff, a consultant, or regional partnerships.
 - Improve town communications for the public through a community e-newsletter and social media updates.
 - Encourage community members of all ages to participate on Boards and Committees.
 - Develop a town volunteer network to coordinate and promote opportunities.

Goal: Protect Raymond's natural and water resources.

- Conserve Raymond's most important natural resources.
 - Develop a list of 2-3 priority parcels for conservation.
 - Continue to partner with LEIT on easement and conservation opportunities.
 - Establish impact fees to fund land conservation through the Open Space Fund.
 - Strengthen open space subdivision regulations to incentivize protecting and offering public access to natural and water resources.
 - Work with summer camp owners on long-term property stewardship and future public access.
- Maintain the high water quality of Raymond's lakes, ponds, and waterways
 - Work with Cumberland County Soil and Water Conservation District (CCSWD) to educate property owners on ways to improve drainage and decrease runoff through landscaping and green infrastructure like rain gardens.

- Continue to enforce strict erosion control, stormwater management, phosphorus management standards, and landscaping and buffer standards in the Zoning and Shoreland Ordinances.
- Continue to work with local organizations to actively monitor the health of ponds and lakes and combat invasive species.
- Increase public access to Raymond’s water bodies.
 - Pursue public access easements for Raymond Pond, Notched Pond, and Nubble Pond.
 - Improve the hand-carry boat launch and public access to Panther Run at the Mill Street Dam.

Goal: Invest in safe and accessible transportation for all.

- Make it easier to walk and bike around Raymond.
 - Build a trail or sidewalk that spans the length of Raymond Cape Road.
 - Develop a capital plan to prioritize and fund sidewalk construction and connections along the busiest parts of Route 302 and Route 85 in Raymond, and to widen or pave road shoulders along other public roads.
 - Amend ordinances to require sidewalks when new construction is built on Route 302, Route 85, and anywhere pedestrian activity is anticipated.
 - Partner with Maine DOT to add bike infrastructure like bike lanes or shoulders to Route 302, Route 85, and Route 121.
- Improve road safety.
 - Develop and adopt a Complete Streets or Vision Zero policy to prioritize safety in all future road improvements and construction.
 - Create a 302 Master Plan in partnership with DOT.
 - Contract with the Cumberland County Sheriff for additional patrol coverage for speeding.
 - Work with MaineDOT to lower the speed limit on Route 85 in East Raymond Village.
 - Partner with Windham to explore the potential for a future bypass or connector roads to alleviate 302 traffic.
 - Amend ordinances to strengthen access management standards to limit curb cuts and connect existing parking lots on Routes 302, 85, and 121.
- Increase off-road trails for recreation and bike/ped access through town.
 - Work with regional partners to connect to the Sebago to the Sea trail.
 - Partner with local snowmobile and ATV groups to create pedestrian and bike access to existing trails.
 - Build a trail connection between Sheri Gagnon Park, Raymond Village, and Route 302.
 - Increase trail, sidewalk, and bike lane connections to water access points and open spaces.
- Provide alternatives to driving.

- Work with RTP to bring back the Lakes Region Bus.
- Explore partnering with regional towns for a vanpool service for seniors for daily needs and recreation.

Goal: Strengthen Raymond's sense of community.

- Support Raymond's small businesses.
 - Bring back the Economic Development Task Force with a focus on supporting local businesses and creating attractive, walkable village and commercial areas.
 - Continue to partner with the Sebago Lakes Region Chamber to foster economic growth through business development and support.
- Maintain village character in Raymond's growth areas.
 - Review and update the Design Guidelines and Standards Handbook from 2009 to strengthen design and landscaping standards for site plan and subdivision.
 - Provide town support for the Beautification Committee.
- Support residents of all ages.
 - Partner with local summer camps or neighboring towns on summer camp for Raymond youth.
 - Explore the feasibility of a town-run daycare program.
 - Provide recreation programs for older adults.
 - Amend ordinances to allow more varied housing types across all residential zoning districts, including senior housing, condos, apartments, accessory dwelling units, and duplexes.
 - Continue to support the work of Age-Friendly Raymond.
- Create more opportunities for community connection.
 - Develop a master plan for the reuse of Jordan Small Middle School and future use of other town-owned buildings, including the library and town office.
 - Create a public park or square in Raymond Village.
 - Hold a community event in the summer.

