



Town of Raymond Comprehensive Plan

2025



Acknowledgments

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

Thank you to the members of the Comprehensive Plan Committee, who have worked diligently since August 2022 to help lead the planning process and review data, connect with the public, and distill community feedback into vision, values, and goals.

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Table of Contents

Part 1: Raymond’s Plan

Raymond’s Priority Goals & Actions 2

Introduction..... 3

Raymond Today 5

Raymond Tomorrow..... 9

Future Land Use Plan..... 10

Raymond’s Local Goals 17

Plan Implementation 24

Public Process 27

Regional Coordination 31

Raymond’s Past Planning Work..... 32

Goals, Policies and Action Items..... 33

Part 2: Inventory Chapters

Appendix 1: Capital Improvement Plan

Appendix 2: Public Engagement Summaries

Raymond's Priority Goals & Actions

Build a resilient Raymond.

Priority Actions:

Work with MaineDOT to complete an assessment of and work plan to improve town culverts and road infrastructure at risk from increased flooding.

Add staff capacity to seek and manage grant funding through additional staff, a consultant, or regional partnerships.

Protect Raymond's natural and water resources.

Priority Action:

Develop a process to determine the appropriateness of sites in Raymond for solar development, and incorporate these criteria into Raymond's Solar Ordinance

Invest in road and traffic improvements.

Priority Actions:

Collect/analyze speed and crash data and implement proven traffic calming strategies throughout Raymond.

Create a 302 Master Plan in partnership with DOT, based on the vision for Route 302 in the Future Land Use Plan.

Prioritize walking and biking around Raymond.

Priority Action:

Build a network of sidewalks, trails and bike paths connecting identified Growth Areas and local destinations.

Strengthen Raymond's sense of community.

Priority Action:

Develop a master plan supported by public input to repurpose the Jordan Small Middle School and determine the future use of other town-owned buildings, including the library and town office.

Introduction

The Raymond Comprehensive Plan Update began in August 2022, led by the Comprehensive Plan Committee, town staff, and planning consultants from North Star Planning. The Plan builds upon the past planning efforts from the Town including the 2004 Comprehensive Plan and 2009 Open Space Plan and relies on data resources and local knowledge to paint the picture and identity of Raymond. Throughout the planning process, the project team prioritized community engagement in the form of stakeholder outreach, community listening sessions, department head interviews, two in-person public workshops, online interaction, and citizen opinion polling at Raymond's election days.

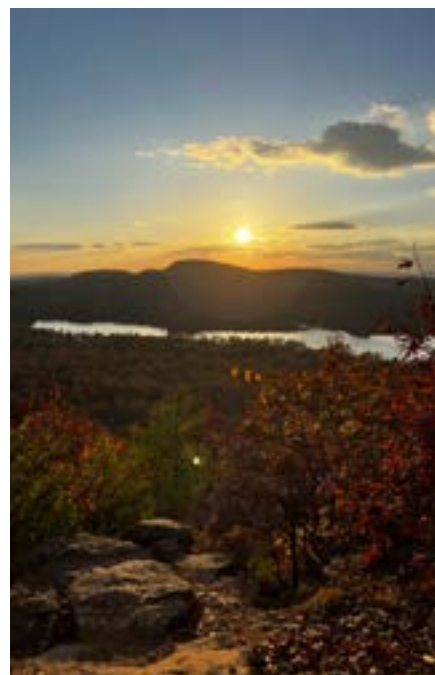
Over the course of this work, we learned that people live in Raymond for a lot of different reasons, but nearly all residents are passionate about Raymond's small-town feel, quiet undeveloped areas, and access to many waters. People also value the convenience of services and jobs in the wider region, both in neighboring Windham and the Greater Portland area.

Ultimately, the Raymond Comprehensive Plan Update is a plan to preserve the rural, forested landscapes, the ponds and lakes, and the quality and character of Raymond, while focusing improvements and investments in historic villages and the existing built-up areas of town to improve housing, transportation, and economic development options in the future.

About This Plan

A Comprehensive Plan is a planning document that guides community decision making around policy and land use issues for the next 10 to 20 years. This Comprehensive Plan tells the story of Raymond's past (where we came from), the present (where we are now), and the future (where we go from here). The comprehensive planning process is an opportunity for a community to come together and take inventory of current trends, while looking ahead toward future needs, challenges, and opportunities. The long-term vision, values, and goals expressed in the Plan set the stage for future conversations around key issues, and help make future municipal decisions around zoning, policy, and investments. The priorities, policies, and action items described in the Plan are intended to help municipal staff, boards, and committees identify projects, initiatives, and ordinance updates that will help the community fulfill their vision, values, and goals.

Additionally, a Comprehensive Plan that is ruled consistent with Maine's Growth Management Act makes municipalities eligible for certain State grants and loans, and allows municipalities to legally impose zoning, impact fees, and other growth and land use related ordinances.



*Rt 302 near Raymond Beach and
Sunset on Sebago by Kateri Coza*

The Comprehensive Plan consists of two main components: a forward-looking section that includes a vision statement, action items, a future land use plan, and implementation strategies; and inventory chapters that analyze data on existing conditions in town.

The forward-looking section of the plan combines public input and perspectives with the data gathered from the inventory chapters to form a vision statement and develop goals for Raymond that are rooted in community needs and values. This section includes local goals, policies, and action items to implement the community's vision, along with a Future Land Use Plan that provides guidance for what different areas of town should look like in the future, what places are appropriate for change and investment, and what places should be preserved.

The inventory chapters (available in Part 2) encompass a wide range of topics, including natural resources, recreation, transportation, housing, economy, population, and more. The topics in these chapters are based on Maine state requirements and the contents are developed based on federal, state, and local data sources. The inventory chapters demonstrate what the town is like today, how the community has changed over time, and identify future challenges and opportunities.



Tassletop by Jodi Carroll

Raymond Today

Planning for the future starts with understanding where you are now. Therefore, a key component to the Raymond Comprehensive Plan Update process consisted of writing inventory chapters based on data collection and analysis about what Raymond is like today, and how the town has changed over the past ten to twenty years. The findings from this data formed the foundation of the community engagement, vision, and goals in this Plan. To read the inventory chapters on each topic, see Part 2.

Population

- After nearly doubling from 1980-2000, Raymond's rate of population growth slowed down between 2000-2020, and the population was 4,536 at the 2020 U.S. Census.
- Raymond's population is aging. According to the 2021, U.S. Census ACS Estimates Raymond's median age was 47.8, which was higher than the County and the State. The percentage of residents age 65 and over has increased by about 25% between 2010 and 2020. This demographic reflects those who have lived in Raymond a long time and are aging in place. At the same time, there has been a slight increase in adults age 25-34 who are moving to Raymond.
- Raymond has a large seasonal community, with the estimated population nearly tripling during the summer months. The summer population is projected to continue to grow along with the high demand for lakefront real estate.

The aging population and potential for increasing number of young families will create demand for town services and community connection, including childcare, recreation, and support for older adults. More housing options, including senior housing and smaller homes and apartments, would help seniors age in place and increase accessibility for young families. The seasonal population will continue to create traffic impacts and put pressure on town services and recreational facilities during the summer months.

Housing

- The vast majority of homes in Raymond are single family homes on relatively large lots. According to the 2021 American Community Survey, 97% of the approximately 3,000 housing units in Raymond were single-family detached homes. There are a limited number of duplexes and only one 20-unit senior affordable housing complex.



Drilling for Sap on Dolimount Road by Kateri Coza



Backyard by Jodi Carroll

- Seasonal homes comprise over 1/3 of Raymond's housing stock, and according to AirDNA, a website that tracks Vrbo, Airbnb and short-term rentals, it is estimated that at least 6% of homes in Raymond are used for short-term rentals, which are currently unregulated by town ordinances.
- Housing is becoming less affordable in Raymond. Raymond's median home price has increased by about 75% between 2010 and 2022 (from \$225,000 to \$395,000).

Raymond has limited housing diversity and decreasing housing affordability. Creating more housing options, from duplexes and triplexes to condos and apartments in a thoughtful and sustainable way, will make it easier for people of all ages and income levels to make a home in Raymond, help older adults age in place, and support Raymond's year-round population. Raymond will need to balance open space, shoreland protections, and environmental quality as demand for homes and lakefront properties in Raymond continues to grow.

Economy

- More than 92% of Raymond residents commute to other towns for work.
- Raymond's local economy is primarily based on tourism and recreation, with many summer camps, recreation areas, beaches, and lakes. The largest employers are Sabre Yachts and summer camps, along with the school district.
- Raymond also has a valued small business community clustered around Main Street and Route 302.
- Small businesses sometimes struggle to maintain year-round operations and find staff.
- Summer camp owners and farm and woodlot owners worry that the high development value of their property may make it more profitable in the future to sell the land than to continue their business.

Raymond residents want to continue to grow the local small business economy, which can be supported through town economic development initiatives and allowing more small businesses and mixed-use buildings in Raymond's villages and rural crossroads. Improving broadband access in Raymond is important to support local businesses as well as residents as remote work grows. The town must also support recreation, outdoor, and natural resource-based businesses, including summer camps, farmlands, and timber operations.

Transportation

- Driving is the primary way to get around Raymond. According to the ACS Census, in 2021 70% of residents drove alone to work. There is currently no Park and Ride option in Raymond.



Christmas Light Contest by Jackie Sawyer



Jumping in the Lake at Wohelo Camps



Photo by Sam Peikes

- Raymond has no public transportation, and lacks sidewalks and bike lanes in most areas.
- There are no transportation options for people who don't drive, and the only senior housing complex is disconnected from the sidewalk network.
- Traffic congestion and safety are issues for commuters on Route 302, especially during summer months.

Improving traffic, safety, and pedestrian accommodation throughout Raymond, and especially on Route 302, is one of the highest priorities for Raymond residents. Addressing these issues will take multiple approaches, including providing better access to walk, ride a bike, or take public transportation along with collaborating with Maine Department of Transportation on a plan to improve the Route 302 corridor.

Natural and Water Resources

- Raymond is known for its wealth of lakes and natural resources.
- Roughly 44% of Raymond's parcels are undeveloped, and about 8% of Raymond's land area is permanently conserved.
- Many rural homes are on parcels with multiple acres of forested land.
- Raymond protects water resources through a Shoreland Zoning Ordinance and strict stormwater quality and phosphorus control standards.
- There are also several lakes associations and volunteer organizations working in concert with municipal government to protect the water quality and ecological value of Raymond's lakes, ponds, rivers and streams, who provide invasive species management each summer.

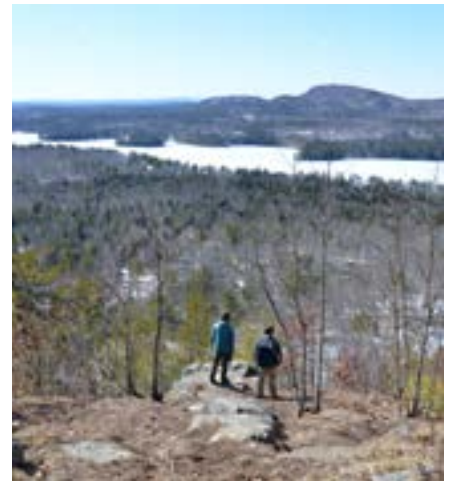
The future of Raymond's natural and water resources will involve continued proactive stewardship and maintenance along with balancing conservation and development. The town has seen increased development pressure for lakefront homes, which increases runoff and erosion into water bodies, and reduces public access. The impacts of climate change will put additional pressure on natural resources in Raymond through increased wildfires, invasive species, heat, and flooding. Education and partnerships with lakefront and rural landowners are key to protect Raymond's resources.

Public Facilities and Town Capacity

- Raymond's small but adequate town staff provides basic services while keeping the tax burden on residents as low as possible.
- In recent years, the town has struggled to keep full staffing levels, especially in Public Works and Fire and Rescue, and has lacked



Canoeing on Panther Run by Kateri Coza



Raymond Community Forest by Loon Echo Land Trust



Photo by John Lynch

staff capacity to pursue grants and new opportunities for the town. Even in such difficulties the Town has still taken advantage of grant opportunities and will continue to do so.

- Raymond's recreation programs are popular and there is increasing demand for activities for kids and seniors.
- The impending closure of the Jordan Small Middle School will return the facility and grounds to town property, presenting a significant opportunity for the town.

Raymond must seek to increase town capacity to pursue grants and funding, and provide programs and services to fit the growing needs of the town. As a small town where most town revenue is generated through property taxes, Raymond must explore additional sources of revenue and work strategically to support residents while maintaining fiscal priorities. The town will need additional staff or consultants to support operations, coupled with cooperation with neighboring towns and regional organizations to pursue planning and programming goals.



Youth Fishing Tournament by Jackie Sawyer



Raymond Community Forest by Jerry Monkman | ecophotography.com

Raymond Tomorrow

Raymond's identity remains rooted in its small-town rural charm and connection to lakes and natural resources. As noted above and detailed in the Inventory Chapters that follow, the town faces trends and challenges including, limited housing options for year-round residents, growing traffic congestion and safety issues along Route 302 and rural roadways, and development pressure on natural resources, lakes, and ponds. Additional regional and national issues compound these concerns, such as climate change, the housing crisis, and the longer-term impacts of the COVID-19 pandemic on the economy and workforce. Raymond Tomorrow must preserve the character, environment, and quality of life that residents hold dear, while fostering a sense of community and building local capacity to meet the challenges of the future.

Vision Statement

Raymond is a small community in the heart of the Lakes Region within the larger, growing region of Southern Maine. We take pride in the natural beauty that surrounds us. Our identity as a place of peaceful respite from the more hectic energy of the larger centers within the region can only be maintained by dutifully stewarding the local and regional natural resources of Sebago Lake, Panther Pond, Crescent Lake, Raymond Pond, Thomas Pond, Raymond Community Forest, Morgan Meadows, Pismire Mountain, Nubble Pond, and Notched Pond. As a rural town within driving distance of Portland, we place priority and value on the features that set us apart: our beautiful environment and a quiet, small-town community with convenient access to nearby economic centers.

Our community is changing as a result of population growth, increased development, and the impacts of climate change. Raymond will proactively approach current issues by addressing traffic congestion and speeding, improving connections within and to the village, and supporting local businesses. Town policy and decision-making will be rooted in the need to preserve valued natural resources and to maintain and strengthen Raymond's sense of community. Raymond will meet future challenges with improved sidewalks and roads, community spaces, town services and facilities, schools, broadband internet access, and integrating climate resilience initiatives when appropriate.

Everyone who lives here, works here, grew up here, or wants to come here, should have a reasonable opportunity to make Raymond their home. While providing that opportunity, we must steward both our community resources and natural resources. Preserving our scenic and environmental assets and our strong sense of community will require an approach to the implementation of this plan that is centered on community input and values.

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.

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 are envisioned. These areas are appropriate for residential, commercial, or industrial development, as well as infrastructure improvements such as sidewalks or road upgrades. In a small town like Raymond, growth will focus on context-appropriate local businesses, small-scale mixed-use and residential buildings, and targeted infrastructure upgrades. The boundaries of Growth Areas are shaped by the location of public utilities and facilities, and are generally directed away from important natural resources including wetlands, lakes and ponds, and conservation lands.

Rural Areas are places that deserve protection from most of the impacts of development, and are places where less change will occur. *Critical Rural Areas* deserve an even greater level of protection, and are places where resource protections should be maximized and conservations efforts should be targeted.

Transition Areas are suitable for a moderate amount of development and investment, but are not envisioned to receive the level of investment or to be a focus of growth and activity the way a Growth area would be.

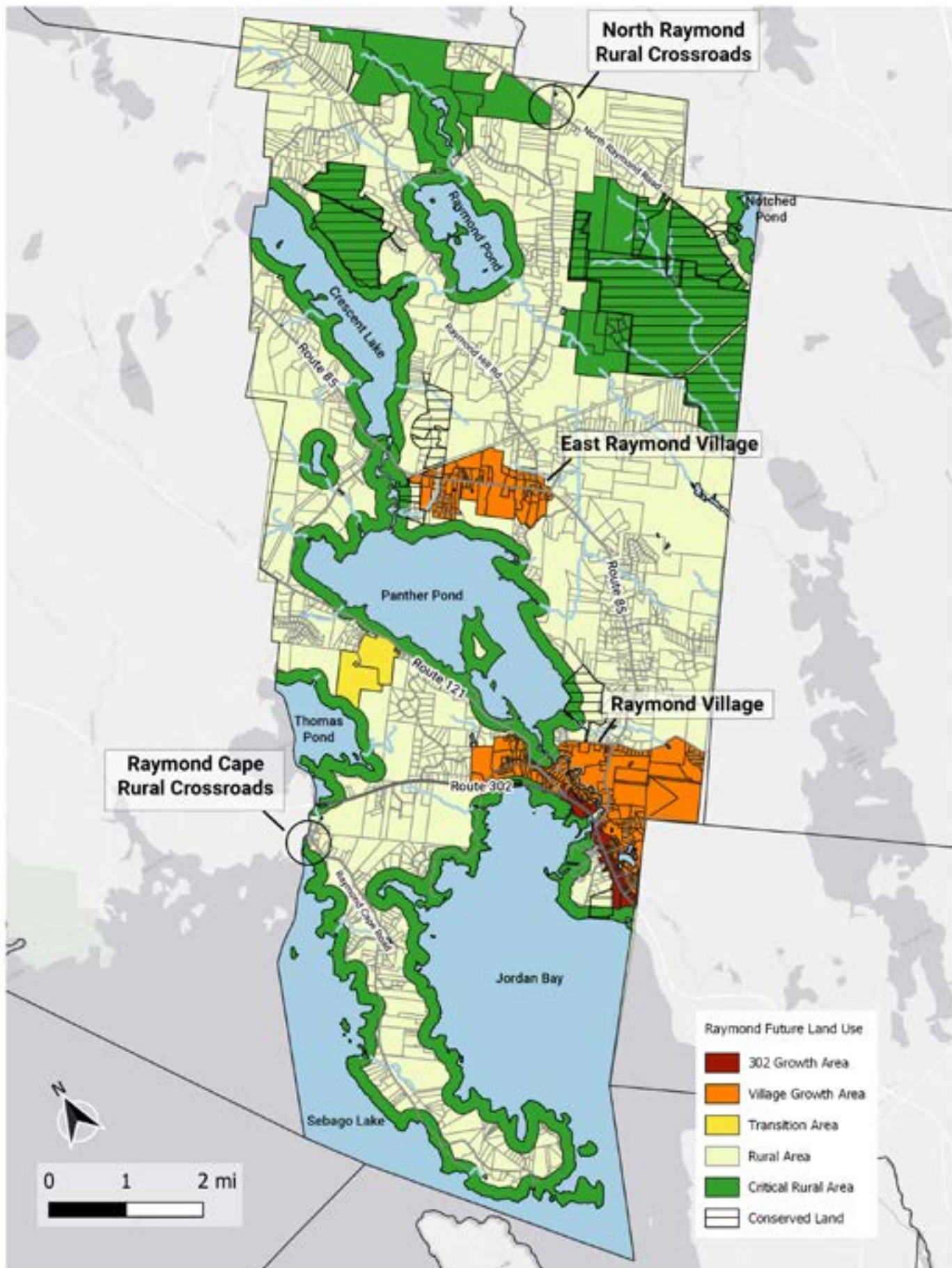
The Future Land Use Map is not a zoning map; the map and narrative that follow are intended to guide future zoning updates and provide program and policy direction to help implement the community's vision. All other local and state regulations continue to apply and will work in tandem with the recommendations in this Plan, including Raymond's ordinance measures to protect shoreland areas and water quality.

Future Land Use in Raymond

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 rural character. This principle is the cornerstone of land use recommendations in this plan as well.

Throughout the planning process, the community members expressed a desire for a future that includes more places for the community to gather, a robust small business economy, protection of highly valued natural resources, support for residents of all ages, and safer ways to get around town. Over the next 20 years, it is anticipated that there will be demand for 150-200 new year-round housing units and over 100 new seasonal housing units in Raymond, along with continued demand for commercial development. (For more information about these projections, see the Housing Inventory Chapter in Part 2.)

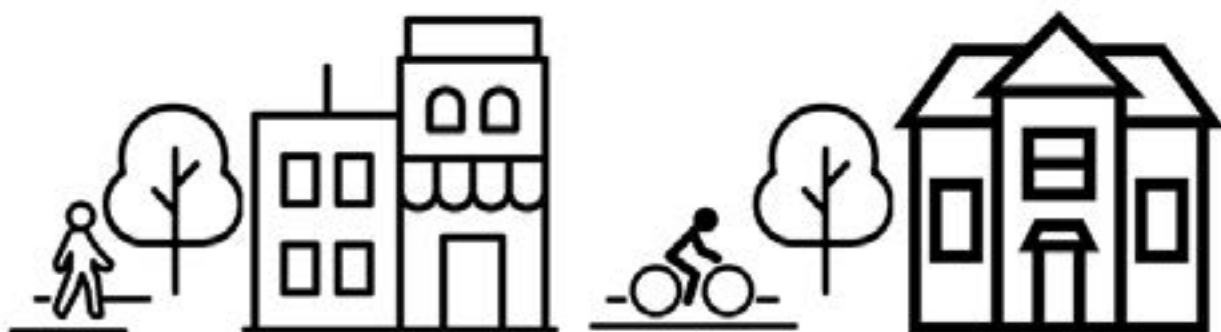
The community was asked to reflect on what Raymond will look and feel like in the coming decades, and address questions such as: how will natural resources be stewarded? Where would it be appropriate for new housing to develop? What places should be protected from development? What places need investment to better serve Raymond residents and visitors in the future? The Future Land Use Plan aims to balance these aspirations and predictions for an overall plan for Raymond.



Growth Areas

Route 302 Growth Area

A walkable, bikeable corridor where small business growth and multifamily housing are supported by transportation and traffic improvements



Route 302 is 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.

The Route 302 Growth Area includes the commercial area along the eastern end of the road, from the border with Windham to the intersection with Main Street/Route 121. Here, 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. After the junction with Main Street, the road crosses wetlands and sensitive natural areas that are not appropriate for development.

Because of existing infrastructure including a public water connection, Route 302 is a natural location for new infill development. As noted above, 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. There are limited sidewalks along the eastern end of Route 302, and they are not connected to other parts of town or other local destinations, and bicycling along this road is dangerous.

What We Heard from the Community...

"Small, local businesses only. There are chain stores/ large businesses everywhere. Raymond should retain its local charm."

"The character of Raymond should be conserved. We should not compete with Windham. We should cooperate with Windham. Big business should stay there. We should treasure our rural setting and develop along 302 but not to the extent of Route 1."

"Clean the area up, require standards for architecture and curb appeal."

"The main street area near the intersection of 302 is already so congested and crowded. Please prioritize community efforts that benefit the locals living here all year round and not just seasonal tourists."

The future of Route 302 should focus on investment to improve the corridor. Traffic safety improvements along Route 302 should focus on reducing speeding and improving congestion in the busy summer months. The eastern end of Route 302 should be enhanced to be more welcoming to people, with additional bike lanes, sidewalks, landscaping, 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. Infill development in this area should be closer to the road and take advantage of the investments the town as already made

Village Growth Areas

Traditional New England villages with diverse housing, small businesses, tree-lined streets, and public spaces



Raymond Village

in sidewalks, lighting and landscaping.

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 while conveniently located near Raymond's commercial core, 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 places 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, or improvements to Sheri Gagnon Memorial Park, 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

What We Heard from the Community...

"The community garden and Raymond Village library should stay the same as they are today."

"The unique architectural nature of Main Street should be maintained. Any new business should fit in."

"Mill Street has a large field space which could be better utilized as a public open space."

"Walking trails that connect Mill St to 302 or Main St would be awesome"

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, 2-6 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. In the 19th and early 20th century, this area served as a village center for the surrounding community. 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. 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.

With the impending closure of the Jordan Small Middle School, the buildings and land will revert to Town ownership, providing a potential asset for community recreation and community building. Raymond residents see benefit in East Raymond Village's location in the geographic center of town, set apart from the busy Route 302 corridor. The East Raymond Village Growth Area should serve as the center of civic life in town. The Town should develop a master plan for the reuse of the Middle School and other town-owned buildings and land in this area as the foundation for a cohesive and coordinated approach to the public assets in this area. In addition to meeting municipal needs, town investment here 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 should build on volunteer capacity and regional partnerships to create cost-effective opportunities. The town-owned buildings and facilities should incorporate both indoor and outdoor gathering spaces. 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.

Buildings, parks, and open space should be connected through sidewalks and off-road trails. This area 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

"Panther Run is nice for fishing and families - this could use improving."

"I'd like to see our Main Street area become more of a mixed use residential/commercial area with coffee shops and art galleries--a place to walk around and to enjoy."

What We Heard from the Community...

"I would like the middle school to become a community center."

"Old farmhouses should be preserved, if they still exist. The old general store is a landmark, but I don't know if it has landmark status. The Oddfellows Hall and the old house across the street on Raymond Hill Rd are also important landmarks."

"[Preserve the] view from top of hill next to school, maintain open space and view of lakes, mountains, one of the gems of Raymond."

"Park or concert space. Shops, cafes, and restaurants."

"Maybe some hiking trails and skatepark/ basketball courts/ tennis etc. Something that the area kids can hang out at. "

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. Small multifamily buildings (2-6 units) of apartments, condos, or senior housing can easily 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.

Transition Areas

Telecommunications Transition 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. This site will not be the focus of town investment, but new private development and additional 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 Rural Areas. 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 remain largely the same. These areas should be targeted for conserving natural resources and supporting working lands. Raymond should encourage additional easements or partnerships with private landowners to protect the environment, provide access to recreation, and improve habitat connectivity. Raymond should also continue to support farm and forest landowners, and expand support for agriculture-related businesses and agritourism like on-farm restaurants.

The rural places in Raymond provide opportunities for smaller scale subdivisions and incremental housing development, including single-

What We Heard from the Community...

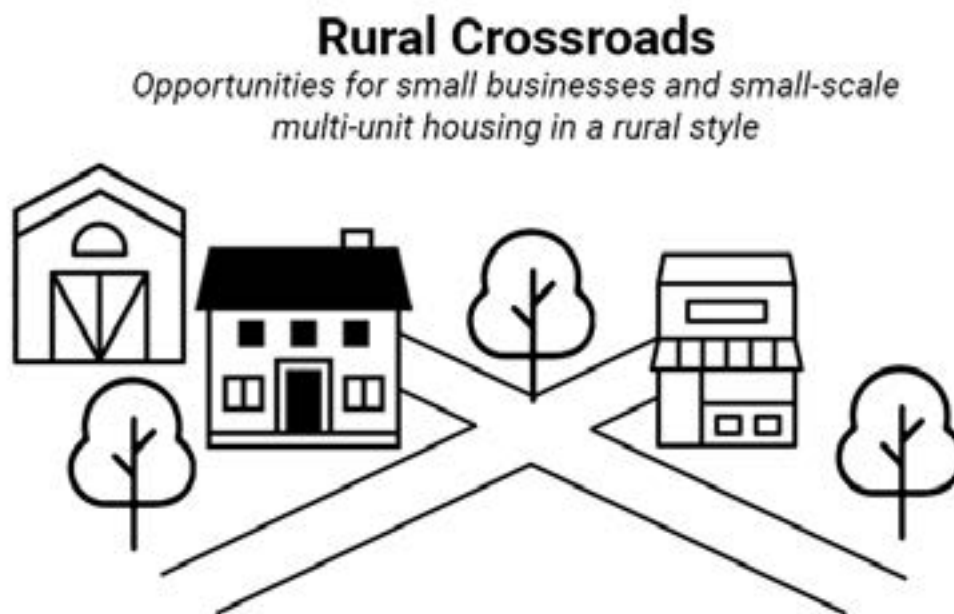
"This part of town is quiet and peaceful and should remain that way."

"[North Raymond] has sufficient space for some development without destroying its essential rural nature. Development here would not threaten the fragile lakefront area, yet done correctly could blend in with green spaces. There is enough land to do both."

"Preserve large undeveloped areas for the future."

family homes, accessory dwelling units, duplexes, and some 2-4 unit buildings. All new housing here should be designed as open space subdivisions, with housing clustered to preserve larger tracts of open space to provide visual and vegetated buffers, preserve natural resources, habitat, and working lands, and maintain rural views.

Zoning changes could allow small-scale businesses like a general store or cafe at historic rural crossroads, such as in the old Raymond Cape Village at Raymond Cape Road and Hawthorne Road, and the intersection of North Raymond Road and Ledge Hill Road. Small-scale commercial, mixed-use, or multifamily buildings in a traditional farmhouse style would be appropriate in those places, providing basic amenities to local residents.



Critical Rural Areas

Raymond's water resources are essential to maintaining environmental quality and to the lifestyle that Raymond residents value and thus deserve the highest level of protection. Critical Rural Areas are designated in a 600' buffer around the shoreline of all major water bodies in town to ensure that Raymond's lakes and ponds will continue to be protected from the impacts of development. Several of Raymond's summer camps own large parcels of land in these critical rural shoreline areas; the town should work with summer camp owners on their long-term plans for their property to support these important local businesses and seek to maintain property stewardship, long-term low-impact uses, and discuss potential future opportunities for public water access.

North Raymond contains large blocks of undeveloped land and habitat. Some of this land is conserved in the Morgan Meadows WMA, but most of these large parcels are under private ownership. The town should continue to partner with Loon Echo Land Trust and other similar not for profit accredited conservation agencies and work with private landowners to encourage tax programs and pursue potential easements for conservation, trails, and public access.

Raymond's Local Goals

The Comprehensive Plan Committee identified five goals for Raymond, followed by policies and action items to implement them. Under each goal, **priority action items** show the actions that should be pursued as soon as possible to begin making progress on the most important issues identified by the community. These local goals, policies, and action items are based on community input and Raymond's vision and values, and are related to multiple inventory chapter topics and the Future Land Use Plan.

The comprehensive plan also includes policies and action items required by Maine's Growth Management Act. The State's policies and action items are organized by inventory chapter topic. Some of these State policies and actions will connect to Raymond's local goals. Others may be policies and actions that Raymond has already implemented, and some may be additional actions for the town to pursue. Raymond town staff, elected officials, volunteers, and a newly formed Comprehensive Plan Implementation Committee will use both these local and State goals, policies, and action items to inform future work that moves towards implementing Raymond's vision. Each action has a time frame for initiation— priority action (immediate), short term (1-2 years), medium term (2-5 years), and long term (5-10 years.) The assigned time frames should help Raymond staff, officials, committees, and volunteers prioritize implementation.

It will be the task of the newly established Comprehensive Plan Implementation Committee to make recommendations based on both the local and State goals, policies, and action items. A full list of goals, policies, and actions, both local and State, is available on page 33.



View from Pismere Mountain by Brien Richards



Sebago Lake by Sam Piekas

Build a Resilient Raymond

A resilient community is one that is prepared to adapt to changes and challenges in the future by strengthening infrastructure, planning, and social networks. Raymond must build capacity to face the community's needs now and in the future: from the growing impacts of climate change and severe weather events, to the ability of the town to serve residents and pursue needed policies and programs. A resilient Raymond will leverage volunteers and local and regional partnerships to support the community.

Policy: Prepare for the impacts of climate change.

- ***Work with MaineDOT to complete an assessment of and work plan to improve town culverts and road infrastructure at risk from increased flooding.***
- Educate landowners about NFPA (National Fire Protection Association) programs aimed at decreasing potential for wildfires.

Policy: Construct weather-resistant infrastructure.

- Amend ordinances to require underground electrical lines where feasible in all new buildings.
- Provide information about HUD (US Housing & Urban Development) and NAHB (National Association of Home Builders) recommendations for resilient residential construction at the Code Enforcement Office to educate homeowners on best practices.
- Continue to work as part of the Lakes Region Broadband group to build a town fiber network for stable internet access to every home.

Policy: Increase town capacity to serve the community.