Funding Connections

When setting local goals and actions for the future, the big question is always “how do we pay for it?” Some action items outlined here, like ordinance amendments, partnerships, and education, will require a time commitment from Boards, Committees, and Town Staff. Other action items associated with costs that go beyond normal town operations can connect to funding opportunities from State, Federal, and private foundation sources.

The funding opportunities below are based on currently available grants and loans in 2023/2024. Opportunities will vary from year to year. State funds are available to municipalities; private foundation grants may be available to municipalities, while others will need to be pursued in partnership with a 501(c)3 nonprofit organization. In addition to the opportunities listed here, other private grants or sponsorships may be available through banks and local businesses, especially for community-based initiatives and events.

As a small town with limited capacity, Raymond should continue to work with volunteers and seek opportunities to partner with neighboring towns and regional organizations to increase the town’s ability to meet community needs in a fiscally responsible way.

Resilience & Infrastructure

- Maine Infrastructure Adaptation Fund <https://www.maine.gov/mdot/grants/adaptation/>
- Community Resilience Partnership <https://www.maine.gov/future/climate/community-resilience-partnership>

Forestry

- WoodWISE woodland stewardship incentives
- https://www.maine.gov/dacf/mfs/policy_management/wwi.html
- USDA Forest Service’s Community Wildfire Defense Grant (administered via Maine Forest Service) <https://www.maine.gov/dacf/about/grants/index.shtml>

Natural Resources, Water Resources, & Conservation

- Land for Maine’s Future <https://www.maine.gov/dacf/lmf/index.shtml>
- Maine Community Foundation Conservation for All <https://www.maineecf.org/apply-for-a-grant/available-grants-deadlines/conservation-for-all/>
- Maine Natural Resources Conservation Program <https://www.mnrcp.org/node/134>
- Maine DEP Invasive Aquatic Plants Funding Opportunities <https://www.maine.gov/dep/water/grants/invasive/>
- Onion Foundation <https://www.onionfoundation.org/environment>
- Funding connection: Boating Facilities Fund https://www.maine.gov/dacf/parks/grants/boating_facilities_fund.html

Transportation

- Maine DOT Bicycle and Pedestrian Program Funding
<https://www.maine.gov/mdot/pga/funding/>
- Maine DOT Municipal Partnership Initiative
<https://www.maine.gov/mdot/pga/cbi/municipal/index.shtml>
- US DOT Active Transportation Infrastructure Investment Program (administered through GPCOG)
- US DOT Safe Streets and Roads for All <https://www.transportation.gov/grants/SS4A>
- Maine DOT Planning Partnership Initiative <https://www.maine.gov/mdot/pga/ppi/>

Trails

- Recreational Trails Program
https://www.maine.gov/dacf/parks/grants/recreational_trails_program.shtml

Community

- Maine Community Foundation Thriving Older People Initiative
<https://www.maineecf.org/initiatives-impact/strategic-goals/thriving-older-people/>
- USDA Community Facilities Direct Loan Program <https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program>
- Maine Housing Community Aging in Place <https://www.mainehousing.org/programs-services/HomeImprovement/homeimprovementdetail/community-aging-in-place>
- Maine Community Foundation Community Building Grants
<https://www.maineecf.org/apply-for-a-grant/available-grants-deadlines/community-building-grants/>

Future Land Use Plan

What is a Future Land Use Plan?

The Future Land Use Plan is a core component of the Comprehensive Plan that will help guide Raymond's policy decisions on zoning, land preservation, and public investments over the next decade or so. The Future Land Use Plan consists of a map and an accompanying narrative to describe where development, conservation, and investments should be focused in the community, applying Raymond's Vision Statement and core values to a geographic view.