- ***Add staff capacity to seek and manage grant funding through additional staff, a consultant, or regional partnerships.***
- Partner with neighboring towns and regional organizations to increase town capacity and community services.
- 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, and hold an annual recognition event for Town volunteers.
- Explore a tracking or registration program for short-term rentals in Raymond.

What We Heard from the Community...

"Cultivating programs, services and businesses that allow for people of all different ages to enjoy safe, healthy, diverse and invigorating lives in Raymond is crucial to our community."

"Need to get more citizens involved and not just leave it to the same people all the time."

"Foster meaningful community participation in government and volunteer groups."

"Hire consultant for civic planning, hire consultant for grant identification and writing."

"Faster internet available everywhere!"

"Communication needs to be better or participation will suffer."

Protect Raymond's Natural and Water Resources

Raymond is located in the heart of the Lakes Region and has many cherished natural areas, lakes and ponds, and undeveloped land that offers refuge for wildlife, supports environmental resilience, and provides recreational opportunities. Raymond's identity is dependent upon continued stewardship and maintenance of natural and water resources including lakes, ponds, open spaces, preserves, forests, and farmlands.

Policy: Conserve Raymond's most important natural resources.

- ***Develop a process to determine the appropriateness of sites in Raymond for solar development, and incorporate these criteria into Raymond's Solar Ordinance.***
- Develop a list of 2-3 priority parcels for conservation.
- Continue to partner with conservation organizations on easement and conservation opportunities.
- Establish impact fees to fund land conservation through the Open Space Fund.
- Strengthen Open Space Subdivision standards to support housing clustered on smaller lots that preserves large tracts of open space, and allow density bonuses in exchange for preserving more open space or working lands.
- Work with summer camp owners on long-term property stewardship and future public access.
- Educate landowners about best management practices and invasive species threats.

Policy: Maintain the high water quality of Raymond's lakes, ponds, and waterways

- Work with Cumberland County Soil and Water Conservation District (CCSWD) and the town's lake associations 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 and support local organizations to actively monitor the health of ponds and lakes and combat invasive species.

Policy: Increase public access to Raymond's water bodies.

- Pursue appropriately scaled public access easements for swimming, fishing, and passive recreation at all lakes, ponds, and waterbodies through a collaborative process between municipal governments and landowners.
- Improve the hand-carry boat launch and public access to Panther Run at the Mill Street Dam.
- Improve the safety and accessibility of the Crescent Beach boat launch.

What We Heard from the Community...

"Living here is like living in a national forest."

"Raymond is such a peaceful and naturally beautiful place that allows you to unplug and get back to the elements."

"Areas that remain as large, intact forest blocks should be preserved for wildlife corridors and watershed protection and climate change benefits/cooling."

"I feel strongly about protecting ALL watershed/lake/pond areas from the impact of development. This has to be a priority because it is our most valuable resource."

"It would be nice to have public access to Raymond Pond."

"Make this town a beacon for nature & conservation success that the rest of the state can look up to and try and duplicate."

"I have been a waterfront owner for 43 years and have seen a significant change in water quality to Sebago Lake. Milfoil, duck itch, and fecal bacteria were never issues in 1981 when I bought here. We need to preserve our shoreline and ensure that we leave this better than we found it."

Invest in Road and Traffic Improvements

Road safety, traffic congestion, and speeding are a top concern of Raymond residents. The volume of cars on the road increases by a magnitude during the summer months, especially in the town's limited commercial areas. Most roads in town have winding curves, blind corners and limited road shoulders. There is minimal traffic enforcement. Raymond has no public transportation so there are few alternatives to driving to get around town, access regional amenities, or commute to work and school. Improving traffic conditions in Raymond are important to quality of life in town, especially for residents who live near Route 302, and providing alternatives to driving will benefit residents of all ages.

Policy: Improve road safety.

- ***Collect/analyze speed and crash data and implement proven traffic calming strategies throughout Raymond.***
- Develop and adopt a Complete Streets or Vision Zero¹ policy to prioritize safety in all future road improvements and construction.
- Consult with Cumberland County Sheriff department on improving road safety and increasing traffic enforcement.
- Work with MaineDOT to lower the speed limit on Route 85 in East Raymond Village.

Policy: Fix Route 302.

- ***Create a 302 Master Plan in partnership with DOT, based on the vision for Route 302 in the Future Land Use Plan.***
- Partner with Windham to explore the potential for future connector roads to build out a local street network to alleviate 302 traffic.
- Amend ordinances to strengthen access management standards to limit curb cuts and connect existing parking lots on Routes 302.

Policy: Provide alternatives to driving.

- Explore opportunities to establish private and/or public transportation services in Raymond.
- Explore partnering with regional towns for a vanpool service for seniors for daily needs and recreation

What We Heard from the Community...

"Whatever can be done to improve traffic safety is important; public transportation is needed."

"302 (Raymond Plaza to Good Life Market) is unattractive, not walkable and is otherwise dangerous as far as the traffic speed. A rethinking/reworking of this main artery would be a good idea."

"As someone who lives on North Raymond Rd, I am concerned about the speed of traffic on this road. Anything the town can do to address this issue with design changes that promote lower speeds and reduce the incentive to use this road as a shortcut would be welcomed. This applies to other local roads, such as Raymond Hill Road, Ledge Hill Road, Valley Rd, Spiller Hill."

¹ A Complete Streets policy is a set of guidelines for planning, designing, and maintaining streets to ensure safety and mobility for all users. Vision Zero is strategy and transportation movement to eliminate all pedestrian traffic fatalities and injuries by ensuring roads and systems are safe, healthy and equitable for all users.

Prioritize Safe Walking & Biking around Raymond.

Many Raymond residents are active people who love to spend time outdoors, and would readily do less driving if it was safer and easier to walk or bike. Route 302 has a limited sidewalk network that lacks connectivity to other parts of town and nearby parks and public places. Routes 85 and 121 have a more rural setting and lack sidewalks or bike lanes. Raymond's local roads do not have adequate road shoulders for pedestrians. Improving the ability to bike and walk around Raymond will be a big quality of life improvement for residents - and will help reduce traffic congestion.

Policy: Make it easier to walk and bike around Raymond.

- ***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.
- Create a plan to create pedestrian connections through sidewalks and trails in East Raymond Village.
- Review and update standards for sidewalk construction in the Subdivision Ordinance to promote walkable new development.

Policy: Increase off-road trails for recreation and bicycle/pedestrian travel 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.

Policy: Provide alternatives to driving.

- Work with town staff, boards, and residents on opportunities to establish private and/or public transportation services in Raymond.
- Explore partnering with regional towns for a vanpool service for seniors for daily needs and recreation.

What We Heard from the Community...

"Pretty much every road feels unsafe to walk or ride a bike on, except for the private, slow speed lakeside roads."

"Cape Road NEEDS a jogging/ bike path! There are a lot of pedestrians and bicycles using that road and safely. It is scenic with rolling hills and would be perfect for a path that has benches and lighting, from the ferry up to Hawthorne."

"I love the idea of creating more sidewalks."

"85, 121, Mill & Egypt Rd = unsafe. 302 = unthinkable."

"I don't go for walks because I fear being hit."

"More sidewalks like the great work on Main St. I would love to see the sidewalk extended on Mill St down to Sheri Gagnon park."

Strengthen Raymond's Sense of Community.

Raymond residents value the small-town feel of the town, and the community that comes together at local businesses and events like the town's Halloween festivities. Still, most residents commute outside Raymond for work, and travel to neighboring towns for school, recreation, and shopping. Throughout the planning process, residents expressed the desire for more opportunities for community connection through public spaces, places to gather, community facilities, and opportunities for civic engagement. Building on Raymond's strengths - including the small business community and the Village - and seizing upcoming opportunities like the turnover of the Jordan Small Middle School from the regional school district to the town - will create ample ways to foster a stronger sense of community in town.

Policy: 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.
- Amend zoning to allow for mixed-use and small-scale multifamily development in Raymond's Villages.
- Follow a "park once" model for Raymond's villages so visitors can park in a central location and visit different businesses on foot.
- Amend zoning ordinances to allow farm-based businesses and agritourism in Raymond's rural areas.

Policy: 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 increased town support for the Beautification Committee.
- Amend zoning to include design standards that require new development to use traditional New England village building types compatible with existing historic buildings in Raymond's Villages.

Policy: 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 or public/private daycare program.
- Provide recreation programs for older adults.
- Amend ordinances to allow more varied housing types throughout Raymond, including senior housing, condos, townhouses, and

What We Heard from the Community...

"I would love to live in a community that took care of people who can't always take care of themselves. "

"Make Raymond more welcoming. Adapt to the active yet aging population by adding safe walking areas, bike trails, community center. Where do people go to hang out, see each other, be active? Most times we are going to Windham, Portland, New Gloucester, Brunswick, Falmouth, etc."

"Halloween in Raymond Village is pure magic and it's the ONLY day in which the town comes together as a community. I'd love to see a return to 'Everybody Loves Raymond' or some similar events."

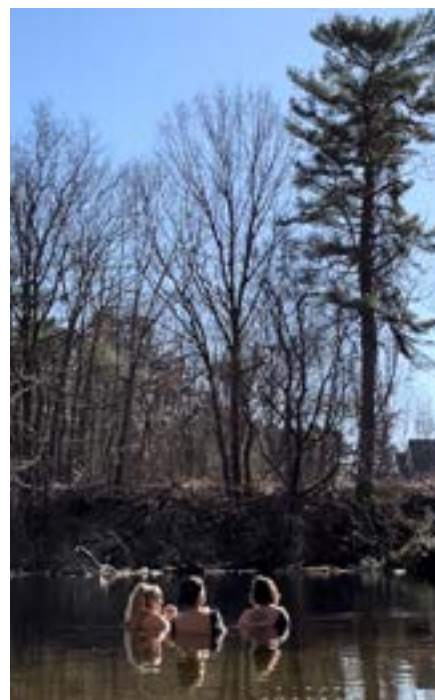
"I would like seniors and people who work in Raymond to get first priority for housing. I want to look out for our teachers, first responders and employers in Raymond."

apartments.

- Continue to support the work of Age-Friendly Raymond.

Policy: Create more opportunities for community connection.

- ***Develop a master plan supported by public input to repurpose the Jordan Small Middle School and determine the future use of other town-owned buildings, including the library and town office.***
- Create a public park or square in Raymond Village.
- Hold multiple community events throughout the year.
- Amend zoning to allow small-scale mixed-use buildings and local businesses at rural crossroads including Raymond Cape (the intersection of Raymond Cape Road and Hawthorne Road) and North Raymond (the intersection of North Raymond Road and Ledge Hill Road.)



Cold Dip in Panther Pond by Jackie Sawyer



Halloween on Main Street by Jackie Sawyer



Sailing at Wohelo by Wohelo Camps



Plan Implementation

The Comprehensive Plan will serve as a tool for community decision makers to set policies, target investments, and develop programs that reflect the values and priorities of Raymond. This document will serve to guide the Select Board, other boards and volunteers, and town staff when making decisions about public investments, future work plans, and policy decisions.

Comprehensive Plan Implementation Committee

After the adoption of the plan, Raymond will establish a Comprehensive Plan Implementation Committee. The Committee's role will be to coordinate implementation of this plan with the Select Board and Planning Board. The Committee will also have a role working with town staff, other Boards and Committees, and regional partners.

Coordinating on implementation will include making policy recommendations to the Select Board, serving as the work group charged with ordinance and policy development, and advising on budgeting related items and tracking implementation items on a regular, ideally annual basis, for the Select Board and Town Report. The priority actions identified in this plan provide a place for such a group to start its work.

The Committee will create an annual report at the close of each fiscal year to detail what policies and action items from this Plan are completed or in progress. This report will be shared with the Planning Board and Select Board, and made available to the public.

Funding Sources

The biggest question with implementing a Comprehensive Plan is funding. 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. This is not an exhaustive list of all funding sources that might be available to Raymond, but provides a place to start.

Funding 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 will 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
- Maine Trails Bond <https://www.nrcm.org/programs/forests-wildlife/maine-trails/>

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/HomelImprovement/homeimprovementdetail/community-aging-in-place>
- Maine Community Foundation Community Building Grants <https://www.mainecef.org/apply-for-a-grant/available-grants-deadlines/community-building-grants/>

Future Comprehensive Plan Updates

The Comprehensive Plan should be reviewed by town staff, the Select Board, the Planning Board, and Comprehensive Plan Implementation Committee every 3-5 years to ensure the information in the inventory chapters is still relevant, and to complete a thorough review on progress on the goals, policies, and action items. This review should also involve opportunities for public input to revisit the priorities in the Plan. Other Plan elements, like the Vision Statement, will remain consistent and will likely not need to be revisited for 10 years or so.

The State of Maine Growth Management Act recommends a 10-12 year planning cycle. For Raymond, a new Comprehensive Plan Update should be initiated between 2035-2040.



Photo by Nick Pitarys

Public Process

Public participation for the Raymond Comprehensive Plan began by convening a Comprehensive Plan Committee, which continued to meet monthly throughout the planning process. The Raymond Tomorrow Comprehensive Plan website was launched in May 2023. The consulting team periodically updated the website with important dates and other relevant documents and also served as a hub for community engagement and outreach.

The public process elements of the Plan consisted of a vision survey administered by the consulting team, the “what we’ve learned” workshop which presented data highlights of the inventories to inform the visioning process, and the future land use workshop. Online versions of each workshop were available to those unable to attend in person. Over the course of the planning process, the consultants and committee members continued to work hard on pursuing “behind the scenes” outreach practices including setting up a Facebook page, maintaining and updating the Plan website, sending out periodic email listservs and newsletters, and contacting key stakeholders, committees, and associations. Detailed analysis of all public engagement is available in Appendix 2.

Summer Survey

The Raymond Summer Survey was administered by the project team from June 8 to September 20, 2023 and received 206 responses. The survey asked high-level vision and values questions to help inform the draft vision statement. Residents were asked questions pertaining to the quality of life and public services in town, as well as their favorite places in town, and challenges facing Raymond. The vision statement reflects the input heard from the survey.

The survey showed consensus on the most valued things in Raymond: natural resources, (including lakes, ponds, and forests) and Raymond’s small-town community feel, in opposition to its proximity to busy centers like Windham and Portland. The impacts of development and traffic, as well as seasonal tourism, were cited as the biggest challenges facing the town. Respondents were not universal on if the town should invest in infrastructure and facilities, with those who had moved to town more recently more in favor of investment even if it increases taxes.

Best things about Raymond

“Getting to enjoy all the beautiful outdoor spaces while still being so close to the greater Portland area is easily my favorite part about living here.”



"The beauty of nature, woods and waters for wildlife and people to enjoy and thrive, and its relatively undeveloped state yet with essentials available."

"Fresh air, lakes all around, trails... Great schools and sense of community...."

"I love the peacefulness and laid-back culture."

Threats facing Raymond

"Congestion on Rt 302, overuse and pollution of Sebago Lake."

"Increased traffic resulting in backed up traffic during tourist season. Unable to enter Rt 302 from my community road."

"VRBO's on the lake are out of control."

What would make Raymond a better place?

"I think promoting some more diversity in Raymond would lead to more business development. Being able to get some Indian food or a high-quality cup of coffee would be a huge improvement over the fast-food chains across the line in Windham."

"Community & Recreation Center with robust programming and childcare options for families."

"Preservation of the natural resources that make Raymond special. It drives the economy and a sense of place."

"Paved shoulders on roads for safe pedestrian and bike traffic."

"A better planned Route 302 corridor."



Data Highlights Workshop

The data highlights workshop was the first in-person public workshop, and was held on January 20, 2024 at the Jordan Small Middle School. This workshop presented key data highlights from the inventory chapters and other planning work so far to show how Raymond has changed over time and the issues the community faces. The workshop was held open house style and informal. In total 64 people attended the in-person event including all 9 committee members. An online version of the workshop was sent shortly thereafter and received 57 responses.

In the workshop and survey, residents identified all of Raymond's lakes and waterfront areas as the most important places to preserve:

"The forests, the undeveloped spaces for wildlife and hunting, and the waters."

"Watershed areas and summer camp lakefront areas."

"As much as possible, mostly waterfront before it is all sold and private"

Main Street/Raymond Village was selected as a place where growth is appropriate. Respondents reflected that nearly all of Raymond's roads feel unsafe to walk or bike on, especially Webbs Mills Road, Route 302, and Raymond Cape Road. Raymond's roads also feel unsafe for drivers, especially Egypt Road, Route 302, and Raymond Cape Road. Additional topics brought out consensus on the desire for a greater sense of community in Raymond, through things like a community center, more recreation programs for residents of all ages, and an improved local business community with more places to gather. More transportation options, better town services, and more housing options for seniors and in smaller units like ADUs were also identified as needs by a majority of participants.

"We should invest in very real community cultivation—where year-round and seasonal residents have the opportunity to meet each other, gather and cooperate."

"Walkable downtown corner of Main St. and Route 121"

"Multi use path on roads with lots of bike/pedestrians such as Cape Road and Raymond Hill, Valley Road. "

"A community center and a large public playground. "

"Community center with adult ed classes and workshops for kids, families and seniors."

"Build sidewalks and bike lanes, encourage taking the bus, walking, and biking to school, pedestrian only paths to connect different parts of town. I wish I could bike to the grocery store, or to Tassel Top."



Community Listening Sessions

The project team conducted individual community listening sessions with different stakeholder groups and committees in town. The purpose of these sessions was to understand perceptions of Raymond through the perspective of community groups. The project team interviewed 10 people from various groups including business owners, road associations, lake associations, and summer camp owners.

Business owners were generally positive about Raymond, noting challenges that come with the seasonal nature of Raymond's economy and employment. Summer camp owners reflected that the value of their waterfront property has continually increased and it may be difficult to remain a summer camp in the future. Road associations all noted the increasing costs of infrastructure and maintenance for private roads, and the lakes associations all praised the town for its stewardship of lakes and ponds, while noting the continued concerns of development, runoff, invasive species, and climate change.

"Since coming to the area as a child, Windham is no longer a sleepy town, more like a small city, and Raymond is more like a bedroom suburb of Portland. Change happens. But to preserve



the town-like atmosphere and the quality of lakes what attract so many out-of-towners, it's imperative to have and enforce strict zoning laws to ensure development doesn't erode the fundamental character and beauty of the area. "

"It is important to maintain a good balance between the competing objectives of providing good infrastructure and services targeted toward young families (like excellent schools), empty nesters and elderly residents (like community center and public transportation) and seasonal residents (like excellent retail and recreational options) while maintaining a reasonable tax rate on property owners."

Future Land Use Workshop

The Future Land Use workshop occurred March 19, 2024 at the Public Safety Building. This workshop consisted of a 30-minute presentation by the project team that outlined past development in Raymond and three scenarios for the public to comment on: a Conservation Focus, a Villages Focus, and a Transportation Corridors Focus. Attendees provided comments on the scenarios at stations around the room open-house style and had the option to draft their own scenario. Approximately 80 people attended the workshop. The project team also administered an online version of the workshop that received 135 responses.

During the workshop, attendees responded most positively to the Villages Focus, which posited context-appropriate pockets of growth in the locations of Raymond's historic villages. Attendees also liked the idea of large areas of critical rural areas in undeveloped parts of North Raymond. Many participants in the workshop and in the survey indicated that Route 302 is already crowded with traffic issues and the potential to negatively impact Sebago Lake water quality, and wanted managed growth and additional investment in the Route 302 growth area rather than more development. Survey respondents liked the idea of preserving Raymond Village and East Raymond Village (on Webbs Mills Road) and enhancing the village amenities there. Other general comments included ideas for bicycle and pedestrian safety, multiuse trails, and traffic calming.

"Love the maintenance of crucial conservation areas; don't like the heavy concentration of development so near lower Lake Sebago".

"Like the concept but please limit growth on 302".

"Create community hub by the schools and likely future community center at Jordan Small Middle School. Link to other parts of town via improved bike and walking trails. Develop the 302 corridor north of the Route 121 intersection".



Regional Coordination

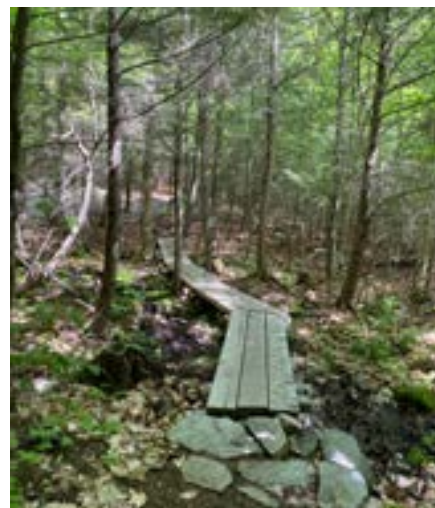
Raymond is one of several communities within the Lakes Region north of Portland, which consists of a mix of seasonal and year-round residents situated between the White Mountains and Portland. Many of Raymond's natural and water resources are shared with surrounding towns. For example, Sebago Lake's frontage is shared with the towns of Windham, Standish, Sebago, Naples and Casco, and the Sebago Lake watershed extends in whole or in part over 24 towns. Many trails and conservation lands cross municipal boundaries, like the Rattlesnake Mountain trail that starts in Raymond and ends in Casco, and the regional trail network, including the seasonal snowmobile trails system, that connects Raymond to a wider region.

As a small rural community with limited staffing, Raymond benefits from partnerships with other towns to share service costs, resources and facilities. Raymond's Fire and Rescue Department partners with neighboring communities to provide mutual aid response. The Cumberland County Sheriff's Department serves the communities of Raymond, New Gloucester, Gray, Bridgton, Naples and Sebago for law enforcement needs.

Raymond's Lake and Pond Associations have established regional partnerships with Maine Lakes Environmental Association and Lake Stewards of Maine. Raymond is also part of PACTS (Portland Area Comprehensive Transportation System), administered through GPCOG (Greater Portland Council of Governments), which coordinates transportation planning and investing.

Raymond has been involved in a few regional studies pertaining to broadband, transportation and housing. In 2011, Raymond was part of the Lakes Region Service Study to assess the present and future needs for RTP and Lakes Region transportation. Raymond is currently part of the Lakes Region Broadband Partnership study, which aims to assess the needs and current capacity for broadband services for communities in the Lakes Region. Raymond was also included in Cumberland County's 2024 Lakes Region Housing Study, which assessed housing insecurity and homelessness in the Lakes Region.

Raymond will benefit from continued coordination with neighboring towns as well as regional and state organizations, who can provide support for projects and programs as well as resources, facilities, and economic development initiatives.



Photos by Loon Echo Land Trust



Raymond's Past Planning Work

Raymond Comprehensive Plan 2004

The 2004 Comprehensive Plan effort was spearheaded by the comprehensive plan committee in partnership with a consulting team from GPCOG and town staff. The vision statement from the 2004 Comprehensive Plan highlighted the need to ensure Raymond is a fair and just community for all ages and that resources and public services meet the needs of residents and also recognized the need to prioritize the protection of Raymond's natural resources. As noted in the inventory chapters, the town has struggled particularly with directing growth away from rural areas, implementing adequate protections to critical natural resources, and managing congestion along Route 302 particularly as more people commute to other towns for work. The plan contained a total of 48 policies and 131 strategies associated with each inventory chapter. Of that total, 44 have been completed and 51 are ongoing. For the 40 strategies that have some specific recommendation for further action; 4 of them are getting addressed by the Planning Board, 18 are matters other towns, committees or boards have already been considering, and 3 are regional efforts. Most action strategies were rated as high priority or medium priority.

Open Space Plan 2009

The 2009 Open Space Plan was written in by the Conservation Commission in response to the goals from the 2004 Comprehensive Plan, which called for protecting shared natural resources, preserving scenic resources, and increasing open space and trails. The key recommendations of the plan were to engage in discussions with landowners to begin conversations about land protection and explore which methods of protection would best meet the needs of the landowner and town, determine the requirements for securing town funds for land conservation, identify opportunities to processes to apply for state and federal grants, build partnerships in order to leverage funding opportunities, conservation capacity, and experience, and provide information for landowners and citizens about working forest farmland and open space values in Raymond.

Panther Pond Conservation Project 2005-2012

The Panther Pond Conservation Project was written in collaboration with Maine DEP, Panther Pond Association, Portland Water District, Raymond Waterways Protective Association, town staff, and a steering committee. The purpose of the project was to significantly reduce erosion and export sediment and phosphorus into Panther Pond. This was accomplished by installing conservation practices that reduce erosion and polluted runoff at priority sites throughout the watershed. The project also aimed to raise awareness of watershed issues and promote long-term watershed stewardship. The project was divided into two phases; phase 1, which occurred between 2005 and 2008, and phase 2, which occurred between 2009 and 2012.



Goals, Policies and Action Items

The following pages compile all of the goals, policies, and action items needed to implement this Comprehensive Plan. They include Raymond’s local goals, policies, and actions, as well as those required by the state. Each action is accompanied by a timeframe and the town staff and committees who will be responsible for it. These tables are expected to be living documents that a future Implementation Committee can use to create work plans, identify interconnected objectives and actions, and determine stakeholder involvement.

Index of Tables

Local Goals, Policies, and Actions	34
Historic & Archaeological Resources	39
Water Resources	40
Natural Resources	42
Agriculture & Forest Resources	43
Economy	44
Housing	45
Recreation	46
Transportation	47
Public Facilities	49
Fiscal Capacity	50
Future Land Use	51

Local Policies & Actions

Policy	Action Item	Responsible Party	Timeframe
Prepare for the impacts of climate change.			
	Work with MaineDOT to complete an assessment of and work plan to improve town culverts and road infrastructure at risk from increased flooding.	Public Works, Road Improvement Study Committee	Priority Action
	Educate landowners about NFPA programs aimed at decreasing potential for wildfires.	Fire Department	Ongoing
Construct weather-resistant infrastructure.			
	Amend ordinances to require underground electrical lines where feasible in all new buildings.	Code Enforcement Officer, Planning Board	Ongoing
	Provide information about HUD (US Housing & Urban Development) and NAHB (National Association of Home Builders) recommendations for resilient residential construction at the Code Enforcement Office to educate homeowners on best practices.	Code Enforcement Officer	Ongoing
	Continue to work as part of the Lakes Region Broadband group to build a town fiber network for stable internet access to every home.	Town Manager, Technology Committee	Ongoing
Increase town capacity to serve the community.			
	Partner with neighboring towns and regional organizations to increase town capacity and community services.	Town Manager, Comprehensive Plan Implementation Committee	Ongoing
	Add staff capacity to seek and manage grant funding through additional staff, a consultant, or regional partnerships.	Town Manager, Select Board	Priority Action
	Improve town communications for the public through a community e-newsletter and social media updates.	Town Communications Specialist, Comprehensive Plan Implementation Committee	Short Term (1-2 years)
	Encourage community members of all ages to participate on Boards and Committees.	All Boards & Committees	Ongoing
	Develop a town volunteer network to coordinate and promote opportunities, and hold an annual recognition event for Town volunteers.	Town Manager, Select Board	Short Term (1-2 years)
	Explore a tracking or registration program for short-term rentals in Raymond.	Select Board, Planning Board	Short Term (1-2 years)
Conserve Raymond's most important natural resources.			
	Develop a list of 2-3 priority parcels for conservation.	Conservation Commission	Short Term (1-2 years)
	Continue to partner with conservation organizations on easement and conservation opportunities.	Conservation Commission, Loon Echo Land Trust	Ongoing

Local Policies & Actions

Policy	Action Item	Responsible Party	Timeframe
	Establish impact fees to fund land conservation through the Open Space Fund.	Select Board, Conservation Commission	Short Term (1-2 years)
	Strengthen Open Space Subdivision standards to support housing clustered on smaller lots that preserves large tracts of open space, and allow density bonuses in exchange for preserving more open space or working lands.	Planning Board, Conservation Commission	Medium Term (2-4 years)
	Work with summer camp owners on long-term property stewardship and future public access.	Conservation Commission, Loon Echo Land Trust	Long Term (5-10 years)
	Educate landowners about best management practices and invasive species threats.	Conservation Commission	Ongoing
	Develop a process to determine the appropriateness of sites in Raymond for solar development, and incorporate these criteria into Raymond's Solar Ordinance	Planning Board, Comprehensive Plan Implementation Committee	Priority Action
	Explore additional programs or ordinances to encourage the preservation of large blocks of open space, habitat, and working lands in Raymond's rural areas, such as a Transfer of Development Rights program.	Planning Board, Comprehensive Plan Implementation Committee, Conservation Commission	Long Term (5-10 years)
	Review minimum lot size requirements in Rural Residential areas to allow for smaller lot sizes that preserve more open space	Planning Board, Comprehensive Plan Implementation Committee	Medium Term (2-4 years)
Maintain the high water quality of Raymond's lakes, ponds, and waterways.			
	Work with Cumberland County Soil and Water Conservation District (CCSWD) and the town's lake associations to educate property owners on ways to improve drainage and decrease runoff through landscaping and green infrastructure like rain gardens.	Conservation Commission	Medium Term (2-4 years)
	Continue to enforce strict erosion control, stormwater management, phosphorus management standards, and landscaping and buffer standards in the Zoning and Shoreland Ordinances.	Code Enforcement Officer, Planning Board	Ongoing
	Continue to work with and support local organizations to actively monitor the health of ponds and lakes and combat invasive species.	Conservation Commission	Ongoing
Increase public access to Raymond's water bodies.			
	Pursue appropriately-scaled public access easements for swimming, fishing, and passive recreation at all lakes, ponds, and waterbodies through a collaborative process between municipal governments and landowners.	Conservation Commission, Select Board	Long Term (5-10 years)
	Improve the hand-carry boat launch and public access to Panther Run at the Mill Street Dam.	Maine DOT, Maine DEP, Select Board, Public Works	Medium Term (2-4 years)

Local Policies & Actions

Policy	Action Item	Responsible Party	Timeframe
	Improve the safety and accessibility of the Crescent Beach boat launch.	Maine DEP, Parks & Rec	Medium Term (2-4 years)
Improve road safety.			
	Develop and adopt a Complete Streets or Vision Zero policy to prioritize safety in all future road improvements and construction.	Select Board, Comprehensive Plan Implementation Committee	Short Term (1-2 years)
	Consult with Cumberland County Sheriff department on improving road safety and increasing traffic enforcement.	Town Manager, Select Board	Short Term (1-2 years)
	Collect/analyze speed and crash data and implement proven traffic calming strategies throughout Raymond.	Town Manager, Select Board, Budget-Finance Committee	Priority Action
	Work with MaineDOT to lower the speed limit on Route 85 in East Raymond Village.	Town Manager, Select Board	Long Term (5-10 years)
Fix Route 302.			
	Create a 302 Master Plan in partnership with DOT, based on the vision for Route 302 in the Future Land Use Plan.	Town Manager, Comprehensive Plan Implementation Committee	Priority Action
	Partner with Windham to explore the potential for a future bypass or connector roads to alleviate 302 traffic.	Town Manager	Long Term (5-10 years)
	Amend ordinances to strengthen access management standards to limit curb cuts and connect existing parking lots on Routes 302.	Planning Board	Medium Term (2-4 years)
Provide alternatives to driving.			
	Explore opportunities to establish private and/or public transportation services in Raymond.	Town Manager, Comprehensive Plan Implementation Committee	Short Term (1-2 years)
	Explore partnering with regional towns for a vanpool service for seniors for daily needs and recreation.	Town Manager, Comprehensive Plan Implementation Committee	Long Term (5-10 years)
Make it easier to walk and bike around Raymond.			
	Build a network of sidewalks, trails and bike paths connecting identified Growth Areas and local destinations.[Funding Connection: Maine DOT Bicycle & Pedestrian Program Funding]	Select Board, Town Manager, Public Works, Town of Frye Island	Priority Action
	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.	Town Manager, Select Board, Budget-Finance Committee, Comprehensive Plan Implementation Committee	Long Term (5-10 years)

Local Policies & Actions

Policy	Action Item	Responsible Party	Timeframe
	Amend ordinances to require sidewalks when new construction is built on Route 302, Route 85, and anywhere pedestrian activity is anticipated.	Planning Board, Comprehensive Plan Implementation Committee	Short Term (1-2 years)
	Partner with Maine DOT to add bike infrastructure like bike lanes or shoulders to Route 302, Route 85, and Route 121.	Town Manager, Public Works	Medium Term (2-4 years)
	Create a plan to create pedestrian connections through sidewalks and trails in East Raymond Village.	Public Works, Comprehensive Plan Implementation Committee	Long Term (5-10 years)
	Review and update standards for sidewalk construction in the Subdivision Ordinance to promote walkable new development.	Select Board, Planning Board	Short Term (1-2 years)
Increase off-road trails for recreation and bicycle/pedestrian travel through town.			
	Work with regional partners to connect to the Sebago to the Sea trail.	Conservation Commission, Sebago to the Sea Coalition	Long Term (5-10 years)
	Partner with local snowmobile and ATV groups to create pedestrian and bike access to existing trails.	Conservation Commission, Select Board	Medium Term (2-4 years)
	Build a trail connection between Sheri Gagnon Park, Raymond Village, and Route 302.	Public Works, Conservation Commission	Medium Term (2-4 years)
	Increase trail, sidewalk, and bike lane connections to water access points and open spaces.	Public Works, Conservation Commission	Medium Term (2-4 years)
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.	Select Board	Short Term (1-2 years)
	Continue to partner with the Sebago Lakes Region Chamber to foster economic growth through business development and support.	Economic Development Task Force	Ongoing
	Develop a "park once" model for Raymond's villages so visitors can park in a central location and visit different businesses on foot.	Town Manager, Planning Board, Comprehensive Plan Implementation Committee	Long Term (5-10 years)
	Amend zoning to allow for mixed-use and small-scale multifamily development in Raymond's Villages.	Planning Board	Medium Term (2-4 years)
	Amend zoning ordinances to allow farm-based businesses and agritourism in Raymond's rural areas.	Planning Board	Medium Term (2-4 years)

Local Policies & Actions

Policy	Action Item	Responsible Party	Timeframe
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.	Planning Board, Comprehensive Plan Implementation Committee	Medium Term (2-4 years)
	Provide town support for the Beautification Committee.	Town Manager, Select Board	Ongoing
	Amend zoning to require design standards that require new development to use traditional New England village building types compatible with existing historic buildings in Raymond's Villages.	Planning Board, Comprehensive Plan Implementation Committee	Medium Term (2-4 years)
Support residents of all ages.			
	Partner with local summer camps or neighboring towns on summer camp for Raymond youth.	Recreation	Medium Term (2-4 years)
	Explore the feasibility of a town-run or public/private daycare program.	Recreation	Long Term (5-10 years)
	Provide recreation programs for older adults.	Recreation, Age Friendly Raymond	Medium Term (2-4 years)
	Amend ordinances to allow more varied housing types throughout Raymond, including senior housing, condos, townhouses, and apartments.	Planning Board, Comprehensive Plan Implementation Committee	Short Term (1-2 years)
	Continue to support the work of Age-Friendly Raymond.	Town Manager, Select Board	Ongoing
Create more opportunities for community connection.			
	Develop a master plan supported by public input to repurpose the Jordan Small Middle School and determine the future use of other town-owned buildings, including the library and town office.[]	Town Manager, Select Board, Planning Board, Comprehensive Plan Implementation Committee	Priority Action
	Create a public park or square in Raymond Village.	Town Manager, Select Board, Public Works	Long Term (5-10 years)
	Hold multiple community events throughout the year.	Library, Parks & Rec, Age Friendly Raymond,	Short Term (1-2 years)
	Amend zoning to allow small-scale mixed-use buildings and local businesses at rural crossroads including Raymond Cape (the intersection of Raymond Cape Road and Hawthorne Road) and North Raymond (the intersection of North Raymond Road and Ledge Hill Road.)	Planning Board, Comprehensive Plan Implementation Committee	Medium Term (2-4 years)

Historic & Archaeological Resources

Policy	Action Item	Responsible Party	Timeframe
1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community.			
	1a. 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.	Planning Board	Ongoing
	1b. 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.	Planning Board	Ongoing
	1c. 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.	Planning Board, Raymond-Casco Historical Society	Ongoing

Water Resources

Policy	Action Item	Responsible Party	Timeframe
1. To protect current and potential drinking water sources.			
	1a. 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 Clerk, Town Communications Specialist	Short Term (1-2 years)
2. To protect significant surface water resources from pollution and improve water quality where needed.		Planning Board, Conservation Commission, Raymond Waterways Protective Association	Ongoing
3. To protect water resources in growth areas while promoting more intensive development in those areas.			
	3a. 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, Planning Board	Medium Term (2-4 years)
	3b. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Long Term (5-10 years)
	3c. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	N/A	
4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.			
	4a. 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 DEP's allocations for allowable levels of phosphorus in lake/pond watersheds; c. Maine Pollution Discharge Elimination System Stormwater Program	Planning Board	Short Term (1-2 years)

Water Resources

Policy	Action Item	Responsible Party	Timeframe
5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.			
	5a. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Conservation Commission	Ongoing
	5b. Provide educational materials at appropriate locations regarding aquatic invasive species.	Lakes Associations	Ongoing

Natural Resources

Policy	Action Item	Responsible Party	Timeframe
1. To conserve critical natural resources in the community.			
	1a. Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	Planning Board	Short Term (1-2 years)
	1b. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Comprehensive Plan Committee	Short Term (1-2 years)
	1c. 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.	Planning Board	Short Term (1-2 years)
	1d. 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.	Planning Board	Short Term (1-2 years)
	1e. 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.	Conservation Commission	Ongoing
2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.			
	2a. Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	Conservation Commission, Loon Echo Land Trust	Ongoing

Agriculture & Forest Resources

Policy	Action Item	Responsible Party	Timeframe
1. To safeguard lands identified as prime farmland or capable of supporting commercial forestry.			
	1a. 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.	Planning Board, Conservation Commission	Ongoing
	1b. 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.	Planning Board	Short Term (1-2 years)
	1c. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	Ongoing
2. To support farming and forestry and encourage their economic viability.			
	2a. 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.	Planning Board	Long Term (5-10 years)
	2b. 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.	Planning Board, Select Board	Medium Term (2-4 years)
	2c. Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	Select Board	Medium Term (2-4 years)
	2d. Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Conservation Commission	Ongoing

Economy

Policy	Action Item	Responsible Party	Timeframe
1. To support the type of economic development activity the community desires, reflecting the community's role in the region.			
	1a. 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).	Select Board, Town Manager	Short Term (1-2 years)
	1b. Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	Planning Board, Economic Development Task Force	Medium Term (2-4 years)
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.			
	2a. If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)	Budget Finance Committee, Select Board	Ongoing
3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.			
	3a. Participate in any regional economic development planning efforts.	Town Manager, Economic Development Task Force	Ongoing

Housing

Policy	Action Item	Responsible Party	Timeframe
1. To encourage and promote adequate workforce housing to support the community's and region's economic development.			
	1a. Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.	Town Manager, Comprehensive Plan Implementation Committee	Long Term (5-10 years)
2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing.			
	2a. 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.	Planning Board, Comprehensive Plan Implementation Committee	Medium Term (2-4 years)
	2b. 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.	Planning Board	Short Term (1-2 years)
	2c. 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).	Planning Board	Medium Term (2-4 years)
3. To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.			
	3a. Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs. Establish a community based affordable housing committee.	Town Manager, Comprehensive Plan Implementation Committee	Ongoing
	3b. Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable as defined in Maine Title 30-A.	Town Manager, Select Board, Comprehensive Plan Implementation Committee	Short Term (1-2 years)

Recreation

Policy	Action Item	Responsible Party	Timeframe
1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.			
	1a. 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.	Recreation Department, Comprehensive Plan Implementation Committee	Short Term (1-2 years)
2. To preserve open space for recreational use as appropriate.			
	2a. 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.	Conservation Commission, Loon Echo Land Trust	Long Term (5-10 years)
	2b. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Conservation Commission, Loon Echo Land Trust	Long Term (5-10 years)
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.			
	3a. 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.	Conservation Commission, Loon Echo Land Trust	Ongoing

Transportation

Policy	Action Item	Responsible Party	Timeframe
1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.			
	1a. Initiate or actively participate in regional and state transportation efforts.	Town Manager, Comprehensive Plan Implementation Committee	Ongoing
2. To safely and efficiently preserve or improve the transportation system.			
	2a. Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Public Works, Road Improvement Study Committee	Medium Term (2-4 years)
3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.			
	3a. 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. Enhance fire/rescue, school transportation and trash management and develop an ordinance requiring subdivision and cluster development roadways to be interconnected where applicable.	Planning Board	Long Term (5-10 years)
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).		Planning Board, Select Board	Long Term (5-10 years)

Transportation

Policy	Action Item	Responsible Party	Timeframe
5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.			
	5a. 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.	Planning Board	Short Term (1-2 years)

Public Facilities

Policy	Action Item	Responsible Party	Timeframe
1. To efficiently meet identified public facility and service needs.			
	1a. Explore options for regional delivery of local services.	Town Manager, Select Board	Ongoing
2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.			
	2a. Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	Town Manager, Public Works, Select Board, Budget Finance Committee	Short Term (1-2 years)
	2b. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	Budget Finance Committee, Select Board	Long Term (5-10 years)
	2c. Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.	N/A	
	2d. If public water supply expansion is anticipated, identify and protect suitable sources?	N/A	

Fiscal Capacity

Policy	Action Item	Responsible Party	Timeframe
1. To finance existing and future facilities and services in a cost effective manner.		Select Board, Budget-Finance Committee	Ongoing
2. To explore grants available to assist in the funding of capital investments within the community.			
	2a. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Select Board, Budget-Finance Committee	Ongoing
3. To reduce Maine's tax burden by staying within LD 1 spending limitations while providing for essential public services.		Select Board, Budget-Finance Committee	Ongoing
	2d. If public water supply expansion is anticipated, identify and protect suitable sources?	N/A	

Future Land Use

Policy	Action Item	Responsible Party	Timeframe
1. To coordinate the community's land use strategies with other local and regional land use planning efforts.			
	1a. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	Comprehensive Plan Implementation Committee	Short Term (1-2 years)
	1b. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Town Manager, Comprehensive Plan Implementation Committee	Ongoing
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.			
	2a. 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.	Comprehensive Plan Implementation Committee, Planning Board, Select Board	Long Term (5-10 years)
	2b. Track new development in the community by type and location.	Comprehensive Plan Implementation Committee	Ongoing
	2c. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Budget Finance Committee, Select Board, Code Enforcement	Ongoing
	2d. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Comprehensive Plan Implementation Committee, Select Board	Ongoing
	2e. Explore the possibilities of registering and regulating short term rentals.	Comprehensive Plan Implementation Committee	Short Term (1- 2 years)
	2f. Review the standards of open space subdivision to add more density and preserve more open space and also look at Transfer of Development Right programs	Planning Board	Ongoing
	2g. Amend local zoning to allow traditional New England growth in the villages as described in the FLU plan	Planning Board	Ongoing
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.			

Future Land Use

Policy	Action Item	Responsible Party	Timeframe
	3a. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Budget Finance Committee	Ongoing
4. To establish efficient permitting procedures, especially in growth areas.			
	4a. 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.	Code Enforcement Officer	Ongoing
5. To protect critical rural and critical waterfront areas from the impacts of development.		Planning Board, Conservation Commission, Public Works	Ongoing



Town of Raymond Comprehensive Plan

Inventory Chapters

Table of Contents

Historic & Archaeological Resources	3
Water Resources	9
Natural Resources	18
Agriculture & Forestry	30
Population	36
Economy	47
Housing.....	62
Recreation.....	71
Transportation.....	77
Public Facilities	87
Fiscal Capacity	96
Existing Land Use	102



Historic & Archaeological Resources

Community History¹

The first known inhabitants of the Raymond area were groups of Abenaki people, including the Eastern Abenaki and the Pequawket. Beginning around 11,000 BCE, Abenaki bands lived in seasonal settlements along significant bodies of water including Sebago Lake, traveling between the western mountains and the coast. Each spring, the Abenaki returned from winter hunting camps in the mountains to the Sebago region's lakes and rivers to meet the migrating fish runs and plant corn, beans, and squash along the fertile riverbanks. Throughout the season, the Abenaki traveled along the rivers to fish and harvest shellfish along the coast.²

During the 1600s and 1700s, there were several violent conflicts between indigenous peoples and European settlers in areas of southern Maine, including the Presumpscot River to Casco Bay. These conflicts were part of seven major wars, including King Philip's War, King William's War, and the French and Indian War. The native population was decimated as a result of these wars, famine, and disease.³

The Town of Raymond exists as a direct result of one of these wars. In 1767, the Plantation of Raymond town was granted to Captain William Raymond and 60 other residents of Beverly, Massachusetts to reward them for their services in fighting against the Native Americans in King Philip's War. The original town was 7 1/2 square miles, located northwest of New Boston (now Gray) and Windham, and included Rattlesnake Mountain and almost 6,000 acres of ponds.⁴ Free land was offered to the 60 men named in the grant, as well as to any settler who cleared land and built a house. The first settler would be granted an extra 100 acres.

The first lots in Raymond were recorded in 1770 by Captain Nathaniel Jordan and Captain Joseph Dingley. Local tradition states that they engaged in a friendly contest to be the first settler, camping together overnight. In the morning, Dingley awoke first and stole their canoe,

¹ Much of the information in this section comes from the history of Raymond written in the 2004 Comprehensive Plan by Ernest Knight.

² Brooks, C. (2010). The reciprocity principle and traditional ecological knowledge: understanding the significance of indigenous protest on the Presumpscot River. *International Journal of Critical Indigenous Studies*, 3(2), 11-28.

³ Wikipedia contributors. (2023). Wabanaki Confederacy. Wikipedia. https://en.wikipedia.org/wiki/Wabanaki_Confederacy

⁴ Dolley, M. L. (1953). 150th Anniversary, Town of Raymond, Maine, 1803-1953.

securing his land at the mouth of Dingley Brook, which still bears his name. Jordan was left to walk along the shore, where he staked his claim on Panther Run, also called the Jordan River. Raymond was incorporated as a town on June 21, 1803.

Raymond's early economy was timber-based. Multiple sawmills were erected on Raymond's rivers before 1800. A robust logging industry supported these and mills for other wood products like shingles. Timber was additionally transported down the rivers to Sebago Lake and the Cumberland and Oxford Canal. Other early industries included agriculture, a brick yard, a charcoal kiln, and the sale of "snake oil" supposedly harvested from reptiles on Rattlesnake Mountain and sold as a cure for rheumatism.⁵ Raymond grew rapidly in the early 19th century as more settlers arrived to take advantage of the town's natural resources.

In 1829 and again in 1841, areas of Raymond seceded to become the towns of Naples and Casco. Raymond's population and economic activity continued to grow until the Civil War. The post-1860 economy led to many leaving rural areas like Raymond to seek more agricultural land in the West or to jobs at industrial mills in larger cities.

By the late-19th century, Maine was developing a summer tourism economy, and Raymond, with its hunting, fishing, lakes, and rivers, was a popular tourism destination. Camps, lodges, and inns, including rentals for sport fishermen and summer camps for children, were built along the town's waterfronts. Guests took the steamboat to Sebago Lake Station then the train into Raymond. Barges and steamboats also brought mail and goods to Raymond.

In the early 20th century, Raymond Village on Main Street was home to a general store and other small businesses, including a grocery store, a blacksmith (later a garage), an ice cream shop, and a boat shop. Raymond was also home to several industries, including a corn-packing factory, the Maine State Fish Hatchery, and later a television products engineering factory. During World War II, the Portland Pipeline was constructed, passing through Raymond, to transport oil from Canada to Portland Harbor.

In the 1930s, the construction of US Route 302 brought increased automobile access to Raymond, around the same time that the Sebago Lake Station closed and rail service ended. Beginning in the 1950s, Raymond saw an increase in summer residents and visitors making Raymond their permanent home.

Raymond's historic patterns of development are still visible in the extant Raymond Main Street, set apart from the more suburban strip development around Route 302. Additionally, Raymond maintains many of its historic summer camp, cottage, and lodge developments along the town's lakes and rivers.

Prehistoric Sites

According to 2023 data from the Maine Historic Preservation Commission, Raymond has 18 known prehistoric sites. These sites are located along the shoreline of Sebago Lake and related drainages. No map is available.⁶

⁵ Dolley, M. L. (1953). 150th Anniversary, Town of Raymond, Maine, 1803-1953.

⁶ The sites are numbers 12.10, 12.12, 12.28, 121.37, 12.59, 13.9, 13.10, 13.11, 13.12, 13.13, 13.14, 13.19, 13.20A, 13.20B, 13.24, 13.27, 13.36 and 13.56.

Only small areas of town have had a professional archaeological survey. These include areas of subdivision and marina development, the Point Sebago golf course, and the shoreline of Sebago Lake.

Historic Archaeological Sites

Two historic archaeological sites have been identified by the Maine Historic Preservation Commission as of 2022.

Panther Run, PA-1

- Site Number: ME 366-001
- Site Type: unidentified
- Periods of significance: First half of 19th century
- National Register Status: undetermined
- Location Known

Raymond Neck Bedrock Quarry

- Site Number: ME 366-002
- Site Type: quarry, granite
- Periods of significance: presumably early 19th century
- National Register Status: undetermined
- Location Known

No town-wide surveys for historic archaeological sites have been conducted to date in Raymond. Future historic archaeological surveys should focus on the identification of potentially significant resources associated with the town's agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 18th and 19th centuries.

Historic Structures

Two properties are currently listed in the National Register of Historic Places. They are:

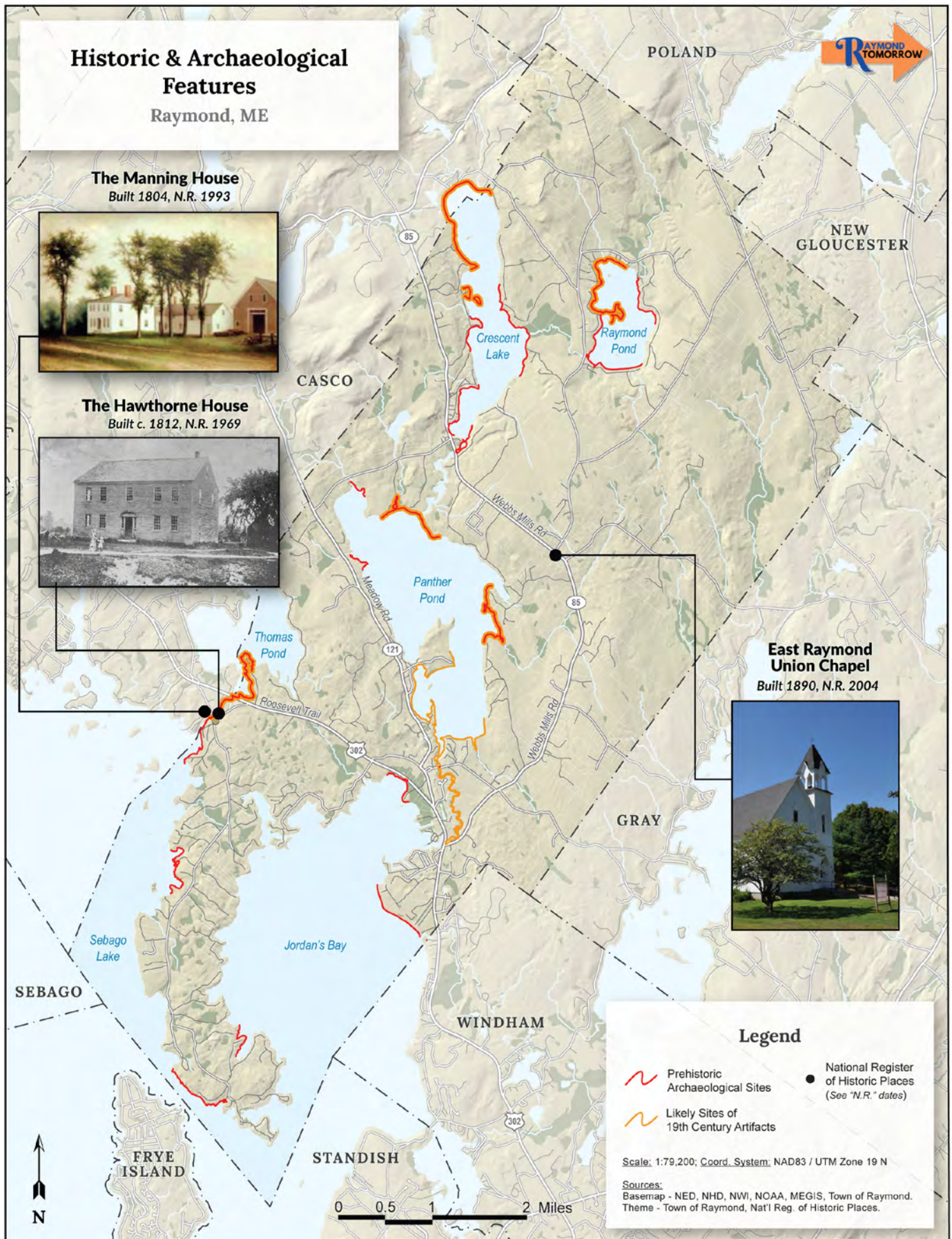
- **The Nathaniel Hawthorne Boyhood Home**, a federal-style house built in 1812, which is the childhood home of author Nathaniel Hawthorne. It is located at Hawthorne and Raymond Cape Roads.
- **The East Raymond Union Chapel** is a modest chapel at 394 Webbs Mills Road, built in 1890 with Queen Anne and Gothic Revival elements. It was constructed as a community project by a local benevolent society.

Architectural surveys in 2004 and 2018 reviewed structures in Raymond Village, mostly along Main Street. The Raymond Village Community Church at 31 Main Street, built c.1870-1880, was found eligible for the National Register. In 2013 the Boy Scouts of America Camp Hinds on Plain Road, built in 1927, was identified as eligible for its social and cultural significance.

There are a number of buildings in Raymond built in the nineteenth century or earlier that might qualify for inclusion on the National Register.⁷ Notable structures that have not been surveyed include:

- The ell of the Crockett house was reportedly the home of Dominicus Jordan, Raymond's first settler. This section would have been built before 1800. Sometime before 1870, it was expanded and was

7 2004 Raymond Comprehensive Plan.



known as Sawyer's Tavern. Since then, it has been converted to apartments.

- Ye Olde House was one of the early homes on Route 85 and was also built before 1800. It has been an inn and a private home at various times and at present is a private home.
- The building on the corner of Routes 85 and 302 has been used as a stage stop, a tavern, as Fulton's Store, and the Pleasant View House (a summer boarding house) and is currently The Good Life Market.
- The Raymond Hill Church was built in 1834 on land donated by Richard Manning, the agent for the Proprietors of Raymond. It has an unusual curved ceiling. This church's cemetery has a number of graves of the early settlers.
- Raymond's cemeteries (Village Cemetery, Riverside, and Raymond Hill Cemetery), which contain unusual bronze monuments from the late 19th century.
- Clough's Store in East Raymond was built prior to 1900. At one time, it had a public dance hall on the second floor. It is still used commercially today.
- Marsh's Store in Raymond Village was built before 1876 and operated until the mid-1980's.

Many of Raymond's early school houses still exist and are in use as private homes, including: School #1 on Mill Street near Gay Street, the Over the River School next to St. Raymond's Church, School #8 on the North Raymond Road across from Ganderbrook, the house across from the Village Church parking lot, the present Town Hall, and the present Bayview Apartments.

Local Historic Landmarks

Several local historic sites were identified in Raymond's 2004 Comprehensive Plan:

- First Dam Site - located above the present dam on Mill Street and allegedly the first mill site in present day Raymond: the rights to this dam site were reserved in 1765.
- Frye's Leap - this rocky ledge in Raymond Neck is identified by local legend as the place where Captain Frye jumped into Sebago Lake to escape from Native Americans who were pursuing him.
- Hawthorne's Cave - a cave near Frye's Leap where Nathaniel Hawthorne reportedly used to play.
- Hawthorne's Rock - a boulder located at the outlet of Thomas Pond into Dingley Brook where Nathaniel Hawthorne reportedly fished as a boy.
- Swan's Island - Site of canal and steam boat landing, at the end of Wharf Road.
- Old Gold mine, located on land at the junction of Valley and Raymond Hill Roads.
- Pulpit Rock - located off Route 302 in the vicinity of Thomas Pond, local stories say this was a site of Native American gatherings.
- Dingley Dam - the first dam built in Raymond.

Historic Preservation

Raymond's Site Plan Review and Subdivision Regulations both contain provisions for historic preservation. Article 10, Site Plan Review, of Raymond's Land Use Code requires the Planning Board to consider the comments of the State Historic Preservation Officer, if any, and may require that significant archaeological sites be preserved to the maximum extent possible, both during construction and following completion of the development. Raymond's Subdivision Regulations Ordinance requires subdivision design to show the preservation of historic areas. The town is not aware of any historic properties in disrepair.

The Raymond-Casco Historical Society (RCHS) is a nonprofit organization dedicated to the collection,

preservation and interpretation of materials documenting the history of the towns of Raymond and Casco. RCHS has open monthly meetings, hosts educational speakers, and operates a museum that is free to the public.

Threats to Historic Resources

The majority of historic structures in Raymond have not been surveyed and are not protected by local, state, or federal regulations. Raymond's historic buildings include many summer camps, homes, and lodges constructed in the early-mid 20th century. These resources may represent Maine vernacular architectural styles and have social or cultural significance. Archaeological sites along the shoreline of Sebago Lake and Raymond's other water bodies may be threatened by development, erosion, and increased shoreline impacts due to climate change.



Water Resources

Surface Water

Surface water resources include lakes, ponds, streams, and rivers. These resources provide both a recreational and aesthetic benefit to the Town, but also provide ecological benefits as well. For some, the lakes and ponds also serve as household water supplies.

A portion of Raymond is located along Sebago Lake. It is the second deepest and most heavily used lake in Maine. Other towns with shorefront along Sebago Lake include Casco, Frye Island, Naples, Sebago, Standish, and Windham. Sebago Lake is intensively used for recreational purposes throughout the year, especially during the summer months. Additionally, Sebago Lake is heavily used by seasonal visitors to the Lakes Region. The lake serves as a public water supply source for several communities in the Greater Portland area and is managed by the Portland Water District (PWD). PWD monitors the water quality of Sebago Lake and some of the major streams and rivers that flow into the lake. The water quality of Sebago Lake is excellent and has remained stable since PWD began monitoring efforts back in the 1970s (Sebago Lake, 2019).

Other lakes and ponds in Raymond include Panther Pond, Crescent Lake, Raymond Pond, Thomas Pond, Notched Pond, and Nubble Pond. The Lake Stewards of Maine website provides an overview of the many lakes and ponds throughout Maine. The ones in Raymond are summarized on the following page.

The Maine Water Quality Classification System currently classifies all lakes and ponds in Raymond as GPA. According to the state, GPA waters must be of such quality that they are suitable for the designated uses of drinking water after disinfection, recreation in and on the water, fishing, agriculture, industrial process and cooling water supply, hydroelectric power generation, navigation and as habitat for fish and other aquatic life (38 MRSA Section 465-A).

The State also has established Water Quality classifications for streams in Raymond. Class A is defined as water quality capable of supporting drinking water supply, recreation in or on the water, fishing, industrial process and cooling water supply, hydroelectric power generation, navigation and natural habitat for fish and other

aquatic life. Class B is defined as being capable of supporting all Class A uses, except that it is capable of supporting “unimpaired” habitat as opposed to the “natural” habitat of Class A. Most of Raymond’s streams are classified as “A”, including all streams flowing to Sebago Lake or into the lakes that flow to Sebago Lake. The streams rated class “B” flow towards Little Sebago Lake to the west and include Sucker Brook, Farwell Brook, and Meadow Brook (Maine DEP, “Maine Statutory Water Classification”).

Raymond’s Lakes and Ponds

Lake/Pond	Area	Perimeter	Mean Depth (feet)	Fishery Type
Panther Pond	1,417 acres	13.9 miles	26 feet	Coldwater/ Warmwater
Crescent Lake	716 acres	8.9 miles	17 feet	Coldwater/ Warmwater
Raymond Pond	344 acres	4.8 miles	14 feet	Warmwater
Thomas Pond	533 acres	7.4 miles	22 feet	Coldwater/ Warmwater
Notched Pond	77 acres	2.3 miles	11 feet	Warmwater
Nubble Pond	21 acres	0.9 miles	20 feet	Warmwater

Source: Lakes of Maine, 2023

Watersheds

A watershed is defined as an area that drains into a waterway, such as a stream, river, surface water body, or aquifer. Raymond is part of the Sebago Lake watershed, which comprises all or parts of 23 different towns including Raymond. Sebago Lake and its watershed make up the northern portion of the Casco Bay watershed. Sebago Lake empties into the Presumpscot River, which enters into Casco Bay between Portland and Falmouth.

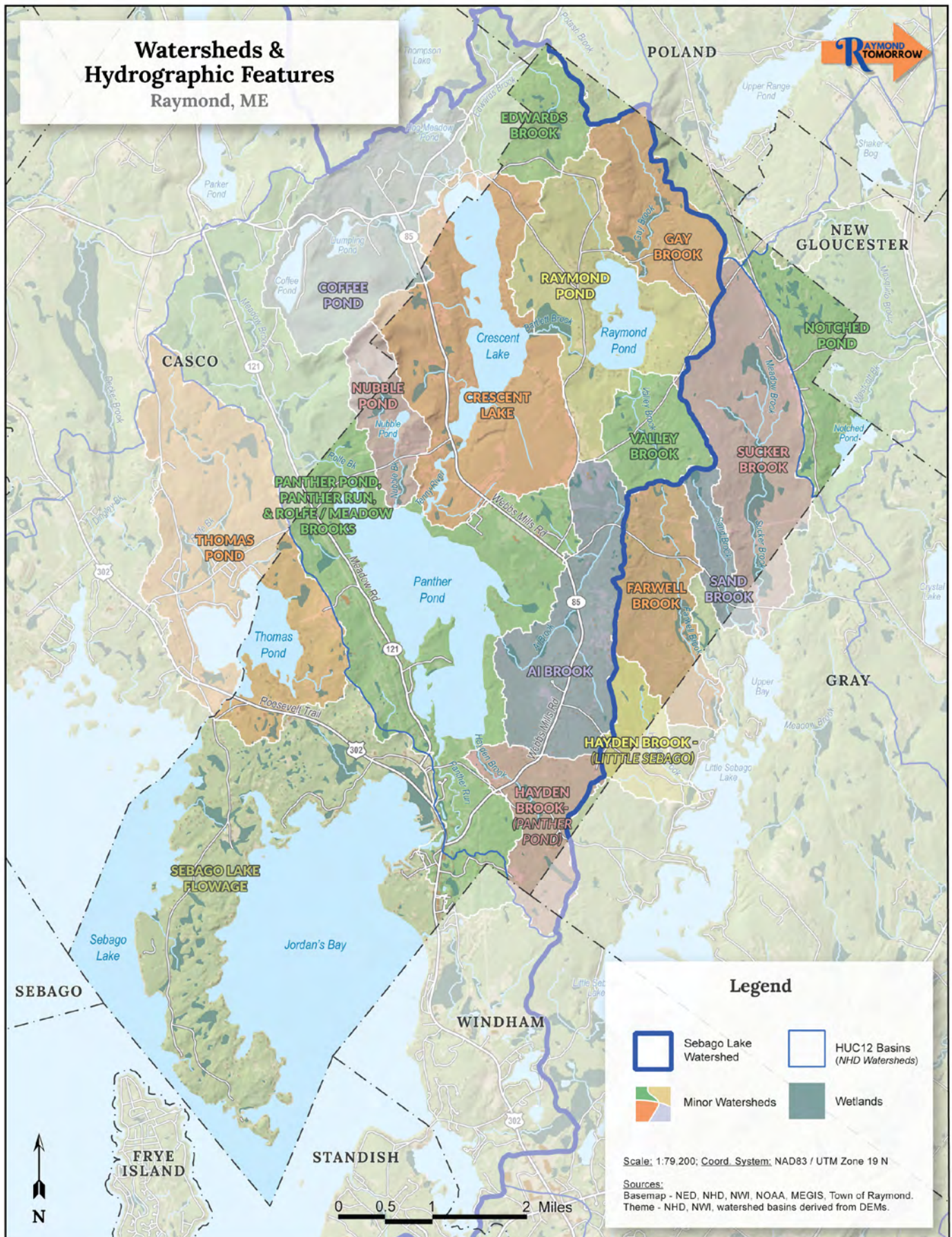
Most of Raymond’s land area is located within the Sebago Lake Watershed. Most of the Town’s water bodies, including Raymond Pond, Crescent Lake, Panther Pond, Nubble Pond and Thomas Pond, drain to Sebago Lake. Eastern portions of Raymond drain to Little Sebago Lake in Gray. Only the northernmost portions of Raymond are not within the Casco Bay or Sebago Lake watersheds. Small portions of North Raymond, including the Notched Pond watershed, are in the upper parts of the Royal River watershed. Because watersheds are interconnected systems, actions taken in one part of the system can affect water quality further downstream in that system. Additionally, many watersheds extend beyond town boundaries, which makes it all the more imperative that water quality management be a regional effort rather than a town-wide effort.