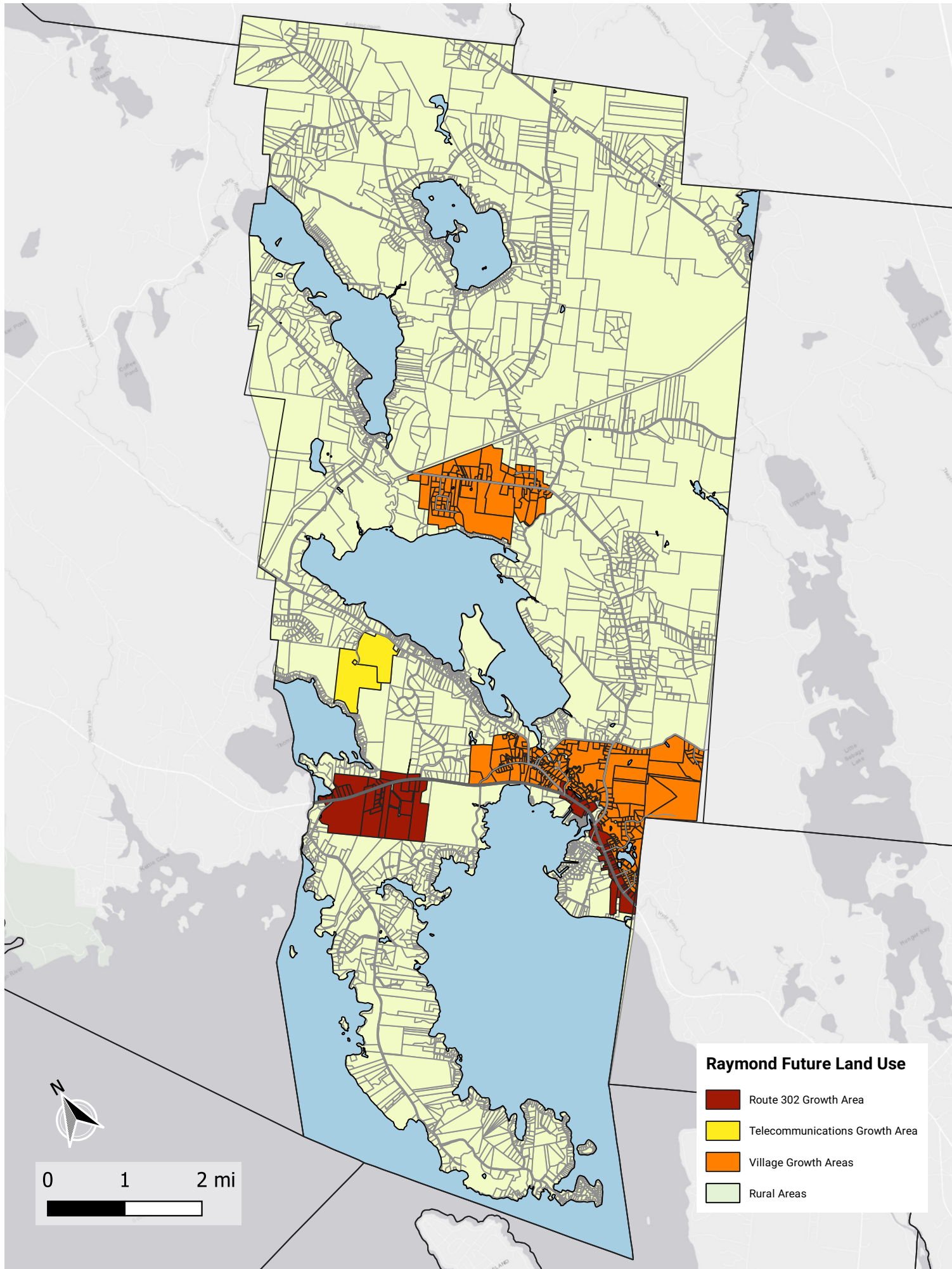
By state statute, the Future Land Use Map shows three basic areas: Growth Areas, Rural Areas, and Transition Areas. **Growth Areas** are where the most amount of change, investment, and development will occur. These areas may be appropriate for residential, commercial, or industrial development, as well as infrastructure improvements such as sidewalks or road upgrades. The boundaries of Growth Areas are shaped by the location of public utilities and facilities, and are directed away from important natural resources including wetlands, lakes and ponds, and conservation lands. **Rural Areas** are places that deserve protection from the impacts of development, where less change will occur and natural resources should be prioritized. **Critical Rural Areas** deserve an even greater level of protection. **Transition Areas** are suitable for a moderate amount of development and investment, but not as much as a Growth area, and warrant some protection, but not as much as a Rural Area.

The Future Land Use Map and the narrative below are intended to guide future zoning updates and provide program and policy direction to help implement the community's vision. All other local and state regulations continue to apply and will work in tandem with the recommendations in this Plan, including Raymond's ordinance measures to protect shoreland areas and water quality.