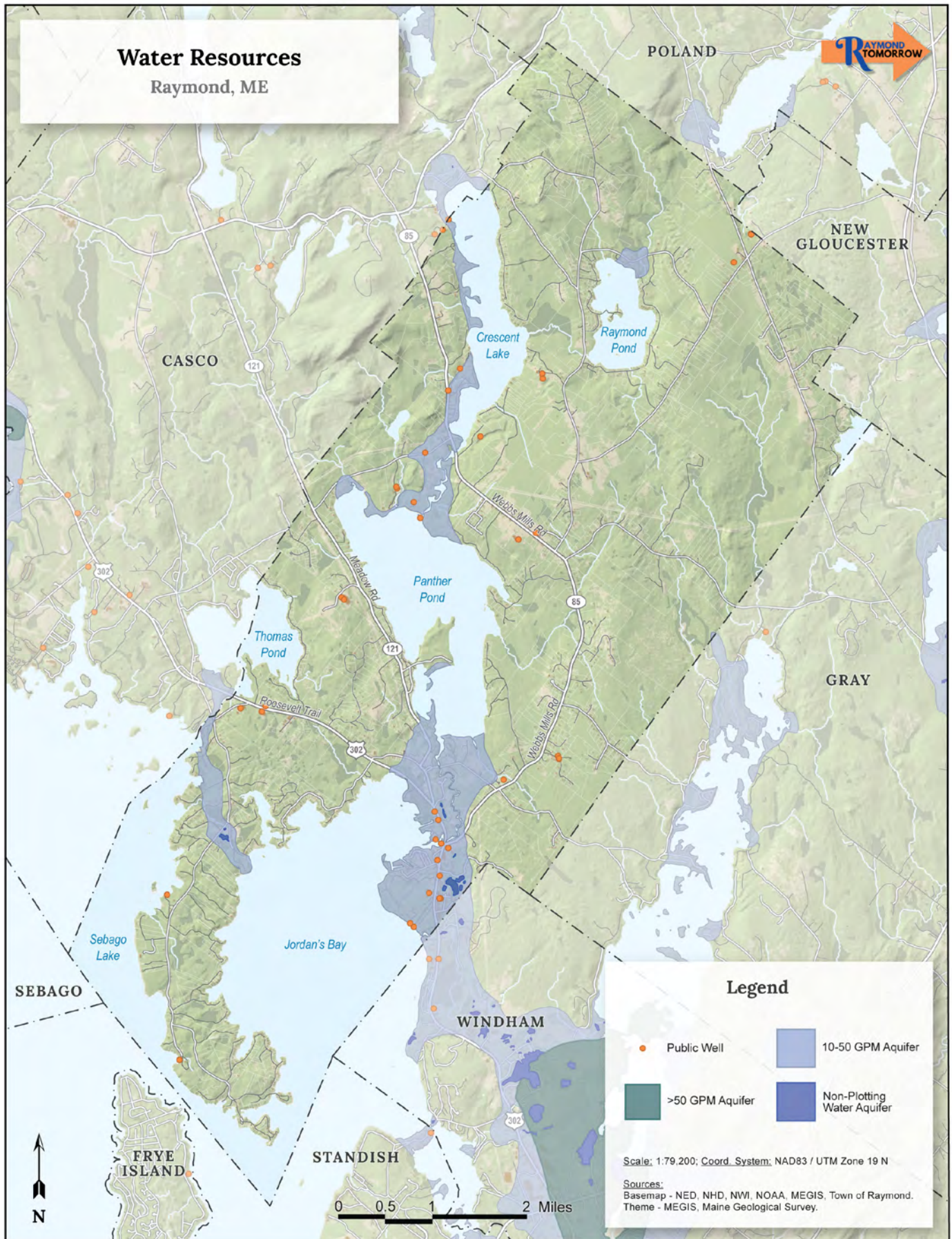
Groundwater

Groundwater Resources

The majority of Raymond residents depend on individual wells for their water supply. Most wells are drilled in bedrock. While bedrock fractures may yield high volumes of water, overall bedrock yields vary. There are several 10-50 GPM aquifers in Raymond along Sebago Lake, Jordan Bay, Panther Pond, and Crescent Lake. The sand and gravel aquifer along the Route 302 corridor is very likely a supply source for Sebago Lake, the source waters for the largest public water supplier in Maine, which now serves portions of Portland, South Portland, Westbrook, Gorham, Windham, Cape Elizabeth, Scarborough, Falmouth, Cumberland and part of Raymond.

Watersheds & Hydrographic Features Raymond, ME





Well Assessment Data

Maine's groundwater assessments evaluate the contamination risk to each public water supply well. The categories of risk below are based on the type of contaminants in the water supply. Acute contaminants are contaminants that cause consumer illness immediately after consumption and chronic contaminants are those that can pose a health risk if consumed. High risk wells are those with significant chronic potential source of pathogens (PCS) and detection of regulated/unregulated chronic contaminants. Low risk wells are those with fewer significant chronic PCS and no detection of regulated/unregulated chronic contaminants.

Some areas of Raymond are underlain by solid granite with few or no water bearing fractures. These wells require expensive solutions to provide useful residential water supply. Radon and uranium are common natural contaminants in water treatment technologies available for removal of these contaminants produced from bedrock wells in Raymond.

There have been no reported issues with wells, well drilling, or well contamination in Raymond or any private well issues in the community.

Raymond Well Assessment Data

Well Type	Well ID #	Septic Systems within 300 feet	Overburden Thickness	Existing Risk of Contamination	Future Risk of Contamination
Bedrock	529101	Yes	Unknown	Moderate risk	Moderate risk
Bedrock	529102	No	Unknown	High risk	Moderate risk
Bedrock	752102	No	40 feet	Low risk	Low risk
Bedrock	752103	No	Unknown	Low risk	Moderate risk
Bedrock	871102	No	65 feet	Low risk	Low risk
Bedrock	877102	No	Unknown	Low risk	Low risk
Bedrock	6280102	Yes	Unknown	Moderate risk	Moderate risk
Bedrock	6280103	Yes	Unknown	Moderate risk	Moderate risk
Bedrock	6287101	No	20 feet	Low risk	Low risk
Bedrock	92307101	No	360 feet	Low risk	Moderate risk
Bedrock	92307102	No	344 feet	Low risk	Moderate risk
Bedrock	92307103	No	325 feet	Low risk	Moderate risk
Bedrock	94169101	Yes	20 feet	Moderate risk	High risk
Bedrock	94169102	Yes	20 feet	Moderate risk	Moderate risk
Bedrock	94729101	No	Unknown	Low risk	High risk
Bedrock	100752101	No	Unknown	Low risk	Low risk
Bedrock	100870702	No	15 feet	Low risk	Low risk
Bedrock	100873101	No	Unknown	Low risk	Moderate risk
Bedrock	100874101	No	Unknown	Low risk	Moderate risk
Bedrock	100874102	No	Unknown	Low risk	Moderate risk
Bedrock	106287101	Yes	25 feet	Moderate risk	Low risk
Bedrock	206287101	No	40 feet	Low risk	High risk

Source: Maine DEP and DPW Drinking Water Data, Fall 2022

Public Drinking Water

Under State rules adopted pursuant to the federal Safe Drinking Water Act, public water suppliers in Maine must periodically test their water for a long list of chemical and biological contaminants. Maine's Water Quality Classification System requires that all of the State's groundwater be Class GW-A in order to be used for public water supplies. Water quality standards used to assess whether groundwater meets federal safe drinking water standards are those of the federal Safe Drinking Water Act.

The Maine Drinking Water Program (DWP) completes an assessment of every public water supply source. The responsibility for protecting water supply sources from contamination falls largely to public water supplies. The protection of public water supplies requires a partnership between water suppliers, state and federal regulations, local land owners, and municipalities.

Raymond Public Drinking Water Supply (PWS) Data

PSWID	PWS Name	PWS Type	Comments	Source ID#
ME0000752	Camp Agawam #1	NC		752102; 752103
ME0100752	Camp Agawam #2	NC		100752101
ME0100874	Camp Nashoba-North	NC		100874101; 100874102
ME0000879	Camp Wawenock	NC	Source is within Sebago Lake	879401
ME0100873	Camp William Hinds-Main	NC		100873101
ME0000871	Gander Brook Christian Camp	NC		871103; 871102
ME0092761	Hawthorne Cottages	NC	No SWA*	92761101
ME0000529	Jordan Small Middle School	NTNC		529102; 529101
ME0100870	Kingsley Pines Camp	NC		100870702; 100870701
ME0006287	Kokatosi Campground Bathhouse	NC		6287101
ME0206287	Kokatosi Campground Group Area	NC		206287101
ME0106287	Kokatosi Campground Kitchen	NC		106287101
ME00092790	Northern Scout Kitchen	NC	No SWA*	92790101
ME0094169	Radiodetection	NTNC		94169101; 94169102
ME0094729	Raymond Elementary School	NTNC		94729101
ME0092307	Raymond Woods Townhouses	C		92307101; 92307102; 92307103
ME0194318	Sabre Yacht Facility	NTNC	No SWA*	194318101
ME0000872	Slovenski Camps	NC	No SWA*	872701; 872102
ME0006280	Wind-In-Pines LLC	NC		6280102; 6280103
ME0000877	Wohelo-Luther Gulick Camps	NC		877102

Source: Maine Drinking Water Program

PWS Key: C=Community, NC=Non-Community, NTNC=Non-Transient, Non Community

* Indicates the Drinking Water Program has no record of a Source Water Assessment for this source identification number.

Public Water Supply Data

Public water suppliers are defined as serving 25 or more people and/or having 15 or more service connections. These systems may be as large as a system serving a neighborhood or downtown area, or

a small one serving just a few businesses. These systems are subject to various state regulations and reporting requirements. According to data from the Maine Drinking Water Program, there are 20 public systems in Raymond. They are summarized in the table below.

Most of the public water systems in Raymond are transient non-community (NC) systems, which provide water in places such as campgrounds or other places where people do not remain for long periods of time. Jordan Small Middle School, Radiodetection, Raymond Elementary School, and Sabre Yacht Facility are the only places in town with non-transient non-community (NTNC) water supply, which are systems that need to supply water to at least 25 people at least 6 months per year. Raymond Woods Townhouses is the only community water supply source.

Threats to Water Quality

Groundwater

According to MaineDEP, there are no current serious groundwater contamination problems in Raymond that have caused contamination in drinking water wells.

Because sand and gravel aquifers are porous and transmit water rapidly, they are also susceptible to pollution. Existing or potential sources of aquifer pollution can include septic tank effluent, landfill effluent, leakage from ruptured and/or abandoned above ground or underground storage tanks, controlled or uncontrolled hazardous materials used or stored at industrial sites, floor drains in garages or other work areas, road salt, sand salt, storage piles, and fertilizers and pesticides. Historically, according to DEP, there has been a documented leak from an underground storage tank at the Jordan Bay Mobil Station, opposite the intersection of Route 302 and 121. Gasoline in groundwater tends to float on the surface of the water table and slowly breaks down over a period of years. The leak likely occurred in the 1980s and the tank has since been replaced. Since the early 1990s, DEP has monitored whether the leaked materials are migrating by testing neighboring wells.

One of the federal Safe Drinking Water Standards relates to the permissible concentration of nitrates in groundwater. Nitrates are a significant health hazard because they inhibit the ability of human blood to transport oxygen throughout the body. Nitrates are normally present in very low concentrations in groundwater. They are also present in human waste and higher nitrate concentrations become distributed into groundwater through underground plumes of septic system effluent. Because nitrates are also present in fertilizer, including manure and synthetic fertilizers, agriculture is another significant source.

In Raymond, agriculture and residential development are the most abundant source of potentially excessive nitrate concentrations. Nitrates in groundwater from residential development can be problematic due to two causes. First, older developments and densely developed areas may contain a high proportion of homes with inadequately designed septic systems or cesspools or other poorly designed and maintained systems. These systems may be located too close to adjacent wells. Second, the septic systems may meet the Maine State Plumbing Code standards, but also may be located on such marginal soils that are still too densely located to prevent excessive nitrate levels. The Maine State Plumbing Code is designed to protect against bacterial and viral health standards; its standards do not address nitrate levels.

Point Source and Nonpoint Source Water Pollution

Point source pollutants can be traced to one location such as a factory or treatment plant. Non-point source pollution cannot be traced to a single or centralized source. This type of pollution comes from generalized local nutrients from failed septic systems, contaminated stormwater runoff from parking lots, roads, lawns, and road salt. Town roads are a source of nonpoint source pollution in Raymond.

Erosion and sedimentation along roads or from construction activities is also a non-point source of pollution. Generally, as a watershed becomes more developed with impervious areas, the greater the possibility for degraded water quality from non-point source pollution. Excessive runoff from streams, state roads, camp roads, and lake properties can have significant negative impacts on water quality.

Monitoring and Protection

Groundwater

Raymond follows the State and Federal regulations to protect groundwater resources. Any development undergoing Site Plan Review in Raymond that is located over a sand and gravel aquifer needs to provide information on the amount and types of waste to be generated or materials to be stored and ensure that groundwater contamination is minimized. Applicants for Site Plan Review are also required to provide information on existing groundwater quality around the site and a system to monitor any changes should contamination occur. Public works crews and contractors use best management practices to protect water resources.

Public Drinking Water

The “public water supply source water protection area” is defined as the “area that contributes recharge water to a surface water intake or public water supply well”. Operators of these systems, per state law, must be notified of land use decisions that could affect the source water protection area. This allows the operators to participate in the municipal decision-making process and helps reduce the risk of contamination to public water supplies.

Surface Water

Water quality is consistently monitored on Raymond’s lakes and ponds. Local, state, and federal regulations help to maintain water quality in Raymond.

Sebago Lake is the drinking water source for Portland Water District (PWD), which serves as the drinking water supply for 16% of Maine’s population including the municipalities of Cape Elizabeth, Cumberland, Falmouth, Gorham, Portland, Raymond, Scarborough, South Portland, Standish, Westbrook, and Windham. The Sebago Lake Watershed is 84% forested, but only 15% of it is currently conserved. PWD has the unique distinction of maintaining a legal exemption from the filtration requirement of the Safe Drinking Water Act. The exemption granted from the U.S. Environmental Protection Agency (EPA) and reviewed annually by the Maine Drinking Water Program means that the water from Sebago Lake does not need to be filtered due to its high quality. In order to maintain this status, Sebago Lake water quality must meet strict criteria and PWD must maintain an effective watershed control program.

Raymond is fortunate to have a number of lake associations and regional partnerships that work to protect and preserve lakes and ponds. Raymond’s Zoning Ordinance and Shoreland Ordinance have strict erosion control, stormwater and phosphorus management standards, and landscaping and buffer standards to reduce runoff into water bodies as much as possible. The standards for Shoreland Zoning under parking requirements, stormwater runoff, and clearing of vegetation go beyond the state mandated Shoreland Zoning standards under Chapter 1000.

Raymond’s Land Use Ordinance also contains performance standards for subsurface sewage disposal systems. The design, construction and operation of all subsurface sewage disposal systems needs to comply with the State of Maine Subsurface Disposal Rules. Subsurface sewage disposal systems shall be permitted only after certification by a registered engineer or soil scientist. A hydrogeological review is required for septic systems generating over 1,000 gallons/day of wastewater. The Board may waive this requirement if adequate groundwater is available at all locations proposed for individual water

systems and there is not reasonable likelihood that the domestic water supply for any proposed lot will exceed 10 mg/l of nitrates.

The Raymond Waterways Protection Association (RWPA) started about 50 years ago to monitor and preserve the lake water quality of all of Raymond's lakes. RWPA has taken several measures to protect and preserve Raymond's lakes and ponds. RWPA provides watershed services, resources for individual property owners, invasive species monitoring, and education and outreach. RWPA's local work, supported by Raymond resident volunteers, includes:

- Invasive plant patrols, who search for invasive species in lakes and ponds that are currently free of infestation;
- Water quality monitors, who periodically measure parameters of lake health such as water quality, temperature, dissolved oxygen, phosphorus, and algae;
- Volunteers and paid summer staff who inspect over 3,000 boats each summer at Raymond's four public boat landings to prevent the spread of invasive plants and animals from other lakes.

The Crescent Lake Watershed Association (CLWA) is run by a dedicated board of volunteers to protect and preserve Crescent Lake. CLWA monitors invasive species, water quality, and hosts educational workshops. CLWA also offers free property evaluations to assess lakeside properties for erosion. CLWA actively monitors water clarity and phosphorus levels at Crescent Lake.

The Panther Pond Association (PPA) promotes the protection and enhancement of the water quality at Panther Pond, while preserving its ecological integrity. PPA volunteers actively have helped to remove invasive milfoil and educated landowners about issues pertaining to water quality and erosion. Volunteers in cooperation with the Maine Volunteer Lake Monitoring Program have spent many hours removing milfoil from lakes, ponds, and streams. Members of the association have sought additional ways to protect the water quality of the pond as well.

Other non-profit organizations working to protect lake and pond water quality include the Maine Lakes Environmental Association, Lake Stewards of Maine, and Maine Lakes Society.

Raymond also partners with other towns within the Lakes region to protect water resources. Raymond is part of the Maine Lakes Environmental Association, Lake Stewards of Maine, and Maine Lakes Society.



Natural Resources

Introduction

This chapter provides an overview of the important natural resources and wildlife habitat areas in Raymond. Raymond is fortunate to have a wealth of natural resources including trails, lakes and ponds, rare plant and animal habitat, unfragmented forest, wetlands, and scenic areas. An understanding of Raymond's natural resources is essential to understand development constraints and make informed land use decisions. With enhanced knowledge of Raymond's significant natural resources, the Town can better examine the benefits to enhancing natural systems in ways that serve the community best.

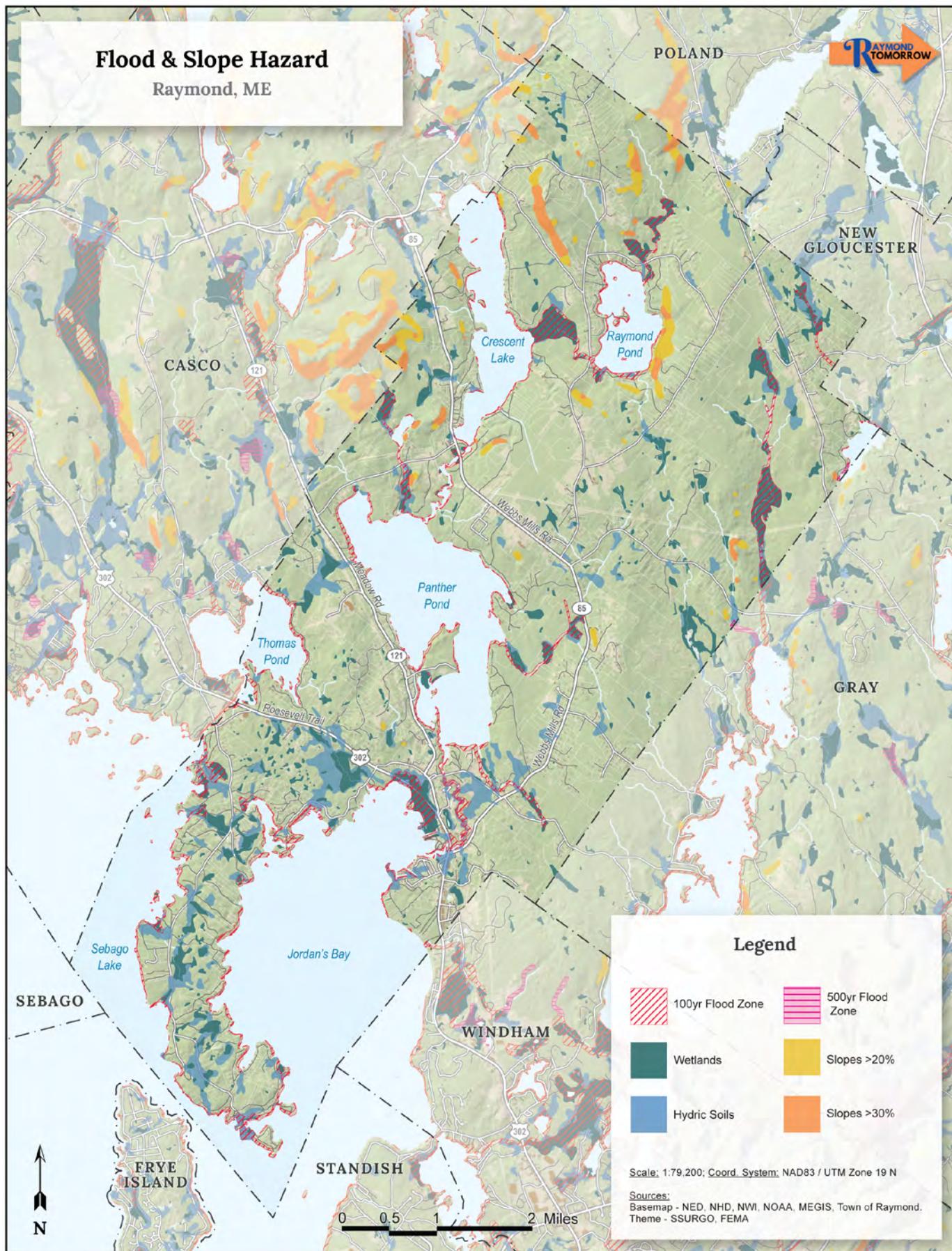
Topography

Topography refers to the form and features of land surfaces and terrain. Slope measures the steepness of the land's surface based on the change in elevation over a given horizontal distance. Understanding slope is important for planning purposes, as steeper slopes exceeding 20% can limit developable area, add cost to construction of buildings and roads, and increase surface runoff and erosion. Raymond has varied topography. Flatter areas are typically found closer to the lakes and ponds and steeper areas tend to be located further inland in northern parts of town. There are very few parts of town in excess of 35% slopes (Raymond Open Space Plan "Environmental Health and Safety" map).

Soils

Soil characteristics in Raymond were shaped by topography, climate, vegetation, and glacial activity. A combination of characteristics, such as color, texture, structure, erodibility, depth to bedrock, and drainage classification among others causes soil properties to vary from place to place on the landscape. Each soil type or series has a different suitability for possible land uses for which it might be used or developed. For instance, some soils are more suited for septic systems, while others are not. Similarly, different types of soil have varying fertility for agriculture and forestry uses.

The USDA Natural Resource Conservation Service (NRCS) has used several of these factors to create a rating system that can be used to



determine the suitability of soils in Raymond 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 ratings are designed to encourage development in appropriate areas.

Most of the soils in Raymond are fine sandy loam, which are suitable for development and siting septic and agricultural uses. Some of those soil types include Hermon Sandy Loam, Hinckley Loamy Sand, and Woodbridge Very Stony Fine Sandy Loam. These are very well draining soils. More rocky soils, such as Lyman Tunbridge Complex and Lyman Abram Complex are found closer to ridges and mountaintops (NRCS Custom Soils Report, 2023).

Wetlands

Wetlands are distinct ecosystems that are both terrestrial and aquatic, and provide habitat to a variety of organisms and wildlife. Wetlands perform a number of critical functions including filtering runoff pollutants, stabilizing river banks and shoreland areas, storing flood waters, and providing habitat. Raymond's Land Use and Shoreland Zoning Ordinances regulate development within 600 feet of the high-water mark of any lake, pond, river, stream, or body of water more than one acre in size, including abutting wetlands (the entire Raymond Cape is protected). The Subdivision Ordinance also requires that all freshwater wetlands be properly surveyed by wetland and soil scientists and be shown on the subdivision plan.

Wetlands are defined predominantly based on the presence of hydric soils and plant communities. The National Wetlands Inventory (NWI) is used to identify wetlands for comprehensive planning purposes. The NWI Program, in conjunction with federal and non-government agencies developed standards for both wetland classification and mapping, which were adopted as federal standards by the Federal Geographic Data Committee (FGDC). While this is useful for planning purposes, these surveys do not replace the on-site field inspections conducted by certified wetland scientists and required by MaineDEP under the Natural Resources Protection Act (NRPA).

Nearly all wetlands in Raymond are classified as Palustrine wetlands, which are non-tidal wetlands dominated by trees, shrubs, or emergent vegetation. These types of wetlands are typically called swamps, marshes, or bogs. There are a few wetlands classified as Open Water wetlands, which are dominated by non-forested vegetation and the presence of standing water.

Wetlands are vulnerable to filling, dredging, draining or other alterations to make them suitable for development. These activities are regulated at federal, state and local levels of government. Permitting for these activities is required by the Army Corps of Engineers, depending on the size of the project, and by Maine DEP.

Surface Water

Surface water resources include lakes, ponds, streams, and rivers. These resources provide both a recreational and aesthetic benefit to the Town, but also provide ecological benefits as well. For some, the lakes and ponds also serve as seasonal water supplies.

A portion of Raymond is located along Sebago Lake. It is the deepest and most heavily used lake in Maine. Other lakes and ponds in Raymond include Panther Pond, Crescent Lake, Raymond Pond, Thomas Pond, Notched Pond, and Nubble Pond. For more information about surface water resources in

Raymond, see the Water Resources chapter.

Raymond has several areas of 100-year and 500-year flood zones located adjacent to its water bodies, in areas with wetlands and hydric soils.

Scenic Places

There are a number of mountaintops and ridges in Raymond. These areas are important scenic places for the Town. Areas above 600 feet in elevation include Tarkiln Hill, Raymond Hill, Ledge Hill, Pismire Mountain, Tenny Hill, and a portion of Rattlesnake Mountain. Even though most of Rattlesnake Mountain is located in the neighboring town of Casco, it is nevertheless a prominent scenic feature visible from many areas within Raymond.

There are several scenic views and vista points in Raymond. Significant views identified by the 1989 Community Attitude Survey include the view of Sebago Lake from Jones Beach, mountain and lake views from Raymond Hill, mountain views from the Valley Road/Spiller Hill area, Rattlesnake Mountain, Tar Kiln Hill, Nubble Pond, and Tenny Hill.

Plant and Animal Habitat

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. Raymond has an abundance of wildlife and a diverse range of habitats for plants and animals, which have historically been supported by large areas of undeveloped land. Increased development, including new roads and subdivisions, cause habitat fragmentation. The size of large blocks of unbroken habitat has decreased over time, and riparian habitats and associated wetlands have been narrowed and interrupted.

The Maine Department of Inland Fisheries & Wildlife (MDIFW) manages protected wildlife species in the region. The Beginning with Habitat program was started in 2001 as a cooperative effort between environmental organizations and government agencies to map critical habitat and rare species locations. These maps and tools help local decision makers understand where critical wildlife habitat and unfragmented habitat blocks are in their community so they can make informed decisions about how to balance future development needs with conservation. The data used to generate the maps are updated regularly.

Significant Wildlife Habitat

Significant Wildlife Habitat are areas that currently provide or have historically provided habitat for endangered or threatened species. Significant Wildlife Habitats are regulated under the Natural Resource Protection Act. These areas could include nesting sites or important feeding areas.

Wading Bird and Waterfowl Habitat

The Maine Department of Inland Fisheries and Wildlife (MDIFW) has identified and mapped high to moderate value coastal and inland wetlands as Significant Wildlife Habitat for waterfowl and wading birds. Maine has a unique mix of waterfowl, including ducks, geese, and occasional migrant swans. Most waterfowl species nest on the ground in the uplands next to wetlands, streams, or lakes and then move their young to open water after they hatch. Wading birds are a diverse group of birds that include herons, egrets, bitterns, coots, and rails. Wading birds nest in a variety of places. Some nest in colonies, while others nest close to the ground.

There are five areas in Raymond that have been identified as high or moderate value inland waterfowl or wading bird habitat by MDIFW and are protected under the NRPA. These areas are located predominantly in the northeast corner of town near Morgan Meadows.

Vernal Pools

A vernal pool is a natural temporary or semi-permanent body of water occurring in a shallow depression that typically fills during the spring or fall and may dry during the summer. Vernal pools are small and are usually less than an acre in size. In Maine, vernal pools are defined by the animals that use them for breeding and the number of egg masses found there. Some of those animals include spotted salamanders, wood frogs, and fairy shrimp.

In 2006, legislation was passed in Maine to regulate a subset of vernal pools as Significant Wildlife Habitat under the Natural Resources Protection Act (NRPA). Significant Vernal Pools host high concentrations of important wildlife populations and receive careful environmental review that may lead to restrictions on certain intensive land-use activities within and adjacent to the Significant Wildlife Habitat even if the adjacent land is not wetland. Currently, Significant Vernal Pools represent only a high value subset of the total statewide vernal pool resource, (between 20 and 25%). A Significant Vernal Pool is determined by the number and type of pool breeding amphibian egg masses in a pool, or the presence of fairy shrimp, or use by threatened or endangered species.

According to data from Maine Office of GIS, there is 1 vernal pool in Raymond classified as a Significant Vernal Pool, located at Morgan Meadow Wildlife Management Area. A more comprehensive, on the ground survey is needed to locate all the vernal pools in town and identify the ones that are significant.

Deer Wintering Areas

During winter months, deer are exposed to cold temperatures and deep snow that make it difficult to travel. Deer adapt to Maine winters by congregating in deer wintering areas. Deer wintering area, also known as deer yards, consist of forested stands with a dense soft wood canopy interspersed with mixed stands of hardwoods and softwoods. The dense softwood core areas provide shelter for deer by reducing snow accumulation within the stand. These habitats also offer accessible food and protection from the wind. Deer wintering areas are one of the natural resources recognized by the Maine Legislature to be of statewide significance and eligible for protection as Significant Wildlife Habitat under the Natural Resources Protection Act. According to data from the Maine Office of GIS from 2022, there are eight deer wintering areas in Raymond.

Riparian Habitat

Riparian habitat, also called shoreland habitat, is found adjacent to vernal pools, wetlands, streams, rivers, lakes, ponds, and coastal waters. Over 60 species of water-dependent birds, mammals, amphibians, and reptiles in Maine require riparian habitat for shelter or breeding. Riparian habitat also serves as a corridor connecting critical habitat. On the Beginning with Habitat map, riparian habitat is shown as a 250-foot buffer around Great Ponds (ponds greater than 10 acres), rivers, coastline, and wetlands greater than 10 acres, and a 75-foot buffer around streams. Streams in Raymond are already protected under the Shoreland Zoning Ordinance and Natural Resources Protection Act.

Brook Trout Habitat

Brook trout (*Salvelinus fontinalis*) are native to Maine. There are more than twice as many watersheds supporting brook trout in Maine than all of the other 16 states within the eastern brook trout range combined. Maine is the only state with extensive intact lake and pond dwelling populations of wild

brook trout. Brook trout require clean, cool, well oxygenated water and are very sensitive to changes in habitat and water quality. Nearly all rivers, ponds, and lakes in Raymond include viable brook trout habitat, which is particularly vulnerable to development and climate change.

Landlocked Salmon

Raymond is the home of the Landlocked Atlantic Salmon (*Salmo salar* sebago). Prior to 1868, landlocked salmon populations occurred in only four river basins in Maine. Currently, Maine supports one of the largest sport fisheries for this species in the world. Landlocked salmon provide a fishery in our 300 lakes and approximately 320 miles of rivers and streams in Maine. Wild landlocked salmon spawn in lake outlets or inlets from mid-October to late November. Extensive studies in Maine clearly show that landlocked salmon growth rate is best in lakes that have excellent water quality and do not have large populations of other fish competing for smelt such as togue. Panther Pond is stocked annually with landlocked salmon.

Plant Species

The rarity of plant species in Maine has been established through a rigorous process of historical research, field surveys, and evaluation by professional and amateur botanists and ecologists. The Maine Natural Areas Program (MNAP) has identified four rare and exemplary plant features in Raymond. Fern-leaved False Foxglove grows along shores or edges of tidal pools. Nodding Pogonia grows in moist hardwood forests and is associated with beech-birch-maple forests. Purple Clematis tend to grow in woods and rocky outcrops. Summer Grape grows in dry woods and rocky outcrops.

Rare Plant Features in Raymond

Latin Name	Common Name	State Rank	Status
<i>Aureolaria pedicularia</i>	Fern-leaved False Foxglove	S3	Special Concern
<i>Triphora trianthophora</i>	Nodding Pogonia	S2	Threatened
<i>Clematis occidentalis</i>	Purple Clematis	S3	Special Concern
<i>Vitis aestivalis</i>	Summer Grape	S2	Threatened

Source: Maine Natural Areas Program, 2021

Endangered and Threatened Species

Maine's Endangered Species Act protects essential wildlife habitats, which are areas that currently or historically provide physical or biological features essential to the conservation of an endangered or threatened species. Endangered and Threatened inland fish and wildlife species in Maine are listed either under Maine's Endangered Species Act, the U.S. Endangered Species Act, or both. Species listed under Maine's Endangered Species Act receive state protection and those listed under U.S. Endangered Species Act receive federal protection. The Maine Endangered Species Act applies only to animals. According to the U.S. Fish and Wildlife Service, an endangered species is one that is in danger of extinction throughout all or a significant portion of its range and a threatened species is one that is likely to become endangered in the foreseeable future (U.S. Fish and Wildlife, 2016). Those species that are endangered or threatened in Raymond are listed below.

Endangered and Threatened Species in Raymond

Latin Name	Common Name	Status
<i>Ardea herodias</i>	Great Blue Heron	Least Concern
<i>Ixobrychus exilis</i>	Least Bittern	Endangered
<i>Clemmys guttata</i>	Spotted Turtle	Threatened
<i>Gyrinophilus porphyriticus</i>	Spring Salamander	Special Concern

Source: Maine Department of Inland Fisheries & Wildlife, 2023

Habitat Blocks and Connections

Unfragmented habitat blocks are large, contiguous areas 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. Larger unfragmented blocks support a wider diversity of plant and animal populations.

Beginning with Habitat has identified several large undeveloped habitat blocks in Raymond. The largest one is 1,627 acres, which is 6% of Raymond's total land area. Most of the other undeveloped habitat blocks in Raymond are smaller and can be found between Raymond and Panther Pond and on the southern end of Raymond Cape Road. (Beginning with Habitat "Undeveloped Habitat Blocks & Connectors and Conserved Lands", 2022).

Wildlife corridor connections link habitat blocks and allow for animal movement across roads and other barriers. By preserving these connections, Raymond can provide wildlife connectivity through the community. Safe passage zones or protected crossings can be reserved or reestablished to improve connections between fragmented habitat areas.

The table on page 2-25 shows habitat block size requirements for wildlife in Maine.

Invasive Species

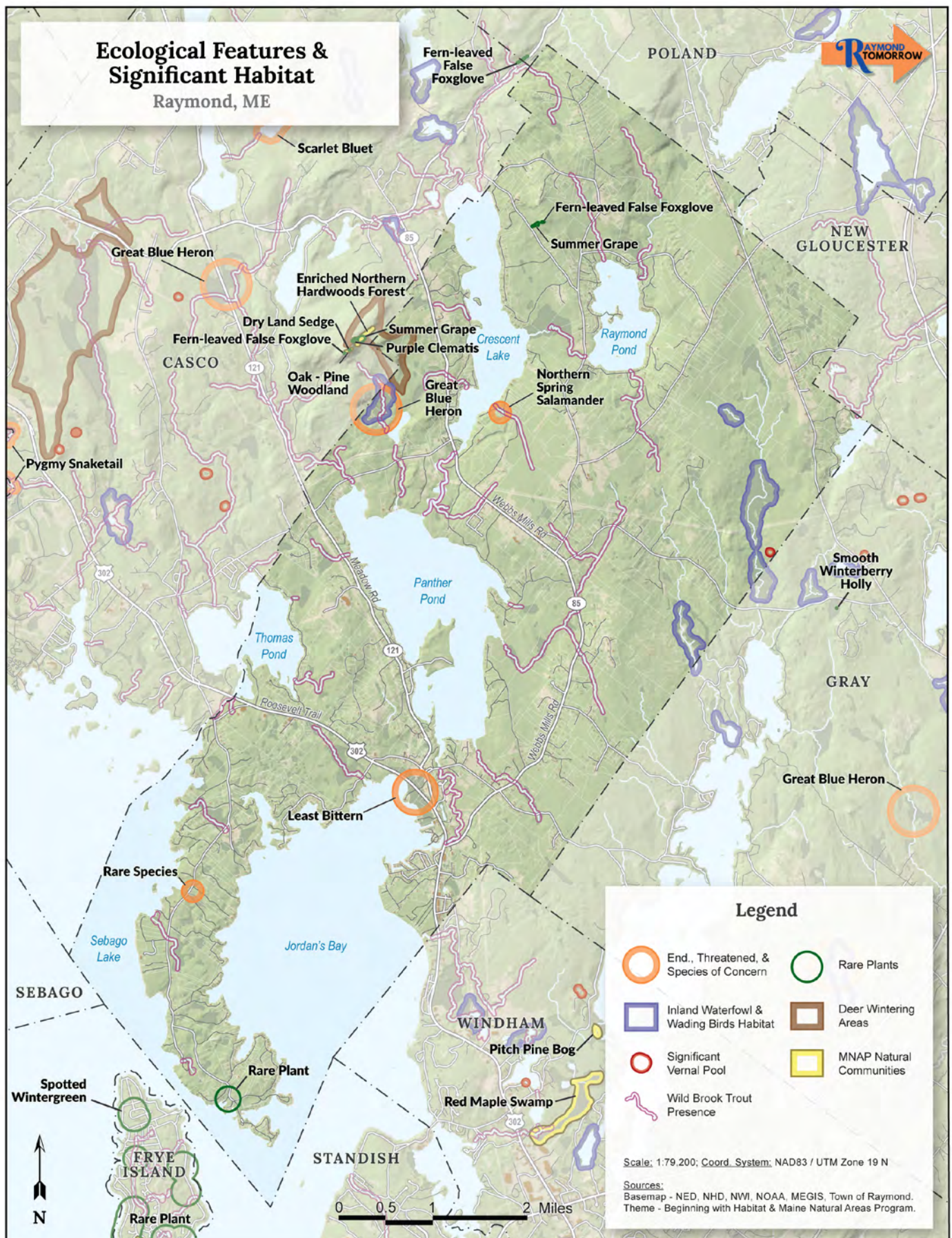
An invasive plant or animal species is one that is non-native and reproduces or spreads aggressively in a new environment. Invasive species often take over native species. Once aquatic invasive plants become established, they can grow rapidly and spread by boaters who may unknowingly carry plant fragments with them from one lake to another. Invasive species can have detrimental impacts on lake ecosystems. The most common aquatic invasive species in Raymond is variable leaf milfoil. Japanese knotweed is also a common invasive. More recently, zebra mussels have been infesting lakes and ponds in Maine. In 2016, the town conducted an invasive plant survey with results provided to Raymond Waterways. The Raymond Waterways Association is currently working to monitor and address the spread of zebra mussels and variable leaf milfoil in Raymond's lakes and ponds. The state also lists 10 other plants of concern, which include curly-leaf pondweed, European frogbit, and yellow floating heart.

Natural Resource Management

There are no specific critical natural resources in Raymond that are threatened by development or overuse. The town has generally seen increased shorefront property development over the last several years and there are concerns regarding the increase in marina capacity and boat rentals and the erosion caused by larger boats. Shoreland alterations such as these damage and destroy essential habitat, weaken lake ecosystems and increase the amount of runoff, pests and fertilizers that enter lakes and bodies of water.

Conserved Land

Conserved land through outright ownership or conservation easements ensures that open spaces and forested areas are preserved in perpetuity and not developed. Conservation easements can help communities maintain unfragmented habitat blocks and corridors. There are currently 16 parcels totaling roughly 2,164 acres of conserve land in Raymond. 9 of those parcels are owned by Maine Department of Inland Fish and Wildlife (MDIFW), 4 are owned by Loon Echo Land Trust, 1 is owned by the Maine Bureau of Parks and Lands, 1 is owned by the Maine Farmland Trust, and 1 is owned by Maine Woodland Owners. MDIFW manages the Morgan Meadow Wildlife Management Area, which is



Habitat Block Size Requirements for Wildlife in Maine

Tier 5	Tier 4	Tier 3	Tier 2	Tier 1
1-19 Acres	20-99 Acres	100-499 Acres	500-2500 Acres	Undeveloped
Raccoon	Raccoon	Raccoon	Raccoon	Raccoon
	Hare	Hare	Hare	Hare
				Coyote
Small Rodent	Small Rodent	Small Rodent	Small Rodent	Small Rodent
	Porcupine	Porcupine	Porcupine	Porcupine
				Bobcat
Cottontail	Cottontail	Cottontail	Cottontail	Cottontail
	Beaver	Beaver	Beaver	Beaver
Squirrel	Squirrel	Squirrel	Squirrel	Squirrel
	Weasel	Weasel	Weasel	Weasel
		Mink	Mink	Mink
				Fisher
	Woodchuck	Woodchuck	Woodchuck	Woodchuck
		Deer	Deer	Deer
Muskrat	Muskrat	Muskrat	Muskrat	Muskrat
			Moose	Moose
Red Fox	Red Fox	Red Fox	Red Fox	Red Fox
Songbirds	Songbirds	Songbirds	Songbirds	Songbirds
		Sharp-Shinned Hawk	Sharp-Shinned Hawk	Sharp-Shinned Hawk
			Bald Eagle	Bald Eagle
Skunk	Skunk	Skunk	Skunk	Skunk
		Cooper's Hawk	Cooper's Hawk	Cooper's Hawk
		Harrier	Harrier	Harrier
		Broad-Winged Hawk	Broad-Winged Hawk	Broad-Winged Hawk
		Kestrel	Kestrel	Kestrel
		Horned Owl	Horned Owl	Horned Owl
		Barred Owl	Barred Owl	Barred Owl
		Osprey	Osprey	Osprey
		Turkey Vulture	Turkey Vulture	Turkey Vulture
		Turkey	Turkey	Turkey
Most reptiles	Most reptiles	Reptiles	Reptiles	Reptiles
	Garter Snake	Garter Snake	Garter Snake	Garter Snake
	Ring-Necked Snake	Ring-Necked Snake	Ring-Necked Snake	Ring-Necked Snake
Most Amphibians	Most Amphibians	Most Amphibians	Amphibians	Amphibians
		Wood Frog	Wood Frog	Wood Frog

Source: A Response to Sprawl: Designing Communities to Protect Wildlife Habitat and Accommodate Development, Maine Environmental Priorities Project, July 1997.

approximately 1,000 acres in size. Loon Echo Land Trust holds conservation easements on Rand Farm, Tenny River, and Raymond Community Forest. The Edwards Farm is held under agricultural easement by Maine Farmland Trust.

Open Space Plan

The 2009 Open Space Plan was written in collaboration with the Raymond Conservation Commission in response to the goals from the 2004 Comprehensive Plan, which called for the protection of shared natural resources, preserving scenic areas, and increasing open space and trails. The goals of the plan were to increase land protections, link open spaces, identify valuable natural resources, maintain and create a trail network, and preserve community character. Based on public input, the areas in Raymond rated as the highest priority for open space preservation and natural resource protection include around Morgan Meadows, around Crescent Lake, and between Panther Pond to Tassel Top Park.

Loon Echo Land Trust

Loon Echo Land Trust (LELT) is a nonprofit organization founded in 1987 to protect land in the Lake Region of Maine. LELT conserves 8,500 acres of land and maintains and protects public access to many iconic outdoor spaces, including the Raymond Community Forest. In addition to providing access for recreation, LELT's conserved open spaces support the region's water resources, wildlife habitat, and working farms and forests.

Raymond Waterways Protective Association

The Raymond Waterways Protective Association (RWPA) works to protect and improve the water quality of Raymond's lakes, ponds, rivers, and streams, and to foster watershed stewardship. The organization is run by a volunteer board of directors. During the summer months, RWPA hires crews to conduct boat inspections at public boat ramps for invasive plant and animal material. Volunteers also assist with boat inspection, invasive species education, and milfoil removal.

Crescent Lake Watershed Association

The Crescent Lake Watershed Association (CLWA) was formed in 2008 to promote the protection and enhancement of the water quality of Crescent Lake and to help preserve its ecological, aesthetic, and recreational value. The organization consists of volunteers from both Raymond and Casco who assist in invasive plant control, water quality monitoring, and outreach and education.

Panther Pond Conservation Project

The Panther Pond Conservation Project was a two-phase project that occurred between 2005 and 2012. The purpose of this project was to significantly reduce erosion and export sediment and phosphorus into Panther Pond. This was accomplished through various conservation practices. The project also aimed to increase public awareness around watershed issues and promote long-term watershed stewardship. As a result of these efforts, an estimated 33 tons of sediment and 28 pounds of phosphorus per year will be kept out of Panther Pond.

Regulatory Protection

Raymond is subject to state and federal regulations for protecting natural resources. The town has also implemented local ordinances to protect these resources.

Stormwater Quality and Phosphorus Control

Article 9 of Raymond's Land Use Ordinance contains standards for stormwater quality and phosphorus control. The purpose of these standards is to maintain the water quality of Raymond's lakes, ponds, and streams by minimizing pollutants to water bodies. This section of the Ordinance applies to any development within 600 feet of a great pond or 100 feet of a perennial stream. Projects that meet these criteria will need to comply with DEP Chapter 500 Best Management Practices. Town staff issues stormwater and phosphorus control permits based on a point system which are awarded based on erosion control, project size, effective stormwater infiltration, amount of tree clearing, and rain garden installation. Enforcement of this ordinance is limited by staffing levels. The ordinance could be amended to make enforcement and implementation easier.

Floodplain Management Ordinance

Raymond has a Flood Management Ordinance that was last amended by the town March 15, 1997. This ordinance was written to comply with the requirements of the National Flood Insurance Act of 1968. The plan references the special flood hazard areas and Flood Insurance Rate Maps (FIRM) from the FEMA flood maps dated 1980 and 1981. This Ordinance is dated and will need to be updated based on the latest available data from FEMA.

Subdivision Ordinance

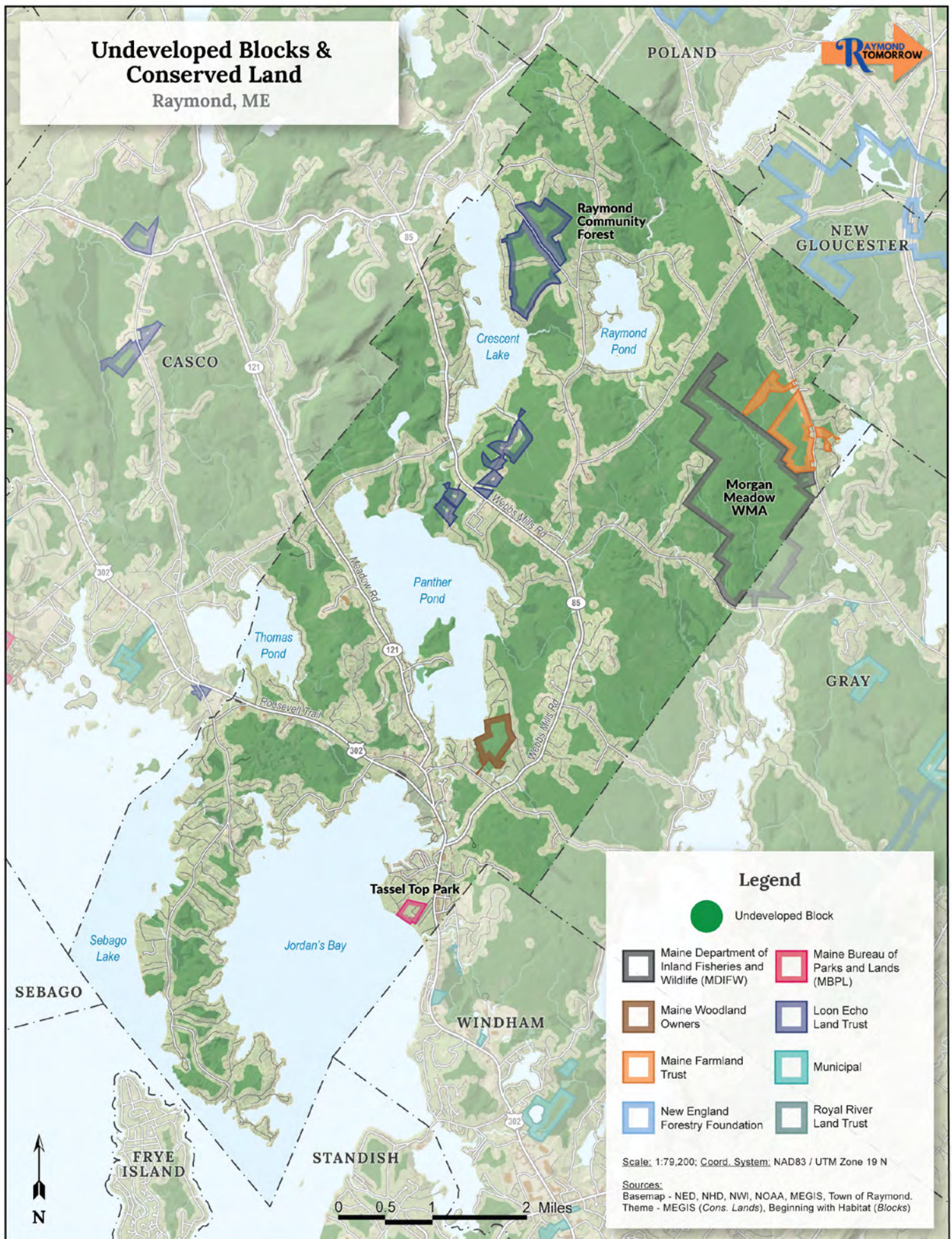
Raymond's Subdivision Ordinance contains provisions for Open Space Subdivisions. Open Space Subdivisions are optional for subdivisions consisting of five or more lots. In an Open Space Subdivision, a developer is required to set aside a certain portion of their land as permanently conserved open space. Open space must include natural features including streams, significant stands of trees, agricultural land, wildlife habitat, historic features and sites. When the primary purpose of conserving open space is to protect natural resources such as wetlands, steep slopes, aquifers, wildlife habitat, and stream corridors, open spaces in these portions are limited to passive use, which is defined as uses that require little to no physical modification of the land.

Shoreland Zoning

Raymond's Shoreland Zoning was most recently updated June 4, 2019 and is consistent with state guidelines. The Shoreland Ordinance protects surface waters in Raymond by establishing buffer areas around the high-water line of streams, rivers, lakes, and ponds. The Shoreland Zoning Districts in Raymond include the Resources Protection District, Stream Protection District, Limited Residential/Recreational I District, and Limited Residential/Recreational II District.

Regional Cooperation

Many of Raymond's water bodies and natural resources cross town lines, therefore it is imperative that the town work regionally to protect these resources. Raymond is part of the Sebago Lake Watershed and the Portland Water District. Representatives from these organizations meet annually to discuss issues relative to protecting the watershed.





Agriculture & Forestry

Farm and Forest Resources

Farm and forest lands are valuable natural resources. Farmland plays an important role in releasing oxygen and slowing runoff and erosion. Forest lands stabilize soil, filter stormwater, and act as aquifer and stream recharge areas. Farm and forest land also provide important wildlife habitat. According to the National Agricultural Statistics Service of the USDA census, Maine lost a significant amount of farmland between 2012 and 2017. Most towns in Cumberland County have seen a significant decline in agriculture as a result of increased development pressure, the high cost to maintain farmland, and climate change, which directly impacts crop irrigation (“Building on the Strengths of Land and Sea: Policy Opportunities for Strengthening the Food Systems in Cumberland County, Maine”, 2017).

Though agriculture is not as central to Raymond’s economy and way of life as it was in the early 1900s, the town still has a number of smaller scale family owned and run farms and farm stands enrolled in the Farm Land tax program and even more properties enrolled in the Tree Growth tax program. Most of Raymond’s land area is forested. As shown in the tables below, agriculture and forestry are still important activities in Raymond and have remained relatively stable since 2009. The rural identity of Raymond depends in part on the continued maintenance of the town’s agricultural lands, forested lands, open space, scenic views, and natural resources, and the protection of large contiguous parcels of forest land.

There are lots of large tracts of agricultural or forest land that could be developed. One recent example is a 80 acre subdivision near valley road that was recently sold. Two adjacent lots comprising between 70 and 80 acres have come before the Planning Board and approved for a subdivision. There are other forest properties that may be developed in the future. The town has discussed creating a land bank to preserve large patches of land and other critical sites.

Raymond has two woodlots owned exclusively by the town. One is on Patricia Avenue and the other is on Egypt Road. Both are former town dumps. The Egypt Road lot has monitor wells for potential pollution detection and man made wetlands. Gravel was harvested down to the water table many years ago. This lot is approaching a time when a commercial timber sale can be done. The Patricia Avenue property was marked for a selection harvest in 2015. A forest management plan was created for both properties in 2012.

Photo: Raymond Community Forest, Loon Echo Land Trust

Prime Farmland

According to the Maine Department of Agriculture, Conservation, and Forestry (MDACF), farmland of statewide importance consists of areas near prime farmland that economically produce high yields of crops when treated and managed according to acceptable farming methods. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for cropland, pastureland, rangeland, and forest land (DETERMINING PRIME FARMLAND SOILS AND SOILS OF STATEWIDE IMPORTANCE FOR SITING SOLAR PROJECTS IN MAINE, 2020).

The greatest concentration of prime farmland in Raymond is located near the center of town off Route 85, north of Panther Pond. Other areas of prime farmland include in the northeast part of town near Raymond Pond. Farmland of statewide importance is found surrounding the lakes and ponds in town (USDA, MEGIS, MaineDACF, 2022). Areas for farmland are typically located near water sources as crops require adequate irrigation.

Conserved Lands

According to data from the Maine Office of GIS, there are approximately 2,165 total acres of conserved land in Raymond. Conserved land includes open space, natural resources, and preserves that are currently managed through legal or other effective means. Approximately 40% (876 acres) of conserved land in Raymond is privately owned and approximately 59% (1,289 acres) is state owned. Privately conserved lands are owned by Loon Echo Land Trust and Maine Farmland Trust. Rand Farm is currently held under conservation easement by Loon Echo land Trust. Loon Echo Land Trust (LELT) conserves 8,500 acres of land through conservation easements, land purchases, and land donations in the towns of Raymond, Bridgton, Casco, Denmark, Naples, Harrison, and Sebago. Morgan Meadows is the largest parcel of conserved land in Raymond, (approximately 1,026 acres), owned and managed by the Maine Department of Inland Fisheries & Wildlife. All proceeds from any timber harvesting sale at Morgan Meadow go to the Maine Department of Inland Fisheries and Wildlife. No dollars go to the town of Raymond or the State of Maine. It is also property tax exempt.

Timber Harvesting

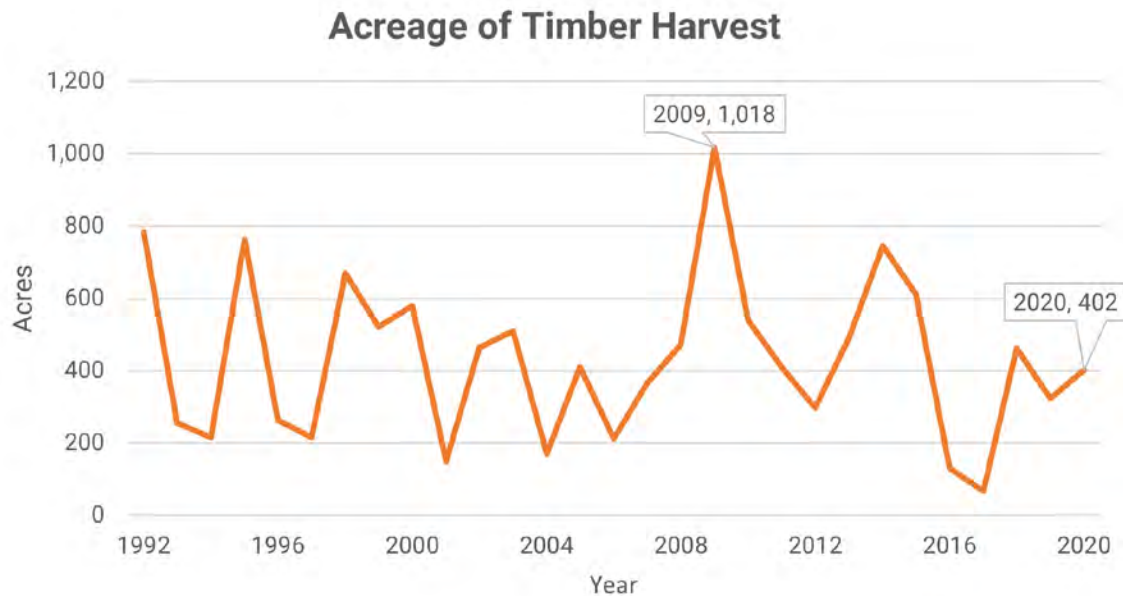
The table on page 2-32 shows timber harvesting statistics for Raymond from 1991 to 2020. The type of timber harvest is separated out into selection harvests, shelterwood harvests, and clearcut harvests. Nearly half of Raymond's land is managed for timber products. Timber harvesting has generally fluctuated over the years, with an average of 450 acres/year harvested. The timber harvest recently peaked at 1,018 acres in 2009.

From 1991-2020, the most popular method of timber harvesting was selection harvesting, which is a method of harvesting where individual trees or small groups of trees are removed to regenerate new seedlings and maintain an uneven aged forest. Shelterwood harvesting has been more sporadic over the years. This method entails harvesting all mature trees in two or more cuts within a 10-to-20-year period. Clearcut harvesting is the least popular method of timber harvesting in Raymond. Clear cutting involves removal of most of the trees in a forest. Clearcuts are typically used for immediate commercial purposes and for regeneration of future forests Raymond would benefit from additional clear-cutting and shelterwood harvesting as relying predominantly on one timber harvesting technique can limit the age classes of the forest landscape and potentially limit wildlife habitat. (Glossary of Forestry Terms: What Will My Woods Look Like?: Projects: Maine Forest Service: Maine ACF, n.d.).

Timber Harvesting in Raymond

Year	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres
1991	348	635	0	983
1992	732	50	0	782
1993	205	50	0	255
1994	211	0	5	216
1995	760	1	2	763
1996	264	0	0	264
1997	209	0	6	215
1998	670	0	0	670
1999	522	0	0	522
2000	539	40	0	579
2001	150	0	0	150
2002	463	0	0	463
2003	480	30	0	510
2004	170	0	0	170
2005	356	54	0	410
2006	212	0	0	212
2007	317	50	0	367
2008	437	35	0	472
2009	760	258	0	1018
2010	531	8	0	539
2011	284.9	124	0	408.9
2012	287	0	10	297
2013	491.5	0	0	491.5
2014	286	460	0	746
2015	552	60	0	612
2016	127	3	0	130
2017	68	0	0	68
2018	460	2	0	462
2019	324	0	0	324
2020	323	79	0	402
Total	11,539	1,939	23	13,501

Source: Maine Forest Service year-end landowner reports



Source: Maine Forest Service year-end landowner reports

Tassel

Top Beach property may have enough timber to do a commercial timber sale. If done properly, it would look similar to the nearby Greep woodlot.

Tax Program Enrollment

Maine incentivizes the active management and utilization of working lands through the Current Use Taxation Program. By enrolling eligible parcels in this program, landowners can receive favorable property tax assessment reductions and municipalities can encourage the active use of natural and working lands. In Maine the three different tax enrollment programs are: Farmland, Open Space, and Tree Growth. Under the Farmland Use program, a property owner is required to have at least 5 contiguous acres in their tract of land and the tract must contribute at least \$2,000 gross income from farming activities each year. Under the Open Space Use program, the tract of land must be preserved or restricted in use to provide a public benefit. The Tree Growth Use program provides a benefit for owners of at least 10 acres of forested land used for commercial harvesting.

According to the town's assessment records, in 2022, Raymond had 76 acres enrolled in Farmland, 9 acres enrolled in Open Space, and 1,341 acres enrolled in Tree Growth. Since 2009, the number of acres and parcels enrolled in Farmland remained steady until a large increase in 2022. The number of parcels and acres enrolled in Open Space saw a sharp increase in 2017, followed by several decreases. The number of parcels enrolled in Tree Growth has remained stable since 2009, but the acreage has decreased.

Tax Program Enrollment in Raymond

	Farmland		Open Space		Tree Growth	
Year	Number of Parcels	Acres	Number of Parcels	Acres	Number of Parcels	Acres
2009	2	28	2	5	52	2,783
2010	2	28	2	5	51	2,657
2011	2	28	3	6	49	2,605
2012	2	28	4	7	51	2,576
2013	1	9	4	5.94	53	2,599
2014	4	28	4	7	53	2,612
2015	4	28	4	7	56	2,673
2016	4	28	4	7	57	2,728
2017	4	28	11	350	56	2,420
2018	4	28	11	355	57	2,451
2019	4	28	6	356	57	2,451
2020	3	21	6	356	55	2,383
2021	1	21	5	356	57	2,383
2022	6	76.5	5	9.5	54	1,341.3

Source: Municipal Valuation Return Statistical Summary (2009-2021)

Local Regulations and Land Trusts

Raymond's Land Use Ordinance promotes the preservation and protection of farm and forest land. Agriculture is a permitted use in the Village, Rural, and Rural Residential Districts. Larger scale commercial agriculture is only permitted in the Rural District.

Raymond's Subdivision Ordinance encourages the development of open space subdivisions in order to preserve natural resources and provide for sustainable agriculture and forestry. Open space subdivisions must contain conservation land suitable or actively used for agriculture and forestry uses where the subdivision borders active agricultural or forestry land. If the open space subdivision is located on parcels with significant agricultural production, open space must be conserved for agriculture. Additionally, if the open space in the subdivision is devoted to productive agriculture or forestry, the developer needs to submit plans demonstrating how that use will be fostered in the future.

Raymond's Land Use Ordinance encourages the separation of agricultural uses with other land uses. Farm buildings must be constructed at least 50 feet away from the neighboring property line or at least 100 feet away from an existing dwelling. Feedlots and other intensive uses for raising animals must be located at least 100 feet away from the neighboring property line. These standards ensure that the proximity of new homes or other incompatible uses do not affect farming and logging operations.

Loon Echo Land Trust (LELT) is a regional land trust that protects farm and forest land in Raymond and other communities in the Lakes region. Rand Farm and Raymond Community Forest are currently protected by LELT through conservation easement.