Future Land Use in Raymond

Over the decades since the last Comprehensive Plan, development patterns in Raymond have trended towards single-family homes and increased lakefront development. Over the next 20 years, data suggests there will be demand for 150-200 year-round housing units, over 100 new seasonal housing units in Raymond, and a continued slow rate of commercial development.

Raymond's 2004 Comprehensive Plan called for focusing new development where development already exists, and minimizing growth in rural areas and near natural resources to conserve environmental value and rural character. These values carry through in the community's vision for this 2024 Comprehensive Plan Update, with additional focus on traffic and safety improvements, protecting natural resources from the impacts of development, and strengthening a sense of community through more places to gather, a robust small business economy, and support for residents of all ages.



Growth Areas

Route 302 Growth Areas

Route 302 is a part of the federal highway system and carries regional traffic through Raymond, in addition to providing direct access to Raymond homes and businesses. Route 302 experiences traffic spikes from summer tourism and speeding issues that impact local residents. Development along Route 302 today is characterized by a regional commercial strip between the Windham town line and Panther Run, and a mix of lower density commercial and residential development between the state boat launch and the Casco town line.

Because of existing infrastructure including a public water connection, Route 302 is a natural location for new development. Directing new development to parts of Raymond that are already developed will minimize new disturbance of natural areas and help protect groundwater and surface water quality. That said, residents are concerned about the impacts on traffic, safety, and the environment.

The Route 302 Growth Areas include the commercial area along the eastern end of the road, from the border with Windham to the intersection with Main Street/Route 121, and the western end of the road with existing commercial and industrial businesses from the intersection with Thomas Pond Terrace Road to the border with Casco.

On the eastern end of Route 302 in Raymond, the dense commercial development and big box stores of North Windham transition to smaller strip malls that include both national chains and cherished local businesses, along with access to Tassel Top Park and Raymond Beach. There are some sidewalks along the eastern end, but they are not well-connected to other parts of town, and bicycling along this road is dangerous. Some have been improvements to the corridor to add trees and decorative lighting. After the junction with Main Street, the road crosses wetlands and sensitive natural areas that are not appropriate for development. The western end of Route 302 in Raymond has several small stores and larger marine businesses including Sabre Yachts, Raymond's largest employer, and borders a commercial area in Casco.

The future of Route 302 should focus on investment to improve the corridor. Most of this investment should be focused on the eastern end of this auto-oriented strip. Traffic safety improvements should improve traffic flow in the busy summer months. This area should be enhanced to be more welcoming to people, with bike lanes, sidewalks, and further landscaping, lighting, and street trees. Sidewalk connections and off-road trails should provide safe access for walking and biking between Route 302 businesses, parks, water access, and Raymond Village. Much of this work will need to occur in partnership with the Maine Department of Transportation. Along the western end, Raymond should encourage continued compatible commercial development.

This area is appropriate for continued commercial development, with a focus on small, local businesses like restaurants, breweries, bakeries/cafes, retail boutiques, and outdoor recreation and marine businesses. Some mixed-use or new multifamily buildings in this area could add

housing diversity to Raymond, with 4-10 unit buildings like apartments or condos, senior housing, and affordable housing.

Village Growth Areas

Raymond Village

The Raymond Village Growth Area borders the Route 302 Growth Area to the south, following Main Street north through the historic Raymond Village to the Mill Street Dam at Panther Run. It includes the parks along Mill Street and incorporates the mostly undeveloped land to the eastern border with Windham. Raymond Village today is a predominantly residential neighborhood with some small businesses, and town facilities, including the Library and Community Garden. Raymond Village is home to treasured historic buildings, forested areas, and water access at Panther Run.

Serving as a quiet counterpoint to Route 302, change and investment in the Raymond Village Growth Area should promote the village look and feel, build a sense of community, and increase bicycle and pedestrian connections. Priorities include creating safe ways to walk and bike between Main Street and nearby parks and to the sidewalk on Route 302. A new small public park or town square with places to gather and sit somewhere in Raymond Village will support the small-town feel. This area should continue to support local businesses alongside homes. Small businesses that serve local residents, like coffee shops, cafes, bakeries, farm stands, and hair salons are appropriate here. In addition to single-family homes, 2-4 unit buildings that match the historic village style can provide additional housing options for Raymond workers, young people, and seniors.

There are very few opportunities for infill development along Main Street in today's Raymond Village. The eastern part of this growth area includes the Mill Street TIF District, with potential access to public water, and has been included in conversations about a new local connector road to Windham. This area will provide future opportunities for housing and mixed-use development. Zoning ordinances should require that any new development in this area continues the traditional village look and feel for buildings, and incorporates sidewalks and landscaping.

East Raymond Village

The East Raymond Village Growth Area includes the area along Webbs Mills Road from the Town Office to roughly the intersection of River Road. This area is located in the geographic center of town where many town-owned facilities including the Town Office, Public Works, Raymond Elementary School, and Jordan Small Middle School are located. In the 19th and early 20th century, this area served as a village center with homes, stores, and amenities for the surrounding community. East Raymond Village is valued for its historic and rural character, with noted buildings including Raymond Chapel and the closed E.R. Clough Store, along with pockets of undeveloped land, farmland, and scenic views.

The East Raymond Village Growth Area should serve as the primary location for investment in community and public facilities. Raymond residents see benefit in East Raymond Village's location in the geographic center of town, set apart from the busy Route 302 corridor. With the impending closure of the Jordan Small Middle School, the buildings and land will revert to Town

ownership, providing a focus point for community-based investment and change. The Town should start by developing a master plan for the reuse of the Middle School and other nearby town-owned buildings and land to support upgraded municipal facilities as well as the need for a community center and increased recreation space. In addition to meeting municipal needs, town investment in this reuse project should support residents of all ages, exploring the feasibility of using the space for programs including day care, youth summer camp, coworking space, and senior programs. The town-owned buildings and facilities should incorporate both indoor and outdoor gathering spaces and connections to local trails. Historic buildings including the E.R. Clough Store and priority open space, especially the scenic views from the Middle and Elementary Schools, should be protected. The town should build on volunteer capacity and regional partnerships to create cost-effective opportunities.

East Raymond Village is a priority for traffic calming through requesting a lower speed limit. The town should make a long-term plan to install sidewalks to connect town facilities on Route 85/Webbs Mills Road from Egypt Road to the elementary school. Any new development should be required to install sidewalks or off-road trails. Beyond the core of East Raymond Village, widened road shoulders on Route 85/Webbs Mills Road should provide the ability to safely walk or bike from East Raymond Village down to Raymond Village and Route 302.

Throughout East Raymond Village, opportunities for new development should include both residential and small business or mixed-use buildings. 2-4 unit buildings of apartments, condos, or senior housing can coexist alongside existing single-family homes to provide more housing options. Small businesses like coffee shops, cafes, bakeries, farm stands, and hair salons are appropriate here. Small groups of clustered housing may be appropriate on roads off of Route 85/Webbs Mills Road, using the subdivision ordinance to require that views are protected and open space is set aside.

Telecommunications Growth Area

This pocket of industrially-zoned land off of Route 121/Meadow Road is home to an electronics manufacturing company and a large WGME-TV transmitter. With the existing development and TIF District here, this area is appropriate for continued industrial or commercial use such as office space or light manufacturing. New businesses in this area could help add to Raymond's commercial tax base. All new development in this area should maintain significant buffers and be evaluated for noise, light, pollution, and other compatibility with neighboring residential areas.

Rural Areas

The majority of Raymond's land area is designated as a Rural Area. Today, these areas include places for low-density housing among forests, lakes, and ponds, working lands for farming and timber harvesting, and the town's largest undeveloped habitat blocks.

In the future, Raymond's rural areas should fulfill the same functions. Changes here should be targeted at conserving natural resources and supporting working lands. Raymond should encourage additional easements or partnerships with private landowners here to protect the environment, provide access to recreation, and improve habitat connectivity. The Town should

continue to support farm and forest landowners, and expand support for agriculture-related businesses and agritourism like on-farm restaurants.

These areas include large swaths of undeveloped land that can provide opportunities for smaller scale subdivisions and incremental housing development, including single-family homes, accessory dwelling units, and some 2-4 unit buildings. All new housing here should follow open space subdivision standards to provide visual and vegetated buffers, preserve natural resources, habitat, and working lands, and maintain rural views. Zoning changes should allow small businesses like a general store or cafe at historic rural crossroads, such as the intersection of North Raymond Road and Ledge Hill Road. Small-scale commercial or mixed-use buildings in a traditional farmhouse style would be appropriate in those places, providing basic amenities to local residents.