Local Farms and Community Forests

Raymond has a number of small local farms and farm stands, but only a few are still active. Those

include Chipman Farm, Meadow Brook Farm, and Pismire Mountain Fiber Farm. The Chipman Farm has farmstand locations in Raymond, Gray, Poland and Windham. The farm is an approximately 60-acre family-owned farm that grows over 40 crops including strawberries, tulips, corn, pumpkins, and sunflowers. Meadow Brook Farm is a family owned and operated apple orchard located between Rattlesnake Mountain and Crescent Lake. In addition to growing apples, the farm also grows pumpkins, squash, and a variety of vegetables. Pismire Mountain Farm is an alpaca farm located off Raymond Hill Road. The Raymond Community Forest is a 356 acre permanently conserved preserve with 4 miles of multi-use trails. The property is owned by LEIT. Mulberry Farm on North Raymond Road closed in 2022 and was recently sold.

Some local farms, orchards and tree farms shift in and out of activity depending on the season. A solar farm is planned for Denis Coles forest property off Webbs Mill Road. There are at least 2 maple syrup producers in Raymond; one is off Tenny Hill Road and the other is off Egypt Road. There is a small farm with cows at the intersection of Raymond Hill Road and Valley Road.

Farmer's Markets

Raymond does not have any farmer's markets. The closest farmer's markets to Raymond are the Casco Farmer's Market in Casco, the Lakes Region Farmers Market in Windham, and the Naples Farmers Market in Naples.

Community Gardens

The Raymond Community Garden is located at 3 Meadow Road next to the library and contains both rental plots and a large common good plot. The produce grown in the common good plot is donated to a local food pantry for families in need. Community plots are approximately 10 by 16 feet and there is a recommended donation of \$15 per plot.

Community Supported Agriculture

Community Supported Agriculture (CSA) is a farming model built on fairness and transparency for both the farmer and the consumer. At CSA, a consumer purchases a share of farm up-front which provides financial security to the farmer for the season. In return, the consumer receives a regular box of fresh produce. Chipman Farm is a CSA operating in Raymond, Gray, and Windham. The farm offers two size shares, single for \$125 and family for \$250. Maine residents over 60 who earn a maximum of \$23,606 per year for a one-person household and \$31,894 per year for a two-person household qualify for the Maine Senior Farmshare Program and can receive \$50 worth of produce for free. The Mulberry Farms was a CSA that previously operated in Raymond, but recently closed in winter 2022. The farm was family owned and operated for seven years.



Population

Population Change

Understanding historic shifts in population and projecting future population change is essential to planning for a community's future needs.

Raymond's population remained under 1,000 people until the 1960s, when the town entered a period of rapid growth. From a population of 732 in 1960, Raymond grew to 1,328 in 1970, 3,311 in 1990, and 4,299 in 2000. Over the past 20 years, Raymond's population has grown at a much slower rate to 4,536 people in 2020. Note that this historic population does not factor in the population increase as a result of the COVID migration.

Raymond's population patterns can be contextualized by comparing the data with peer communities, as well as county and state trends. For the purposes of this planning study, Raymond's peer communities are the Lakes Region towns of Bridgton, Casco, Windham, Naples, and Harrison, and neighboring towns of Gray, Poland, and New Gloucester.

All of Raymond's peer communities saw higher rates of population growth from 1970-1990, with growth slowing from 1990-2020. Two peer communities (Casco and Harrison) experienced a decline in population from 2010-2020.

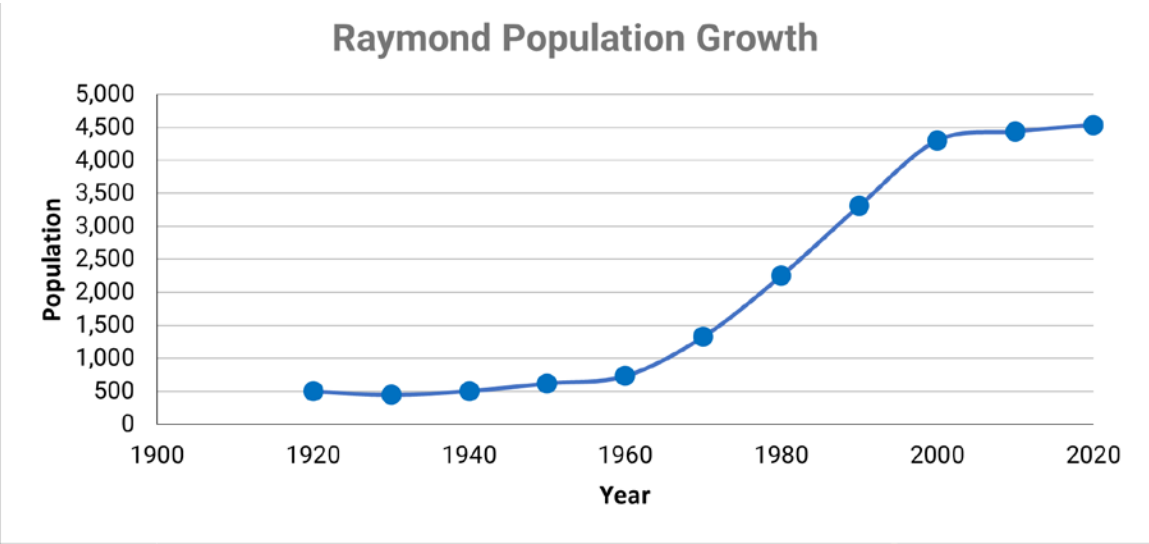
Raymond's population grew much faster than Cumberland County and Maine from 1970-2000. In the past two decades, Raymond's population has grown more slowly than County and State growth rates.

Population change is made up of two components: natural population change, based on the total number of births and deaths, and migration, based on the movement of people from one place to another.

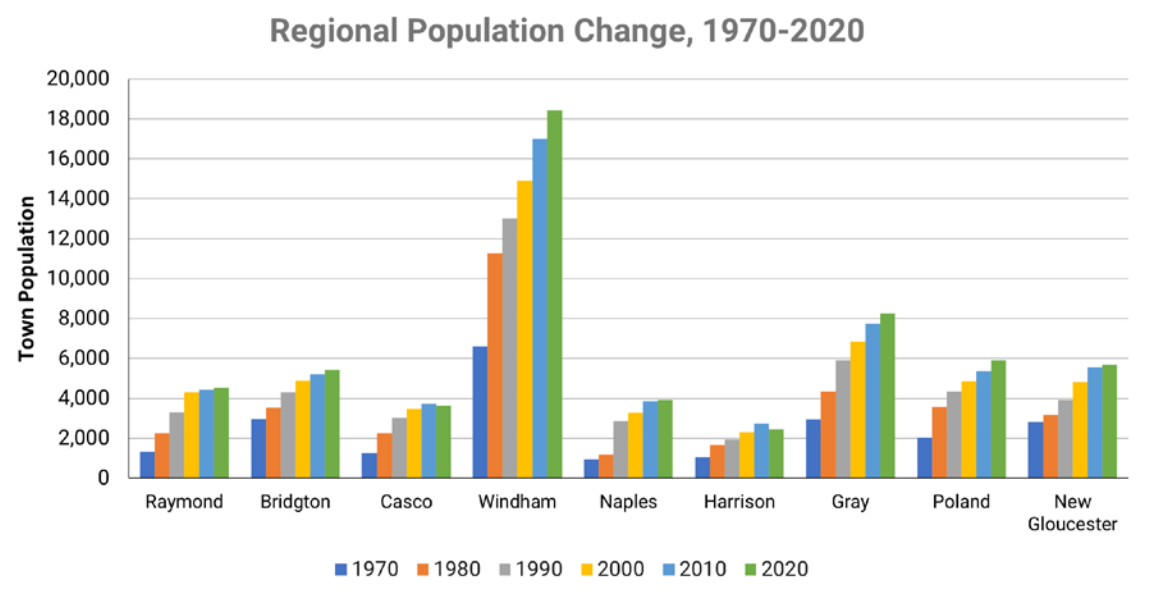
Since 2012, Raymond's natural population change has been close to net zero, with a similar number of deaths and births each year. Cumberland County and the state of Maine have consistently had more deaths than births. Deaths outnumbering births contributes to population decline.

To assess population change caused by migration, the American

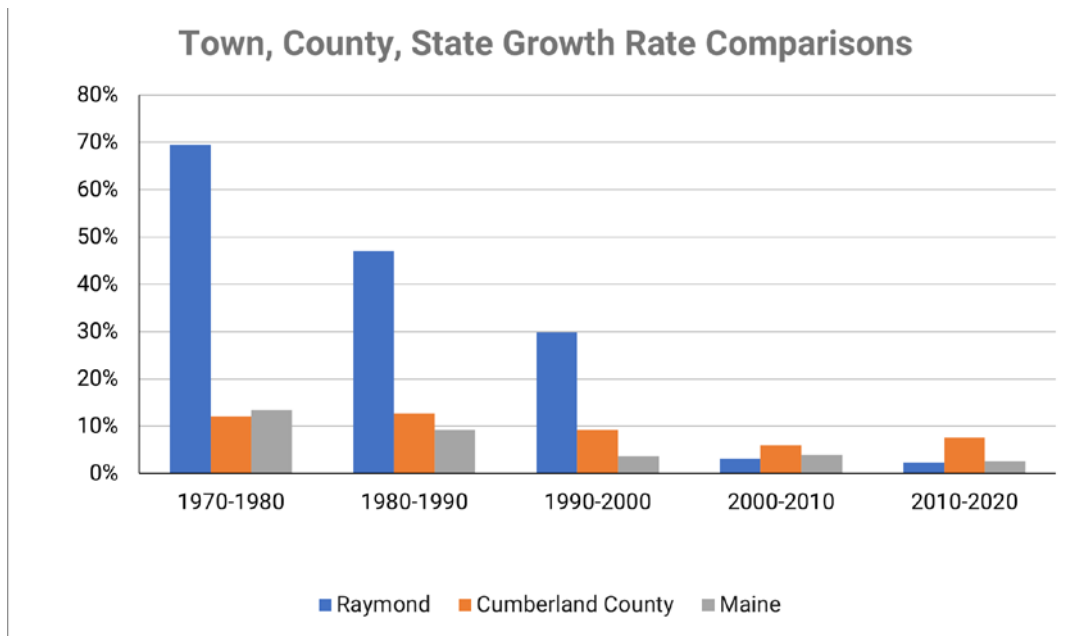
Community Survey provides estimates of geographic mobility. In 2021, 351 Raymond residents were estimated to have moved in the past year. Of those, 308 moved within Cumberland County, 11 moved from a different county in Maine, and 32 moved from out-of-state. Breaking down this group by age, it is notable that all those under the age of 19 who moved to Raymond came from within Cumberland County.



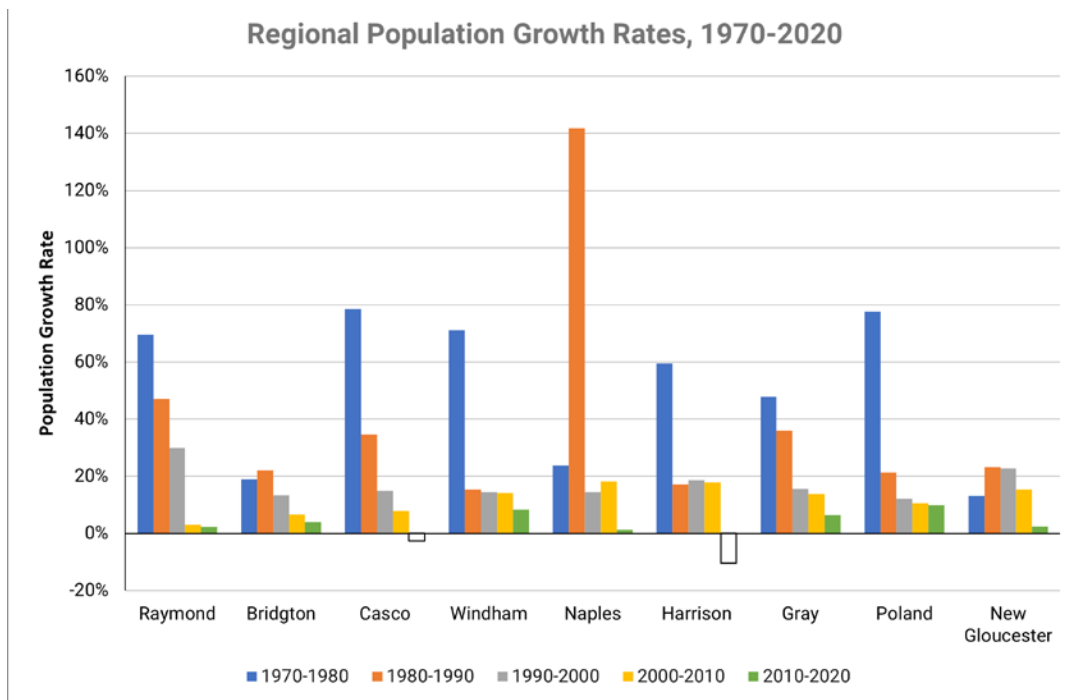
Source: 2004 Comprehensive Plan; 2010 Decennial Census; 2020 Decennial Census



Source: 2004 Comprehensive Plan; 2010 Decennial Census; 2020 Decennial Census



Source: 2004 Comprehensive Plan; 2010 Decennial Census; 2020 Decennial Census



Source: 2004 Comprehensive Plan; 2010 Decennial Census; 2020 Decennial Census

Natural Population Change

	Raymond			Cumberland County			Maine		
	Births	Deaths	Difference	Births	Deaths	Difference	Births	Deaths	Difference
2012	49	32	17	2756	2426	330	12692	12875	-183
2013	27	33	-6	2874	2582	292	12767	13544	-777
2014	32	27	5	2843	2530	313	12678	13511	-833
2015	31	31	0	2718	2701	17	12589	14465	-1876
2016	36	30	6	2824	2620	204	12698	14173	-1475
2017	37	28	9	2725	2721	4	12290	14665	-2375
2018	44	35	9	2711	2760	-49	12300	14708	-2408
2019	24	42	-18	2672	2811	-139	11770	15068	-3298
2020	39	38	1	2750	2950	-200	11534	15737	-4203
2021	37	42	-5	2870	3093	-223	12001	17270	-5269

Source: Maine Center for Disease Control and Prevention, Office of Data, Research, and Statistics

Migration to Raymond

	Moved within same county	Moved from different county	Moved from different state	Moved from abroad
Total	308	11	32	0
under 19	56	0	0	0
20 to 29	161	0	0	0
30 to 39	45	0	32	0
40 to 49	45	0	0	0
50 to 64	1	11	0	0
65+	0	0	0	0

Source: 2021 American Community Survey 5-year estimates

Age Distribution

According to the 2021 American Community Survey Estimate, Raymond's median age in 2021 was 47.8 years old, which is older than Cumberland County as a whole (41.8 years old) and the State (44.7 years old). Raymond's median age has increased over the past two decades. In 2000 and 2010, the median age in Raymond was within 2 years of the Cumberland County and Maine median ages; in 2021, it is higher than both.

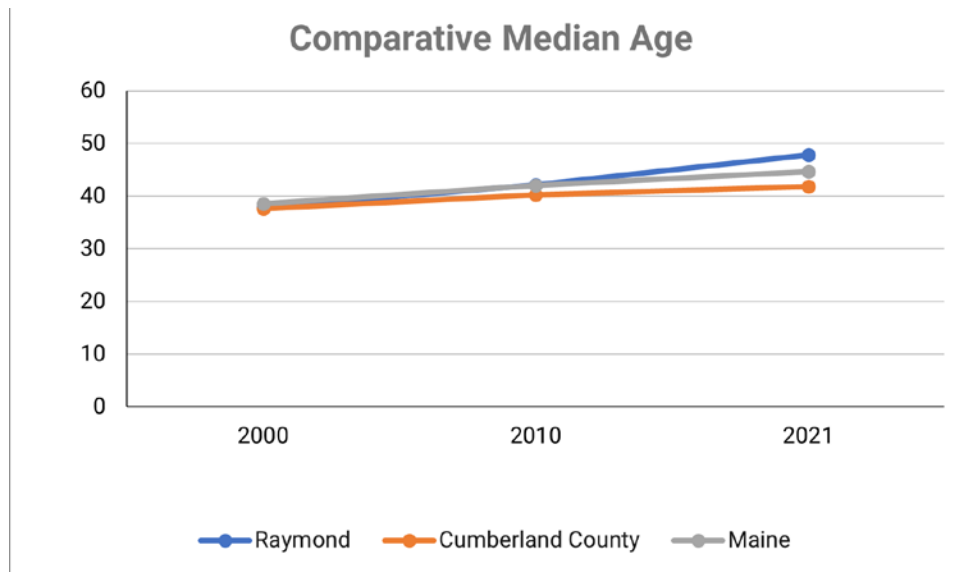
A more detailed view of the age distribution of people who live in Raymond can provide insight into the types of facilities and services that may be

Comparative Median Age

	2000	2010	2021
Raymond	37.8	42.2	47.8
Cumberland County	37.6	40.3	41.8
Maine	38.6	42	44.7

Source: 2000 Decennial Census; 2010 and 2021 ACS 5-year estimates

needed in the future. Analysis of 2010 and 2020 census data shows that Raymond's population is trending older. There is a decline in children and young people between the ages of 5 and 24, as well as adults from the ages of 35 to 54. At the same time, the population of adults aged 55 to 79 has increased. The largest percent increases are of adults aged 65 to 74.



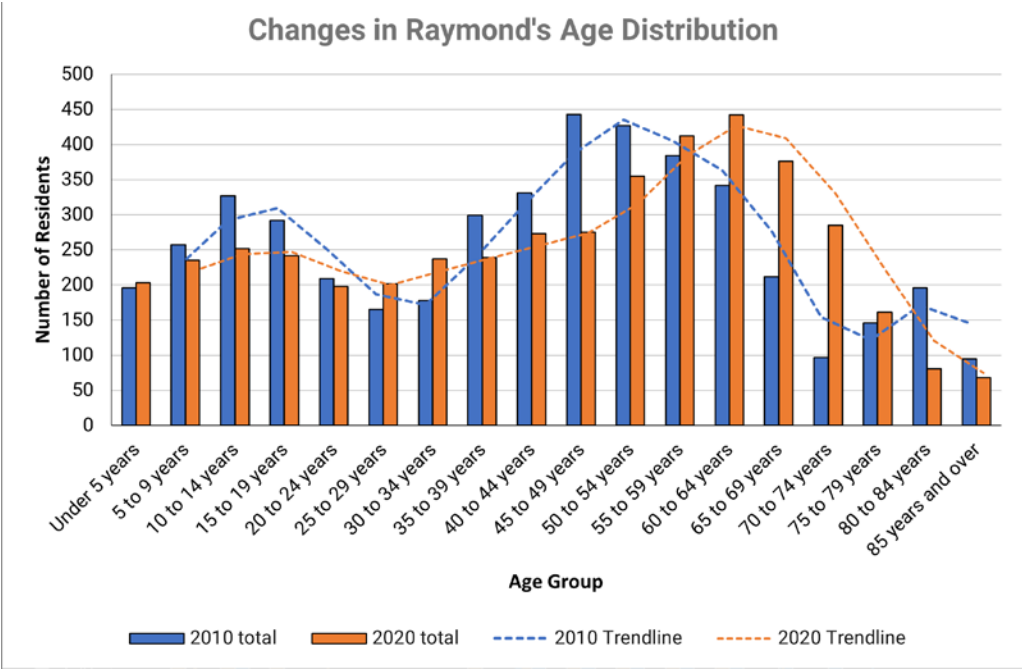
Source: 2000 Decennial Census; 2010 and 2021 ACS 5-year estimates

Detailed Age Distribution in Raymond

Age	2010		2020		# change	% change
Under 5 years	196	4.4%	203	4.5%	7	3.6%
5 to 9 years	257	5.8%	235	5.2%	-22	-8.6%
10 to 14 years	327	7.4%	252	5.6%	-75	-22.9%
15 to 19 years	292	6.6%	242	5.3%	-50	-17.1%
20 to 24 years	209	4.7%	198	4.4%	-11	-5.3%
25 to 29 years	165	3.7%	202	4.5%	37	22.4%
30 to 34 years	178	4.0%	237	5.2%	59	33.1%
35 to 39 years	299	6.7%	239	5.3%	-60	-20.1%
40 to 44 years	331	7.5%	273	6.0%	-58	-17.5%
45 to 49 years	443	10.0%	275	6.1%	-168	-37.9%
50 to 54 years	427	9.6%	355	7.8%	-72	-16.9%
55 to 59 years	384	8.7%	412	9.1%	28	7.3%
60 to 64 years	342	7.7%	442	9.7%	100	29.2%
65 to 69 years	212	4.8%	376	8.3%	164	77.4%
70 to 74 years	97	2.2%	285	6.3%	188	193.8%
75 to 79 years	146	3.3%	161	3.5%	15	10.3%
80 to 84 years	196	4.4%	81	1.8%	-115	-58.7%
85 years and over	95	2.1%	68	1.5%	-27	-28.4%

Source: 2010 and 2020 Decennial Census

Charting the population numbers and adding a trendline is another way of looking at this data. In this view, the 2010 numbers are in blue, and the 2020 numbers are in orange.

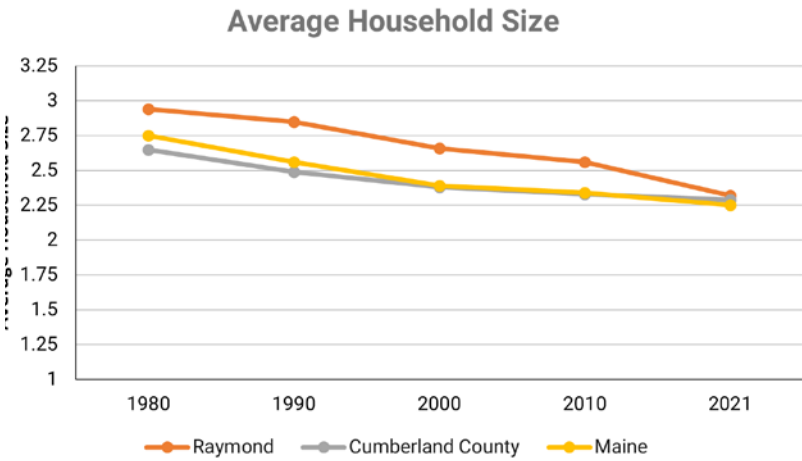


The 2010 data show a bell-curve shape for ages 35 and older. Note how the peak of the curve - at age 50-54 in 2010 - has shifted to age 60-64 in 2020. This indicates a relatively stable cohort that has remained in town as they have aged over the past 10 years. Where the trendlines cross, there is more population change occurring. The intersections between blue and orange lines show the slight increase in people aged 25 to 34 and the decline in people aged 35 to 54 in 2020 (see percent change table above). The age distribution indicates an increase in the number of retirement-age residents over time and a decrease in the number of children. However, there is also a slight increase in adults aged 25 to 34 and a very small increase in children under the age of 5, which could indicate that younger adults are moving to Raymond to start families.

Household Composition

Average household size in Raymond has declined over time, from 2.94 in 1980 to 2.32 in 2021. The average household size in Cumberland County and in Maine has also declined during the same time period.

According to ACS 5-year Estimates, the number of households, families, and married couple households has slightly increased since 2010. At the same time, family size has decreased and the number of



Source: 2004 Raymond Comprehensive Plan; 2010 and 2021 ACS 5-Year Estimates

households and families with children under the age of 18 has decreased. Households with people over the age of 65 have increased. This indicates that new residents in Raymond are more likely to be couples of retirement age than families with children. The number of householders living alone has increased, but the number of householders over the age of 65 living alone has remained relatively stable. This could indicate that some of the growth in other resident age groups is from adults living alone.

Seasonal Population

It is difficult to determine the exact seasonal population. Raymond has many seasonal homes, rentals, and summer camps, resulting in a population swell during the summer months.

One way to estimate the seasonal population is by extrapolating from the number of ACS-estimated seasonal housing units. According to 2021 ACS 5-Year estimates, there are 1,089 seasonal housing units in Raymond. The Raymond tax assessor’s database lists a total of 1,711 structures that are owned by people who do not live in Raymond, indicating that the true number of seasonal units may be higher. The town estimates a seasonal population of between 10,000 and 12,000 residents. This includes both households whose second home is in Raymond, as well as seasonal and short-term renters.

To estimate the number of seasonal residents, the number of seasonal units is multiplied by an average household size. The average household size in Raymond is 2.32, which would suggest a seasonal population of 2,526. However, anecdotal data from the town indicates that larger families and groups typically occupy seasonal homes. Data from AirDNA, a website that collects information from listings on AirBnB and VRBO, shows that about 90% of listings in Raymond are for entire homes, with an average size of 3.5 bedrooms, hosting 8.9 guests. Multiplying 1,089 seasonal units by the average guest count gives an approximation of 9,692 summer residents.

Educational Attainment

Raymond’s levels of educational attainment have increased over the past two decades. In 2021, 99% of the population 25 years or older had a high school or higher education, 48% had a bachelor’s degree or higher, and 17.5% had a graduate or professional degree. The percentage of people with a bachelor’s degree or higher has grown about 40% since 2000.

According to the Maine Department of Education, there were 615 students from Raymond enrolled in public schools in 2023. This number has remained relatively stable over the past 10 years, with a high of 629 in 2014 and a low of 594 in 2017 and 2021.

Household Composition in Raymond

	2021	2010
Total Households	1,949	1,726
Total Families	1,406	1,319
Average Family Size	2.66	2.86
Householder Living Alone	22.0%	17.8%
Householder 65+ alone	7.9%	7.6%
Married couple households	1,268	1,106
with children under 18	393	474
Households with children under 18	516	647
Households with people over 65	674	414

Source: 2010 and 2021 ACS 5-Year Estimates

Educational Attainment in Raymond, population age 25 and older

	High School or higher	Bachelor's or higher	Professional
2000	89.0%	34.0%	12.7%
2010	93.9%	29.9%	6.4%
2021	98.8%	48.0%	17.5%

Source: 2000 Decennial Census, 2010 and 2021 ACS 5-Year Estimate

Public School Enrollment in Raymond

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	10-year average
Raymond Elementary School	230	196	206	210	219	225	248	220	274	284	225.3
Jordan-Small Middle School	188	190	197	183	175	184	180	180	164	174	182.3
Windham High School and Other	211	210	199	201	216	204	186	194	160	157	193.8
Total Public School Students in Raymond	629	596	602	594	610	613	614	594	598	615	606.5

Source: Maine Department of Education Student Enrollment Data, 2023

Income and Poverty

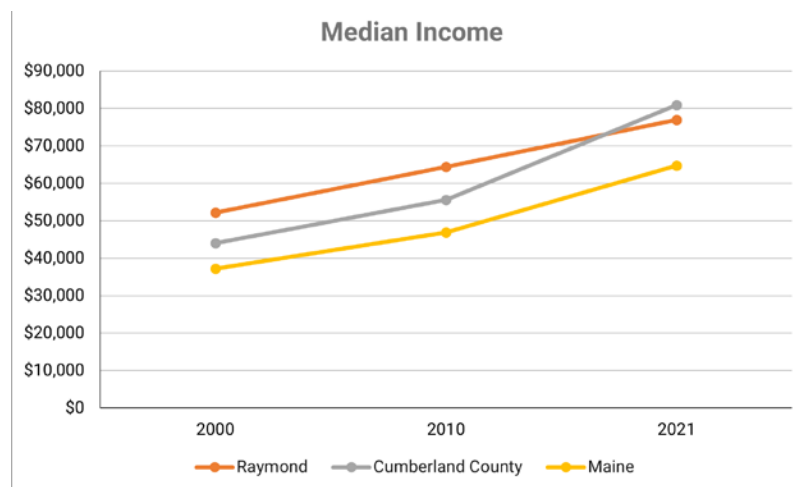
In 2021, Raymond's median household income was \$77,019, just slightly lower than the Cumberland County median income of \$80,982. In 2000 and 2010, Raymond's median income was higher than the Cumberland County average.

From 2000-2010, Raymond, Cumberland County, and Maine's median household income grew at a similar rate. From 2010-2021, the median household income for Cumberland County and Maine grew at an increased rate, while the rate of growth for Raymond's median household income decreased.

Median Household Income Rate of Growth

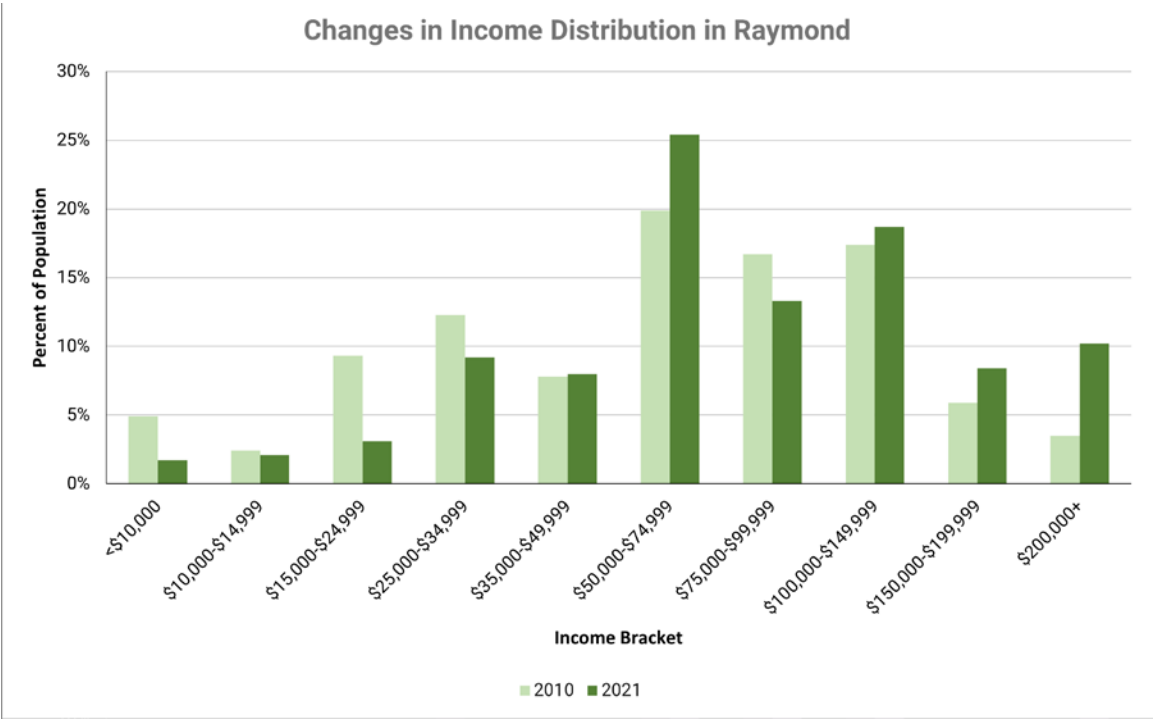
	Raymond	Cumberland County	Maine
2000-2010	23.4%	26.4%	26.0%
2010-2021	19.5%	45.5%	38.0%

Source: 2000 Decennial Census, 2010 and 2021 ACS 5-Year Estimates



Source: 2000 Decennial Census, 2010 and 2021 ACS 5-Year Estimates

Changes in Raymond’s income distribution from 2010-2021 show fewer households are earning less than \$35,000, and more households are in the \$50,000-\$74,999 and \$100,000+ income categories.



Source: 2010 and 2021 ACS 5-Year Estimate

The percentage of Raymond residents below poverty level has declined from 8.8% in 2012 to 4.2% in 2021, according to ACS 5-year estimates. Raymond’s poverty rate has remained lower than Cumberland County and Maine’s.

Percentage of Population Below Poverty Level

	Raymond	Cumberland County	Maine
2012	8.8%	11.1%	13.3%
2021	4.2%	7.6%	11.5%

Source: 2010 and 2021 ACS 5-Year Estimates

Race and Ethnicity

Like Maine and Cumberland County, Raymond is a majority white community; however, all three have become slightly more racially diverse over time. The 2020 US Census showed that 93% of Raymond’s population identified as white alone, compared to 97.2% in 2010.

Percentage of Population who identify as white alone

	Raymond	Cumberland County	Maine
2012	97.2%	92.8%	95.2%
2021	93.0%	87.2%	90.8%

Source: 2010 and 2021 ACS 5-Year Estimates

Raymond’s changing racial distribution has been impacted primarily by an increase in those who identify as two or more races.

Race in Raymond

	White Alone	Black or African American	American Indian and Alaskan Native	Asian	Native Hawaiian/ Pacific Islander	Other	Two or more races
2010	4311	16	16	14	3	9	67
2020	4220	19	6	26	0	27	238

Source: 2010 and 2020 Decennial Census

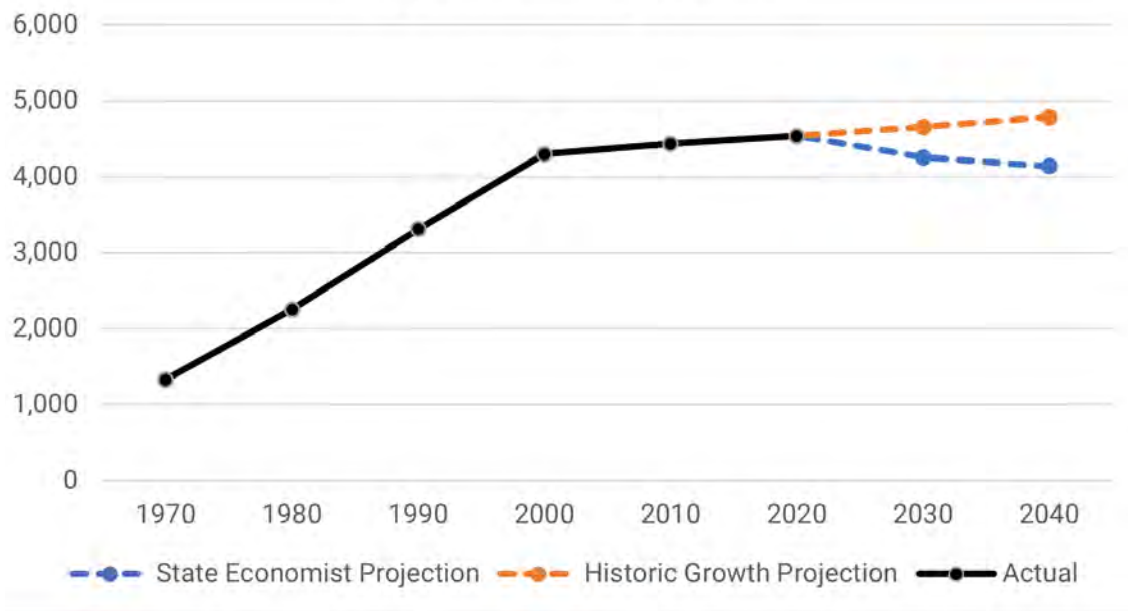
Population Projection

Changes in the age distribution and size of the population impact the needs and demands on public facilities and services like schools, recreation, emergency medical services, health care, housing, and retail services. There are several ways to project how a town or region's population might change in the future.

The State Economist releases population projections at five-year intervals. The current projections are based on 2018 US Census population estimates. Projections from each town are based on the town's share of the County population. In this projection, Raymond's population will slowly decline. From 4,536 people in 2020, the State Economist predicts Raymond's population will drop to 4,256 by 2028 and 4,140 by 2038.

A projection based on Raymond's historic growth rate over the past two decades carries continued slow growth into the future at an average rate of 2.7%. This projection shows Raymond's population increasing to 4,658 in 2030 and 4,784 in 2040.

Population Projections



Though two of Raymond's peer communities in the Lakes Region have experienced a recent population decline, the rest of the region continues to grow. Based on Raymond's location in a growing region of the state, the historic growth rate, the growth in people 65 and older, and the migration of young families with children, the historic growth rate projection is likely to be more accurate over time than the State Economist projection.

Raymond's slow growth is due largely to the increase in retirement-age people, with stable or slightly declining numbers of younger adults and families with children who are migrating to Raymond. If these trends continue, they will create stability for levels of service required by schools and youth recreation, while demands on services for older people increase. However, Raymond's location in the greater Portland region and its relatively lower home prices than surrounding communities could increase the population of younger families if the town provides adequate resources to serve these populations.



Economy

Economic History

Raymond's economy was historically based around natural resources. The first sawmills were constructed along Raymond's rivers before 1800. Other early industries included agriculture, bricks, and charcoal. Raymond grew rapidly in the early 19th century as more settlers arrived to take advantage of the town's natural resources. Raymond's location on rivers and Sebago Lake allowed for increased opportunities for the distribution of these products. The Cumberland and Oxford Canal, opened in 1832¹, connected Sebago Lake and the region to Portland by water for cargo transport. By the 1870s, the Portland & Ogdensburg Railroad (later the Maine Central Railroad Mountain Division) opened a station at Sebago Lake that carried freight as well as passengers.²

In the late 19th century, nationwide industrialization led to a decline in the small-scale natural resource industries in Maine. At the same time, summer tourism and vacationing grew popular as railroads and steamships created links to Maine.³ Visitors arrived by railroad or stagecoach to Sebago Lake, where steamboats offered sightseeing trips and took passengers to various resorts in Raymond and beyond.⁴

Across the state, hotels and inns developed along the coast and near lakes, and wealthier vacationers began to buy up land to build their own summer cottages. As Maine's traditional farming and timber industries were in decline, many families chose to sell their land to summer visitors or hotel developers.⁵ The development of the tourism industry in Raymond followed this pattern. Cottages and lodges were constructed along Raymond's waterfronts, along with some of Maine's earliest summer camps, like Wohelo, founded in 1907.

Raymond's early 20th century economy also included some small businesses in Raymond Village on Main Street and several industries, including a corn-packing factory, the first Maine State Fish Hatchery,

1 https://en.wikipedia.org/wiki/Cumberland_and_Oxford_Canal

2 Ibid.

3 1870-1920 The End of the Ocean Highway. (n.d.). Maine History Online. <https://www.mainememory.net/sitebuilder/site/905/page/1316/display?page=5>

4 Libby, M. (2013, August). Windham Historical Society presents Steamboats of Sebago. <https://lifestyles.thewindhameagle.com/2013/08/windham-historical-society-presents.html>

5 Summer Folk: The Postcard View. (n.d.). Maine Memory Network. https://www.mainememory.net/sitebuilder/site/2464/page/3950/display?use_mmn=1

and later a television products engineering factory. During World War II, additional jobs came through the construction of the Portland Pipeline, which passes through Raymond to transport oil from Canada to Portland Harbor.

In the 1930s, the construction of US Route 302 brought increased automobile access to Raymond, and as a result, more summer visitors as well as more permanent residents. The population grew rapidly in the decades from 1960-2000 as the town became an attractive bedroom community for regional commuters. Subsequent economic development included both chain stores and local businesses in auto-oriented strips, as well as businesses that support the regional tourism industry, including outdoor suppliers and boat rental and sales.

Regional Economy

Raymond is part of the Lakes Region, and is an outlying community of greater Portland. The nearest service center is the town of Windham, connected to Raymond via Route 302. Raymond’s commercial district is located on Route 302, adjacent to the commercial area of North Windham. This stretch of road through Windham and Raymond is home to recreation and tourism businesses, as well as many chain stores and restaurants, automotive shops and gas stations, fast food, and big box stores.

Raymond participates in the Sebago Lakes Regional Chamber of Commerce, which supports individual, community, and business growth through advocacy, educational opportunities, and professional networking. Raymond is in the state’s designated Sebago Lake Economic Summary Area (ESA).

Raymond’s Labor Force

Raymond’s labor force describes the employment of residents of Raymond, including their occupation, industry, income, and commute.

The US Census Bureau defines ‘labor force’ as residents aged 16 and over who are civilians and not institutionalized, including anyone who has a job or is actively looking for work. All others, including individuals without a job who are

Labor Force Profile, 2021			
Employment Status	Raymond	Cumberland County	Maine
Population 16 years and older	3,789	256,719	1,155,699
In Labor Force	2,583	171,912	708,906
Labor Force Participation Rate	68.2%	64.1%	61.3%
Armed Forces	0	639	1995
Civilian Labor Force	2,583	171,273	706,911
Employed	2,521	164,600	672,480
Unemployed	62	6,673	34,431
Civilian Unemployment Rate	2.4%	3.9%	4.9%
Not in Labor Force	1,206	84,807	446,793

Source: 2021 ACS 5-Year Estimates

not looking for work, are not measured as a part of the labor force. According to 2021 ACS 5-Year Estimates, there were 2,583 people in Raymond’s labor and 1,206 not in the labor force (retired, stay-at-home parent, disabled, etc.) Raymond’s labor force participation rate is 68.2%, which is higher than both Cumberland County (64.1%) and Maine (61.3%).

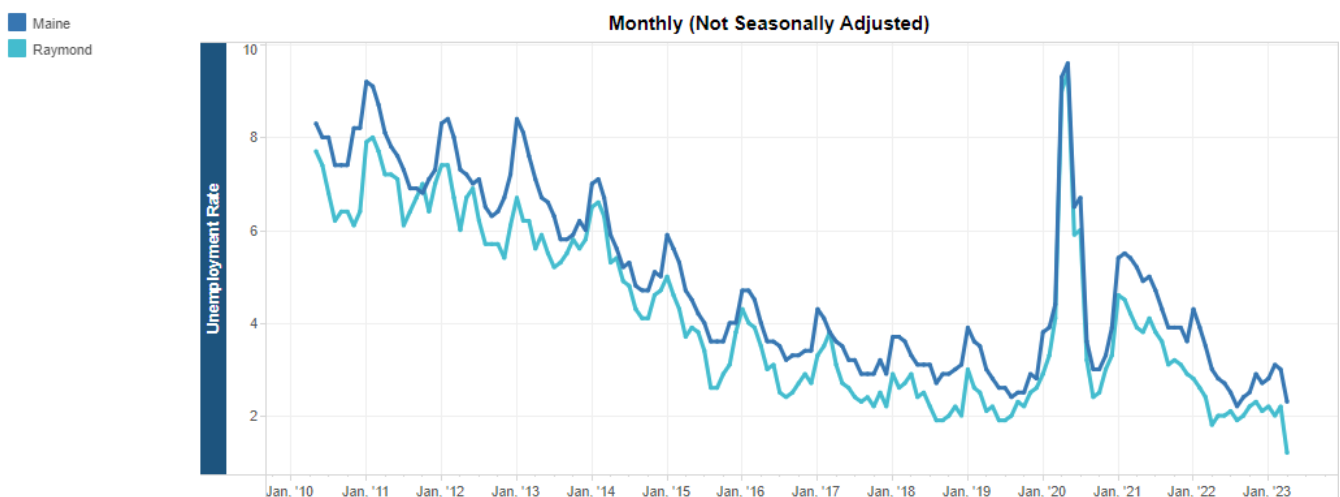
Since 2010, the number of people in the labor force has increased slightly, from 2,540 in 2010 to 2,583 in 2021. However, the labor force participation rate - the percent of Raymond residents over the age of 16 who work - has decreased slightly, from 71.3% in 2010 to 68.2% in 2021. This indicates that many new residents who moved to Raymond between 2010 and 2021 may not be in the labor force.

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. According to 2021 ACS 5-year estimates, Raymond's unemployment rate is 2.4%, lower than that of Cumberland County (3.5%) and Maine (4.5%).

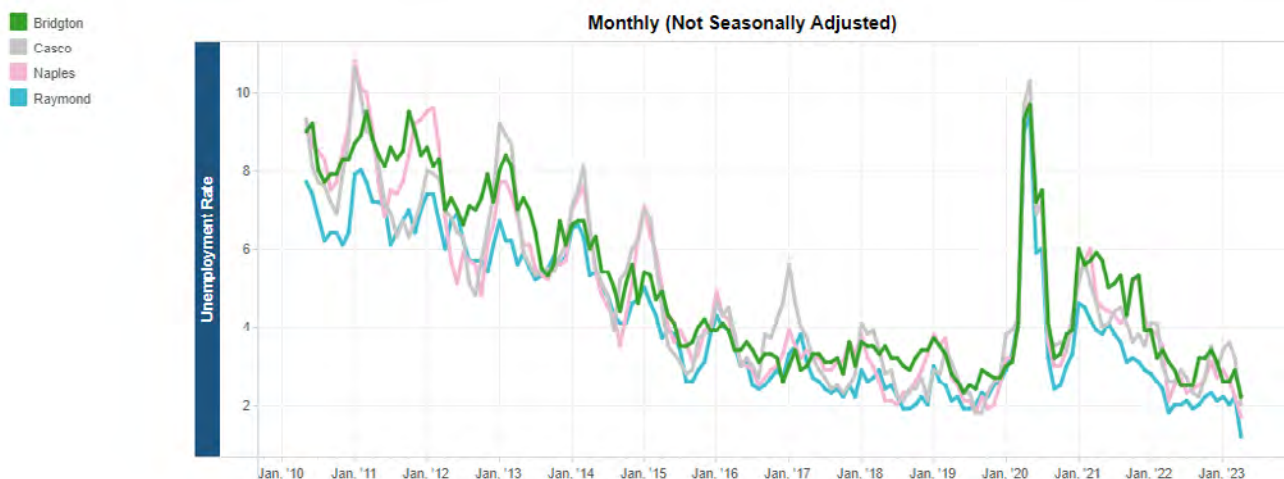
Prior to the COVID-19 pandemic, Raymond's monthly unemployment rate varied seasonally, with higher unemployment during winter months and lower unemployment during the summer. This seasonal variation was comparable to the statewide average of a decrease of 1-2% in the unemployment rate during the summer months.

Monthly Unemployment Rates - Raymond and Maine



(Source: Maine Center for Workforce Research and Information)

Monthly Unemployment Rates - Regional Towns



(Source: Maine Center for Workforce Research and Information)

Since January 2021, Raymond's unemployment rate has continually decreased without seasonal fluctuation. The winter months of 2022-2023 did not show an increase in the unemployment rate in Raymond, even as neighboring towns of Bridgton, Casco, and Naples, as well as the state, resumed the seasonal winter spike in unemployment.

Occupational Profile of Labor Force, 2021

Occupation	Raymond	Cumberland County	Maine
Management, business, science, and arts	51.0%	52.6%	42.6%
Service Occupations	14.4%	12.5%	15.3%
Sales and office occupations	19.0%	19.4%	19.9%
Natural resources, construction, and maintenance	10.7%	5.4%	9.9%
Production and Transportation	5.0%	10.1%	12.2%

(Source: 2021 ACS 5-year estimates)

Occupational Profile of Labor Force

The occupational profile of Raymond's labor force is similar to Cumberland County and Maine in the percentage of residents employed in management, services, and sales occupations. Raymond has a higher percentage of residents with natural resources and construction occupations than Cumberland County, and a lower percentage of residents with production and transportation occupations than the County and State.

Industry Profile of Labor Force

In the past decade, there were significant decreases in the number of Raymond residents employed in

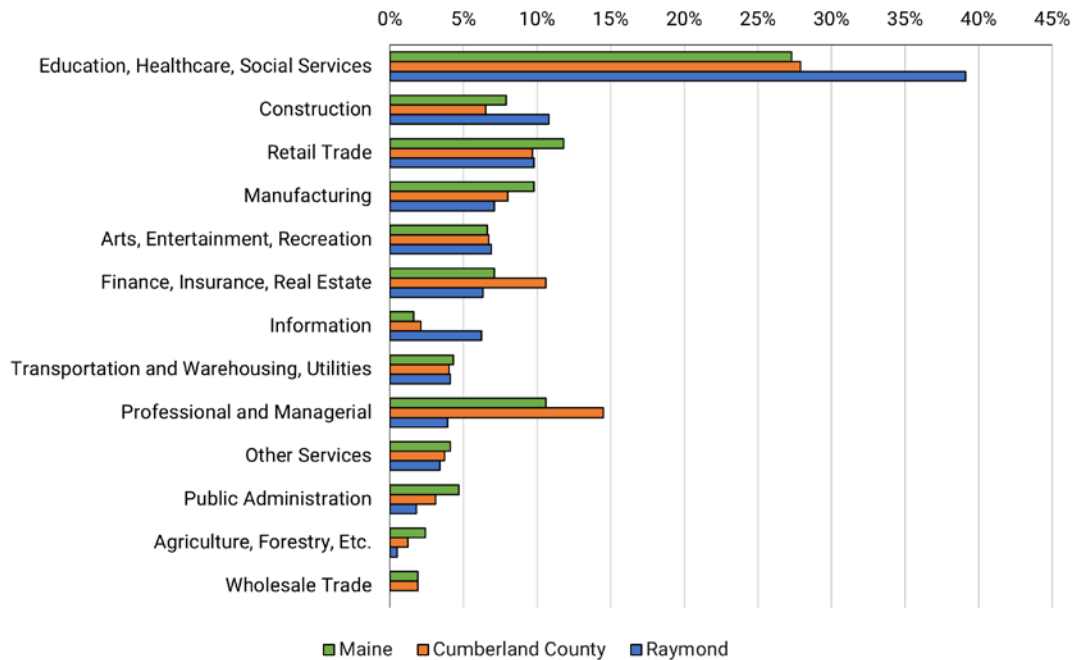
Agriculture/Forestry/Fishing/Mining and Wholesale Trade. Both of these industries accounted for small percentages of the Raymond labor force in 2010, and in 2021 employ very few or no residents. The Transportation/Warehousing/Utilities, Information, and Education/Healthcare/Social Service industries have seen significant increases during the same period.

Industrial Profile of Labor Force, 2021

Industry	Raymond	Cumberland County	Maine
Wholesale Trade	0.0%	1.90%	1.9%
Agriculture, Forestry, Etc.	0.5%	1.20%	2.4%
Public Administration	1.8%	3.10%	4.7%
Other Services	3.4%	3.70%	4.1%
Professional and Managerial	3.9%	14.50%	10.6%
Transportation and Warehousing, Utilities	4.1%	4%	4.3%
Information	6.2%	2.10%	1.6%
Finance, Insurance, Real Estate	6.3%	10.60%	7.1%
Arts, Entertainment, Recreation	6.9%	6.70%	6.6%
Manufacturing	7.1%	8%	9.8%
Retail Trade	9.8%	9.70%	11.8%
Construction	10.8%	6.50%	7.9%
Education, Healthcare, Social Services	39.1%	27.90%	27.3%

(Source: 2021 ACS 5-year estimates)

Labor Force Industry Comparison, 2021



(Source: 2021 ACS 5-Year Estimates)

The industrial profile of Raymond's labor force is similar to Cumberland County and Maine in many sectors, including Retail, Manufacturing, Arts/Entertainment/Recreation, and Transportation/Warehousing/Utilities. Raymond has a higher share of residents employed in Education/Healthcare/Social Services, Construction, and Information than the County and the State. Raymond's labor force consists of fewer workers in Finance/Insurance/Real Estate, Professional/Managerial, Public Administration, and Agriculture/Forestry jobs than the County and State.

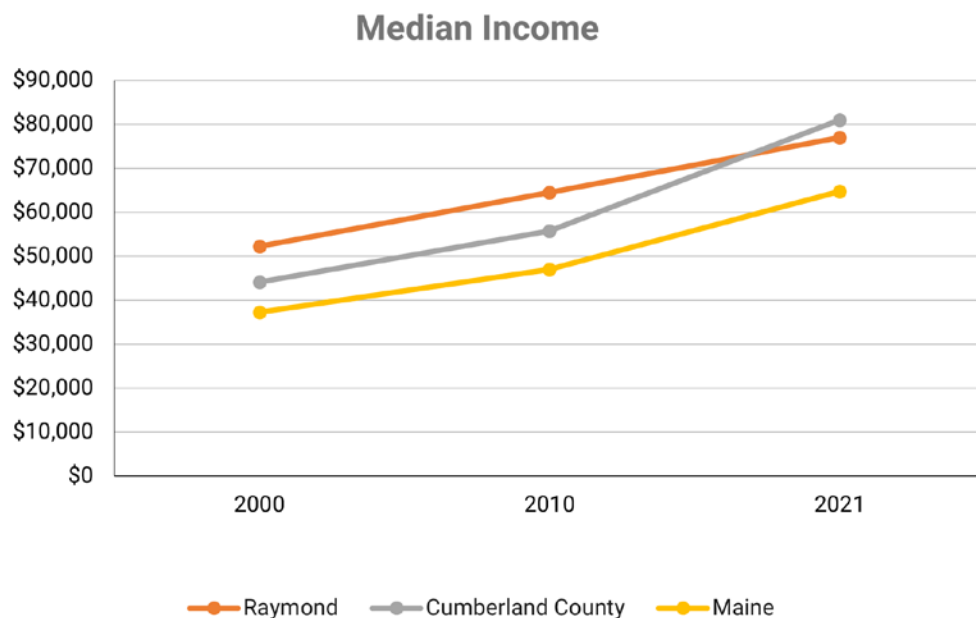
Resident Income

Raymond's median earnings in the past 12 months for employed individuals age 16 and older was \$48,704, higher than the Cumberland County and Maine median. In 2010, Raymond's median earnings were \$31,790, which was also higher than the County and State median. Converting the 2010 median into 2021 inflation-adjusted dollars allows for comparison, showing that Raymond's median earnings have grown at a slightly faster rate than the County and State.

Median Earnings in the past 12 months

	2021	2010	2010 (in 2021 inflation-adjusted dollars)	Percent Change
Raymond	\$48,704	\$31,790	\$39,589	23.0%
Cumberland County	\$45,817	\$30,564	\$38,062	20.4%
Maine	\$39,725	\$26,676	\$33,220	19.6%

(Source 2021, 2010 ACS 5-Year Estimates)



(Source: 2000 Decennial Census, 2010 and 2021 ACS 5-Year Estimates)

Raymond's median household income of \$77,019 is lower than Cumberland County (\$80,982) and higher than Maine (\$64,767.) From 2000-2010, Raymond's median household income was higher than the County and State median; from 2010-2021, the County surpassed Raymond.

Commuting Patterns of Labor Force

In 2020, 90.8% of Raymond's resident workers commuted outside of Raymond for work. The most popular destination was Portland, where 19.4% of Raymond's labor force is employed, followed by Westbrook (7%), and South Portland (6.3%).

Place of Employment	Percentage of Raymond Resident Workers
Portland	19.40%
Westbrook	7%
South Portland	6.30%
Lewiston	4.60%
Auburn	4.40%
North Windham	4%
Augusta	1.20%
Scarborough	1%
Biddeford	1%
Other	49.80%

(Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics)

Commute Mode

Driving alone is the primary way that Raymond residents commute to work. According to 2021 American Community Survey 5-year estimates, 70.4% of Raymond resident workers drive alone to work. 9.6% commute to work via carpool, and 17.3% work from home. The mean commute time is 33.7 minutes.

Raymond has a higher percentage of residents working at home than Cumberland County and Maine. Raymond commuters have a longer average commute time than the County and State average.

Since 2010, the percentage of individuals working at home in Raymond has increased by nearly 200%. Raymond has also seen a significant increase in the number of people who carpool to work.

Commute Mode, 2021

Commute Mode	Raymond	Cumberland County	Maine
Drove Alone	70.4%	70.1%	69.2%
Carpooled	9.6%	7.8%	7.7%
Public Transit	0.5%	0.9%	0.3%
Walked	1.0%	5.5%	2.8%
Other	1.4%	1.7%	1.3%
Worked at Home	17.3%	14.0%	17.7%
Mean travel time (minutes)	33.7	23.2	24.2

(Source: 2021 ACS 5-Year Estimates)

Changes in Raymond Residents' Commute

Commute Mode	2021	2010
Drove Alone	70.4%	83.0%
Carpooled	9.6%	5.8%
Public Transit	0.5%	0.0%
Walked	1.0%	3.3%
Other	1.4%	2.1%
Worked at Home	17.3%	5.8%
Mean travel time (minutes)	33.7	32.2

(Source 2021, 2010 ACS 5-Year Estimates)

Employment in Raymond

This section analyzes jobs located in Raymond, including employment sectors, job growth, wages, home occupations, and places of residence for the people who work in Raymond.

Local Economy

Raymond's commercial zone extends along the southern part of Route 302 to the Windham town border. This area of town contains both local businesses and chain stores and restaurants. Raymond also has two small industrial districts. One is home to an electronics manufacturer and the other is the location of the Sabre Yachts luxury motor yacht manufacturing facility.

Raymond's local economy supports the regional tourism industry. The town is home to 6 lakeside summer camps. There are no hotels in Raymond, but there are many summer homes that serve as short-term and seasonal rental properties and White Pine Inn which is located on Route 302.

Raymond also has a cluster of boat-related businesses, including boat rentals, boat sales, and canoe and kayak rentals.

Jobs in Raymond are distributed throughout the town, with the greatest job density along Route 302, in the industrial zones, and on Sebago Lake at the site of several summer camps.

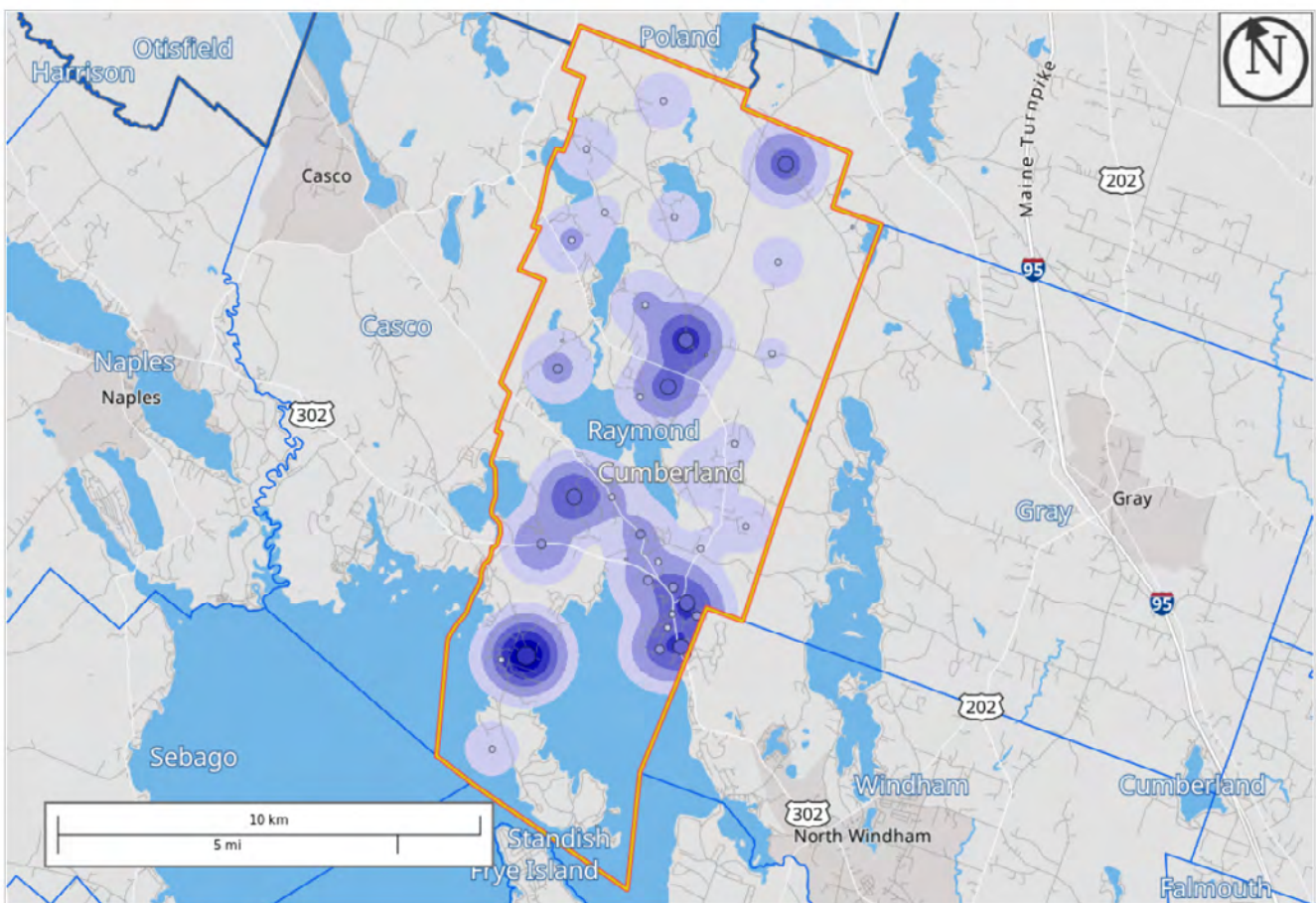
Largest Employers in Raymond

Employer	Size
Camp Agawam	50-99
Dielectric LLC	50-99
Jordan Small School	50-99
Raymond Elementary School	50-99
Kingsley Pines Camp	100-249
Sabre Corp	250-499

Source: Maine Department of Labor Center for Workforce Research and Information, 2023

Counts and Density of All Jobs in Work Selection Area in 2020

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 30
- 31 - 105
- 106 - 230
- 231 - 405
- 406 - 631

Job Count [Jobs/Census Block]

- 1 - 2
- 3 - 16
- 17 - 53
- 54 - 126
- 127 - 246

Selection Areas

- Work Area



Job Growth

According to US Census data, there were 1,065 jobs in Raymond in 2020. This is an increase from 2010, when there were 821 jobs, but an overall decrease since 2002, when there were 1,212 jobs. Since 2002, Raymond has experienced a 12% decrease in the number of jobs in town.

Job growth in the past 2 decades among Raymond's regional peers has been variable. Raymond has seen more extreme percent changes in job counts each decade. Casco and Gray also had a cumulative decrease in the number of jobs, while Bridgton, Windham, Naples, Poland, and New Gloucester saw an increase. Casco experienced the largest percent decrease in jobs, and New Gloucester experienced the

largest percent increase. Cumberland County saw a moderate 11.2% increase in jobs, while Maine had a much slower growth rate of only 0.4%. Education employment numbers will drop when the middle school combines with Windham.

Percent Change in Number of Jobs

	2020	2010	2002	% change
Raymond	1,065	821	1,212	-12.1%
Bridgton	1,828	1,877	1,759	3.9%
Casco	510	564	620	-17.7%
Windham	5,898	5,731	5,264	12.0%
Naples	938	1,042	918	2.2%
Harrison	202	211	202	0.0%
Gray	2,333	2,038	2,339	-0.3%
Poland	1,311	987	1,032	27.0%
New Gloucester	1,205	1,025	688	75.1%
Cumberland County	179,675	166,235	161,517	11.2%
Maine	564,585	556,476	562,354	0.4%

(Source: US Decennial Census 2000, 2010, 2020)

Employment Sectors

The manufacturing sector comprises 28.6% of jobs in Raymond. The construction, retail, and education sectors are the next-largest, each with about 12% of jobs. Raymond's tourism businesses are captured across several sectors, including retail, recreation, accommodation, and other services. Over the past 2 decades, the manufacturing sector has decreased in number and share of jobs in Raymond, while the construction sector has increased.

When compared with Cumberland County and the State, a higher share of the jobs in Raymond are in the construction, manufacturing, real estate, accommodation, and public administration sectors. Raymond has a smaller share of jobs in the transportation, finance and insurance, professional/scientific/technical, managerial, administrative, and healthcare sectors.

Number and Percent Allocation of Jobs in Raymond by NAICS Industry

NAICS Industry	2020		2010		2002	
	Count	Share	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	5	0.50%	0	0.00%	2	0.20%
Mining, Quarrying, and Oil and Gas Extraction	0	0.00%	0	0.00%	0	0.00%
Utilities	0	0.00%	0	0.00%	0	0.00%
Construction	135	12.70%	30	3.70%	62	5.10%
Manufacturing	305	28.60%	281	34.20%	555	45.80%
Wholesale Trade	6	0.60%	12	1.50%	5	0.40%
Retail Trade	120	11.30%	94	11.40%	78	6.40%

	2020		2010		2002	
NAICS Industry	Count	Share	Count	Share	Count	Share
Transportation and Warehousing	2	0.20%	0	0.00%	59	4.90%
Information	19	1.80%	2	0.20%	0	0.00%
Finance and Insurance	0	0.00%	5	0.60%	1	0.10%
Real Estate and Rental and Leasing	36	3.40%	20	2.40%	26	2.10%
Professional, Scientific, and Technical Services	28	2.60%	17	2.10%	31	2.60%
Management of Companies and Enterprises	0	0.00%	0	0.00%	0	0.00%
Administration & Support, Waste Management and Remediation	11	1.00%	4	0.50%	7	0.60%
Educational Services	129	12.10%	116	14.10%	149	12.30%
Health Care and Social Assistance	79	7.40%	26	3.20%	20	1.70%
Arts, Entertainment, and Recreation	6	0.60%	11	1.30%	84	6.90%
Accommodation and Food Services	81	7.60%	92	11.20%	45	3.70%
Other Services (excluding Public Administration)	33	3.10%	36	4.40%	12	1.00%
Public Administration	70	6.60%	75	9.10%	76	6.30%

(Source: U.S. Census Bureau, OnTheMap Application)

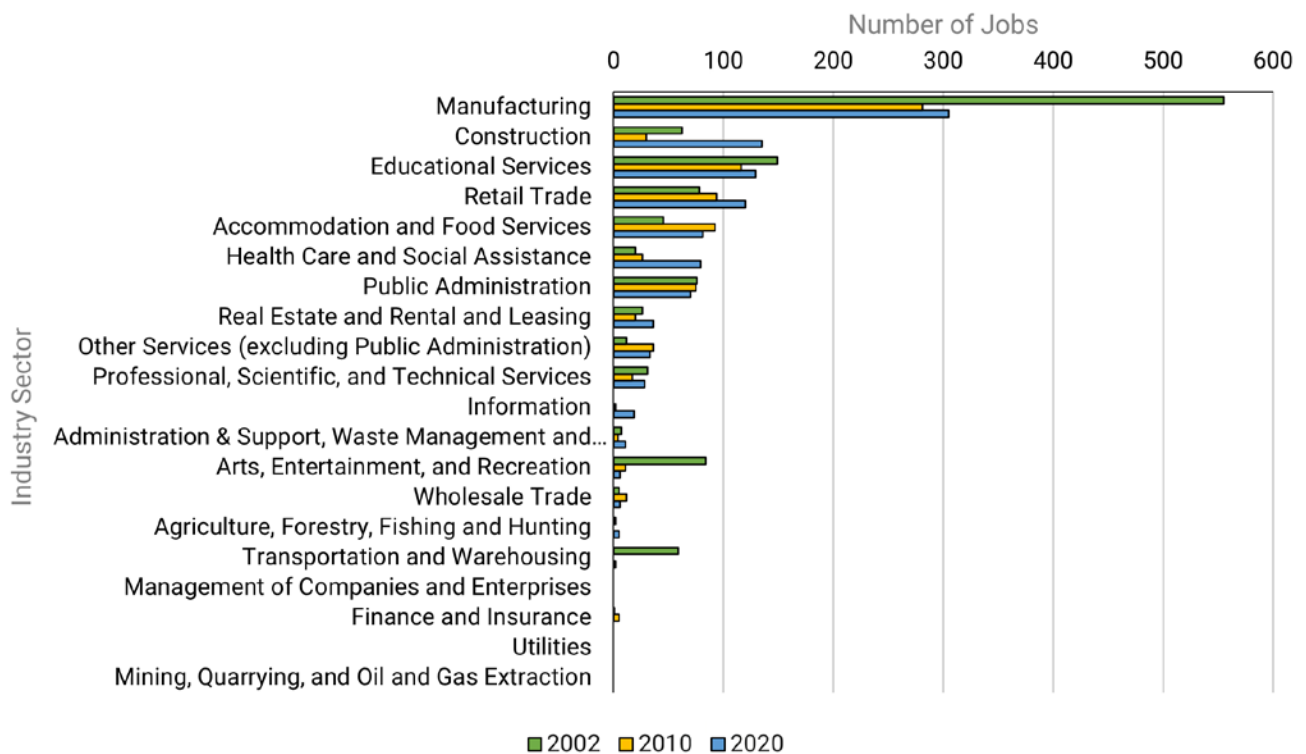
Percent of Jobs by Industry Sector

NAICS Industry	Raymond	Cumberland County	Maine
Agriculture, Forestry, Fishing and Hunting	0.5%	0.5%	1.20%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	0.0%	0.00%
Utilities	0.0%	0.3%	0.50%
Construction	12.7%	5.0%	5.70%
Manufacturing	28.6%	5.9%	9.30%
Wholesale Trade	0.6%	4.6%	3.30%
Retail Trade	11.3%	11.3%	13.20%
Transportation and Warehousing	0.2%	3.2%	3.10%
Information	1.8%	1.9%	1.20%
Finance and Insurance	0.0%	7.5%	4.20%
Real Estate and Rental and Leasing	3.4%	1.8%	1.30%

NAICS Industry	Raymond	Cumberland County	Maine
Professional, Scientific, and Technical Services	2.6%	7.9%	5.10%
Management of Companies and Enterprises	0.0%	3.5%	2.30%
Administration & Support, Waste Management and Remediation	1.0%	5.8%	4.90%
Educational Services	12.1%	8.2%	10.40%
Health Care and Social Assistance	7.4%	19.8%	18.90%
Arts, Entertainment, and Recreation	0.6%	1.5%	1.40%
Accommodation and Food Services	7.6%	6.1%	6.90%
Other Services (excluding Public Administration)	3.1%	3.0%	2.90%
Public Administration	6.6%	2.2%	4.30%

(Source: U.S. Census Bureau, OnTheMap Application)

Jobs in Raymond



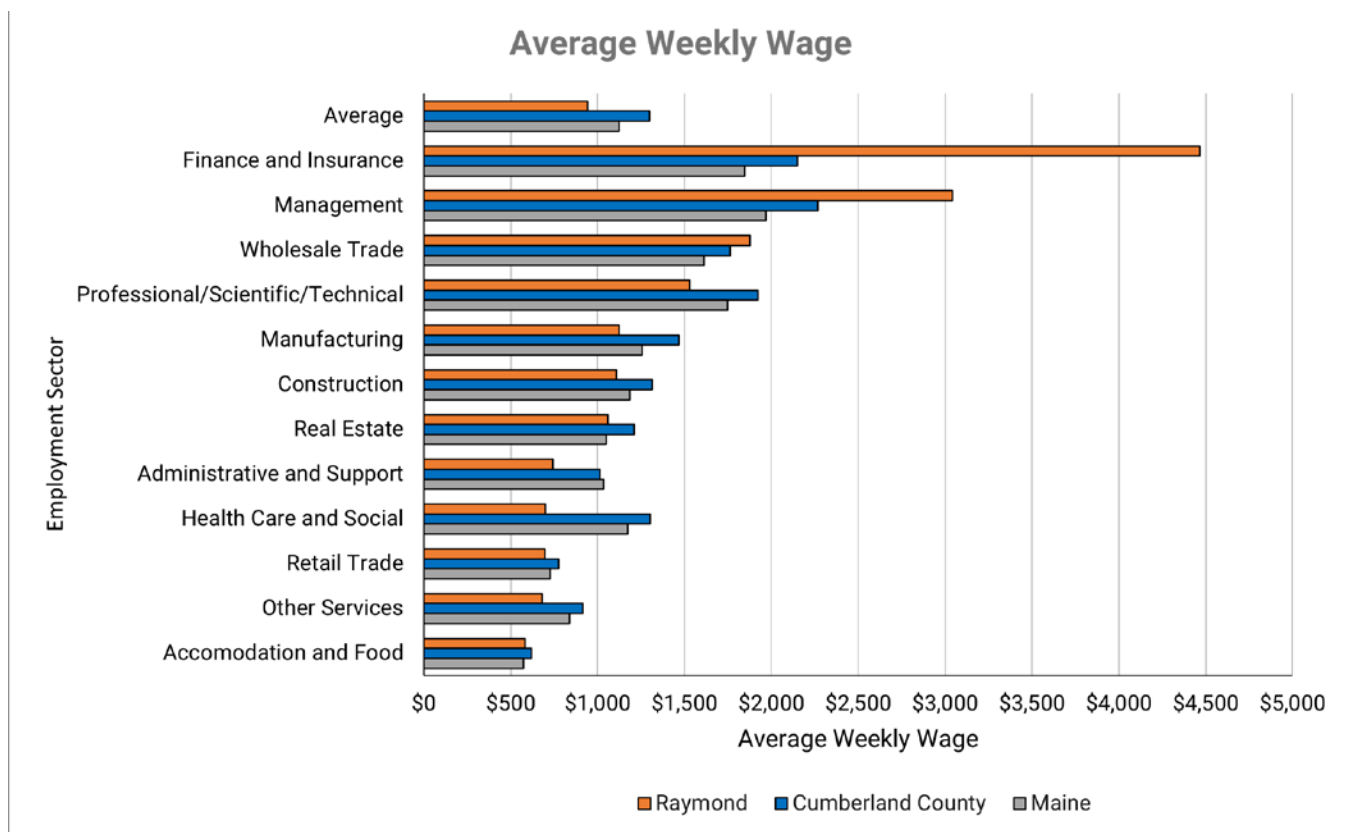
(Source: U.S. Census Bureau, OnTheMap Application)

Home Occupations

The Town of Raymond lists 144 home occupations in the 2023 Business License Log. Home occupations are a significant part of the Raymond economy, accounting for 57.3% of licensed businesses in Raymond. Raymond home occupations are varied. The most common home occupations are daycares, of which there are 15 registered, and construction/general contracting businesses (13 registered.)

Wages

As of 2022, the average weekly wage for a job located in Raymond was \$942, which was lower than the Cumberland County average of \$1,300 and the statewide average of \$1,123. Average weekly wages in Raymond by sector are generally similar to the State average and lower than the Cumberland County average. The average weekly wages for the Finance and Insurance and Management sectors in Raymond are much higher than State and County averages, but this is likely because there are very few people employed in these sectors working in Raymond (approximately 2 in Finance and Insurance, and 7 in Management.)



(Source: Maine Department of Labor, Center for Workforce Research and Information. Quarterly and Annual Industry Employment and Wages.)

Commuting Patterns

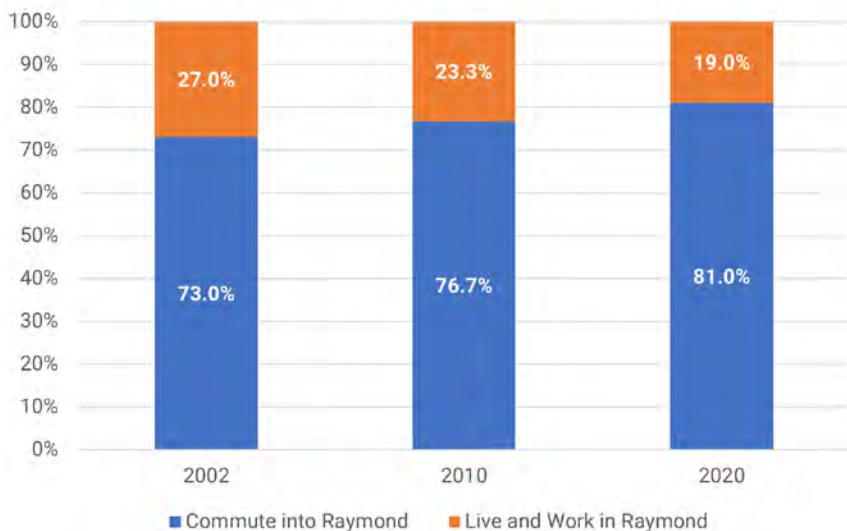
Less than 20% of people working in Raymond also live in town, down from about 23% in 2010 and 27% in 2002. The most common location that Raymond workers commute from is North Windham (4%), South Portland (2.6%), and Portland (2.1%). There are very few year-round places of employment in town. Therefore, most of the labor force must commute.

Retail Trade

Maine Revenue Services reports annual taxable sales by town, categorized by store type. Raymond's annual retail sales have steadily increased over the past 15 years, from \$20,404,636 in 2007 to \$44,493,808 in 2022 (not adjusted for inflation.) The most recent year for which a complete breakdown of retail sales is available is 2020. In 2020, Raymond reported \$36,035,588 in taxable sales. A majority (94.8%) of these sales were retail sales to consumers, and the remainder were sales to businesses or industries. The largest segment of taxable sales in Raymond in 2020 was auto transportation (which includes boat sales) at 40.95%, followed by restaurants and lodging at 23.66%. The smallest segment was building supplies at 2.06%.

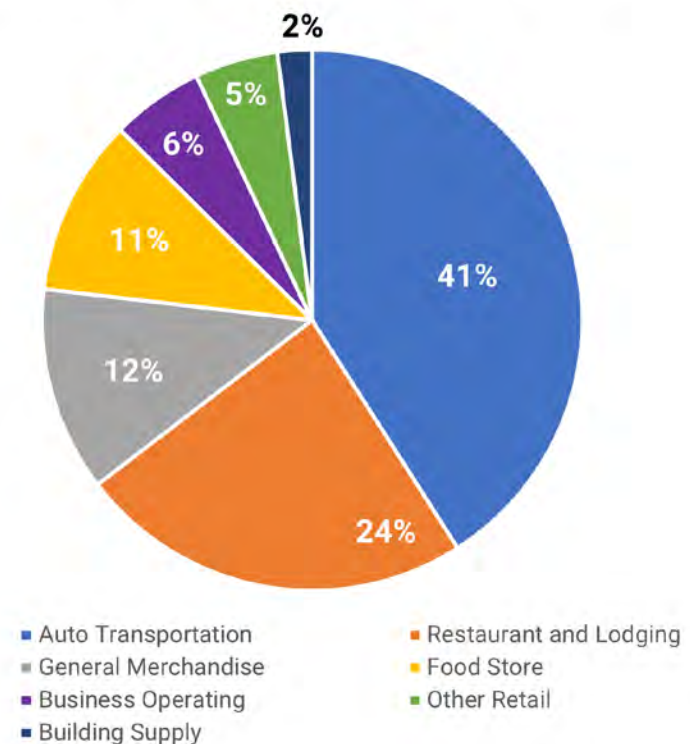
Raymond is part of the Sebago Lake Economic Summary Area. This area has a strong seasonal economy, with peaks each year from May-September and low points around January.

Commute of Raymond Workers

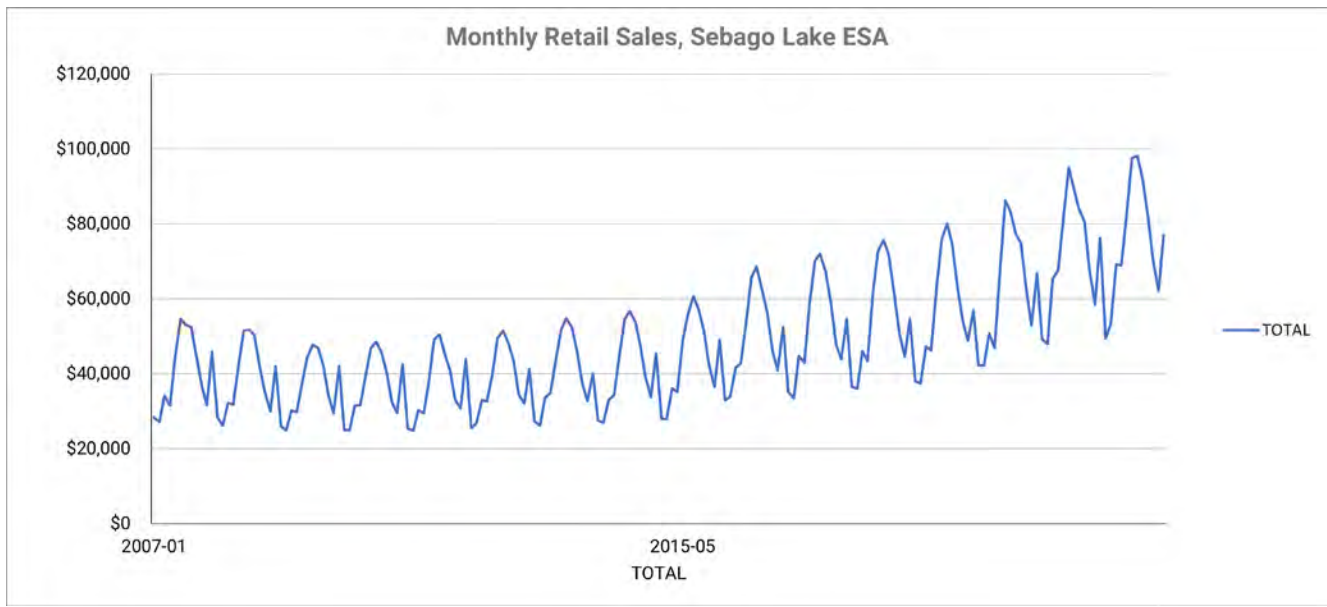


(Source: U.S. Census Bureau, OnTheMap Application)

Components of Retail Sales in 2020



(Source: Maine Revenue Services Sales Tax Reports)



(Source: Maine Revenue Services Sales Tax Reports)

Infrastructure Capacity

The availability and adequacy of utilities including sewer, water, electricity, and internet are important factors in attracting and retaining businesses in the area.

In 2001, Raymond joined the Portland Water District to support the extension of public water to the EmbedTech facility (now permanently closed) on Route 302 in Raymond. In 2002, the water line was extended to Route 121 and the Raymond Public Safety Building. The water supply encourages and directs growth to these areas. There are no plans to extend the water supply further.

Raymond does not have a public sewer system and this can impede business growth and economic development. Lack of public water and sewer is also a limiting factor for commercial and multifamily real estate.

Economic Development

Raymond has one designated TIF district that consists of property along the Portland Natural Gas Transmission System. The TIF district was designed to facilitate economic and community development within the Town of Raymond's business district. The Town retains the net new property tax generated by new investment in the TIF district for activities that will provide new employment and community development opportunities and/or improve and broaden the tax base.

The broadband updates are one of the many economic development projects for the town in the coming years. The quality of internet will be a big factor in decisions to work from home and any potential future businesses.

Raymond's Economic Development Task Force proposed several recommendations for the town to undertake in order for the town to grow economically, while preserving its quality of life. Those include creating an Economic Development Advocate staff or position at the Town Office, appointing a Business Advocacy Advisory Board, hosting networking opportunities for business, providing access to information about business-related education workshops, and exploring ways to make Raymond more business friendly.

The Raymond Vitalization Committee was established in 2011 to explore initiatives to economic development. The committee operates independently from the Town of Raymond and consists of nine members.

Community Assets

Raymond can use its unique assets including its lakes, which offer summer tourism to visitors and currently provide waterfront to several summer camps, and its historic buildings and structures to foster economic growth. The town could consider hosting seasonal tours around lakes as well as offer tours and paid learning or educational experiences regarding the 6 historic buildings and structures in town.

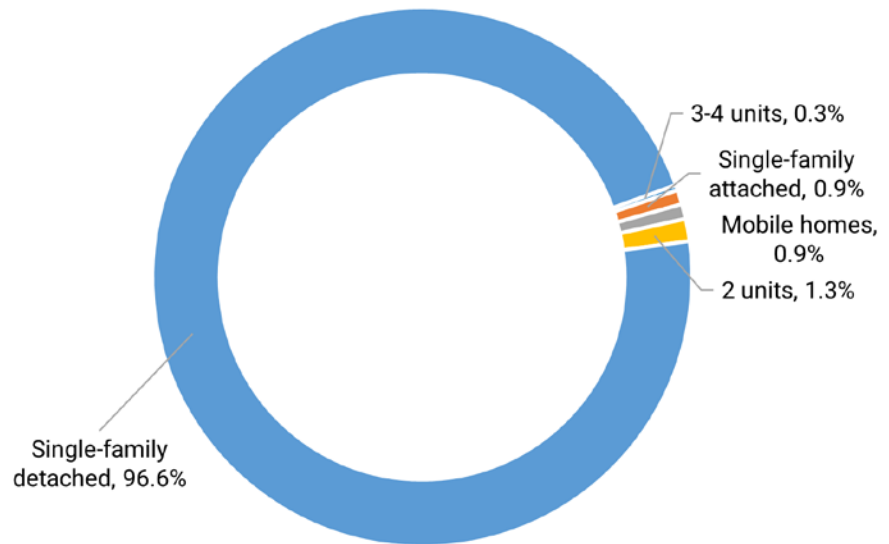
Housing

Housing Stock

There are approximately 3,000 housing units in Raymond. According to the Raymond tax assessor's database in 2023, there are 2,933 housing units in Raymond. The 2020 U.S. Decennial Census counted 2,918 total housing units in Raymond. The 2021 American Community Survey 5-year estimates list 3,134 total housing units, with a margin of error of +/- 247.

The majority of Raymond's housing units are single-family detached homes. In 2021, an estimated 96.6% of Raymond's housing stock consisted of single-family detached homes. 1.3% of housing units are two-unit, and 0.3% are 3-4 units.

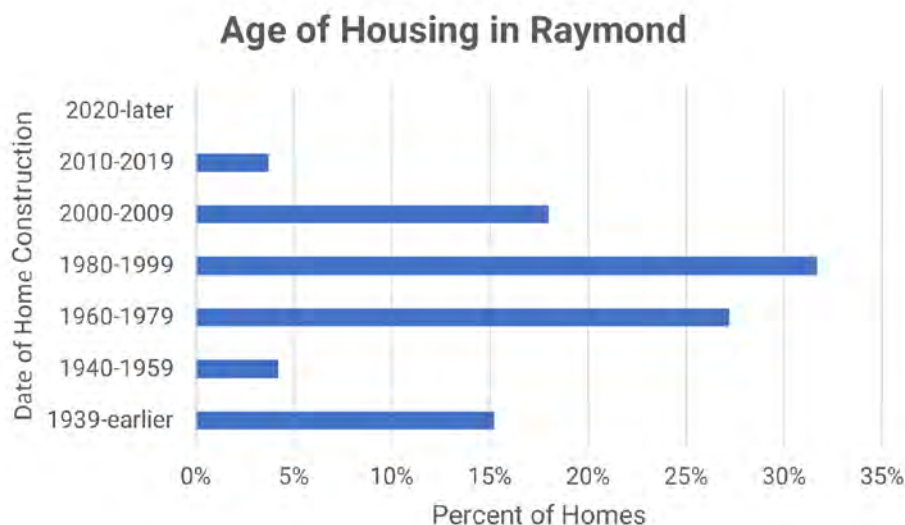
Housing Types in Raymond



Source: 2021 U.S. Census ACS 5-year Estimates table DP04

According to American Community Survey estimates, there has been a net increase of 295 housing units in Raymond since 2010. This

includes the creation of 394 single-family detached houses, 20 single-family attached units, and the loss of 62 multifamily units and 13 mobile homes. However, the Raymond Code Enforcement Officer stated in 2023 that he is not aware of any losses of multifamily units. According to his estimate, there are 3 multifamily buildings in Raymond with 4+ units.



Approximately 60% of the housing stock in Raymond was built between 1960 and 1999, the years when Raymond's population increased most rapidly. Since 2010, new housing development has slowed considerably as population growth has stabilized.

Source: 2021 U.S. Census ACS 5-year Estimates table DP04

Nearly three quarters of all homes in Raymond contain 3 bedrooms or more.

Number of Bedrooms	Count	Percentage
No Bedroom	70	2.20%
1 Bedroom	131	4.20%
2 Bedrooms	677	21.60%
3 Bedrooms	1661	53.00%
4 Bedrooms	545	17.40%
5 or more Bedrooms	50	1.60%

Source: 2021 U.S. Census ACS 5-year Estimates table B25041

Substandard Housing

According to the U.S. Census, substandard housing is defined as housing units that lack complete kitchen and/or plumbing facilities. As of 2021, no housing units in Raymond were estimated to qualify as substandard in Raymond based on the margin of error.

Housing Occupancy

According to data from the U.S. Census ACS 5-year estimates, in 2021, approximately 90% of Raymond's housing units were owner occupied and 10% were renter-occupied. The percentage of renter-occupied units has decreased since 2010, when approximately 85% of housing units were owner-occupied and 15% were renter-occupied.

The majority of vacant housing in Raymond is vacant seasonal housing. Approximately 34% of Raymond's housing units are vacant seasonal housing. The number of vacant houses for sale

Vacant Housing Units in Raymond

Total Vacant Units	2010	2021
Vacant for Sale	56	7
Vacant for Rent	31	39
Vacant Seasonal	968	1,089
Other	36	50
Total	1,091	1,185

Source: U.S. Census ACS 5-year Estimates table B25004

has decreased since 2010, while the number of vacant units for rent has increased slightly. Raymond's homeowner vacancy rate has decreased from 3.7% in 2010 to 0.4% in 2021, reflecting the wider trend of a shortage of housing and homes for sale.

Nearly all of Raymond's vacant housing consists of single-family detached homes. The majority of these homes are summer/seasonal housing, while others are rental housing (and may primarily be rented during the summer season.)

Seasonal Housing

Raymond, like many other regional towns, has a large amount of seasonal homes, second homes, and summer rentals. It is difficult to quantify exactly how much of a town's housing stock is seasonal at any point in time.

The 2021 American Community Survey 5-year estimates counted approximately 1,089 seasonal housing units in Raymond (margin of error +/- 169.) The Raymond tax assessor does not track seasonal housing, but the assessor's database lists 1,638 parcels where the owner of a property in Raymond has a primary mailing address elsewhere in Maine or out of state. It is likely that most of these are seasonal/second homes, thus, the number of seasonal homes in Raymond is likely between 1,089 and 1,638 - about 1/3 of Raymond's housing stock.

Since 2010, the number of seasonal vacant homes increased from 968 to 1,089, an increase of about 13%. During the same time period, the total number of housing units also increased. The percentage of seasonal vacant homes as compared to the total number of housing units in Raymond has remained steady at 34%.

Raymond Vacancy Rate

	2021	2010
Homeowner Vacancy Rate	0.40%	3.70%
Rental Vacancy Rate	17%	10.10%

Source: 2021 U.S. Census ACS 5-year Estimates table DP04

Vacant Housing Units in Raymond by Housing Type

Housing Type	Total Number of Units	Occupied	Vacant
Single-family detached	3,027	1,842	1,185
Single-family attached	27	27	0
2 units	42	42	0
3-4 units	10	10	0
5-9 units	0	0	0
10+ units	0	0	0
Mobile homes	28	28	0

Source: 2021 U.S. Census ACS 5-year Estimates

Percentage of Seasonal Homes



Source: 2021 U.S. Census ACS 5-year Estimates

Compared to surrounding towns, Raymond has a lower percentage of seasonal vacant housing than peer Lakes Region communities like Bridgton, Casco, Naples, and Harrison, but a higher percentage than the surrounding towns with less of a tourism economy (Windham, Gray, Poland, and New Gloucester.)

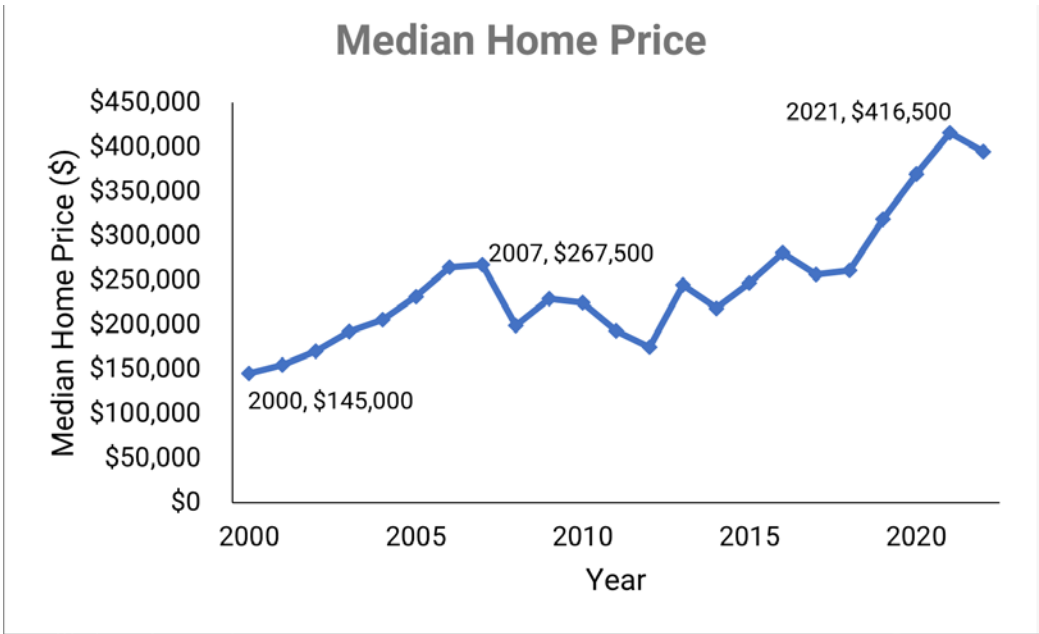
Raymond also has a short-term vacation rental market. The Town of Raymond does not maintain a database of short-term rentals. Data from AirBnB and VRBO shows approximately 194 homes are available in 2023 for short-term rentals, with an average size of 3-4 bedrooms and an average occupancy of 8-9 guests. This data indicates that about 6.2% of Raymond’s housing units are being used for short-term rentals.

According to the Raymond Code Enforcement Officer, conversion of seasonal use of homes to full time residency increased during the COVID-19 pandemic. Gradual conversion of homes suitable for 3 season use to full time use has continued at a regular pace.

Median Home Price

According to the Maine State Housing Authority, the median home price in Raymond was \$395,000 in 2022. Maine Listings real estate data shows the median home price in 2023 was \$418,000. Over the past two decades, median home price in Raymond steadily increased from 2000-2007, then fluctuated between 2008 and 2017. Since 2018, the median price has continued to increase.

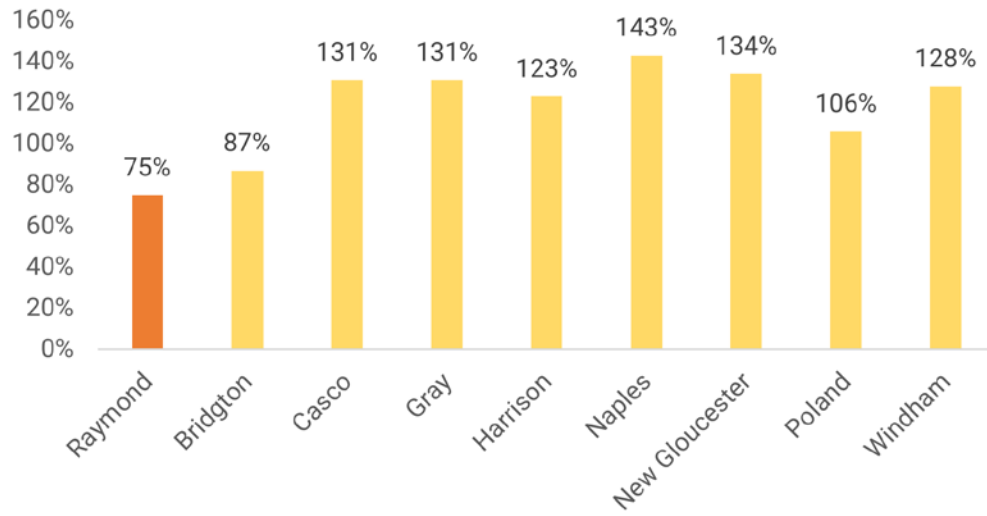
The median home price in Raymond increased by 75% since 2010. While that is a significant increase, Raymond’s median home price increased at a slower rate than surrounding communities.



Source: Maine State Housing Authority, homeownership index

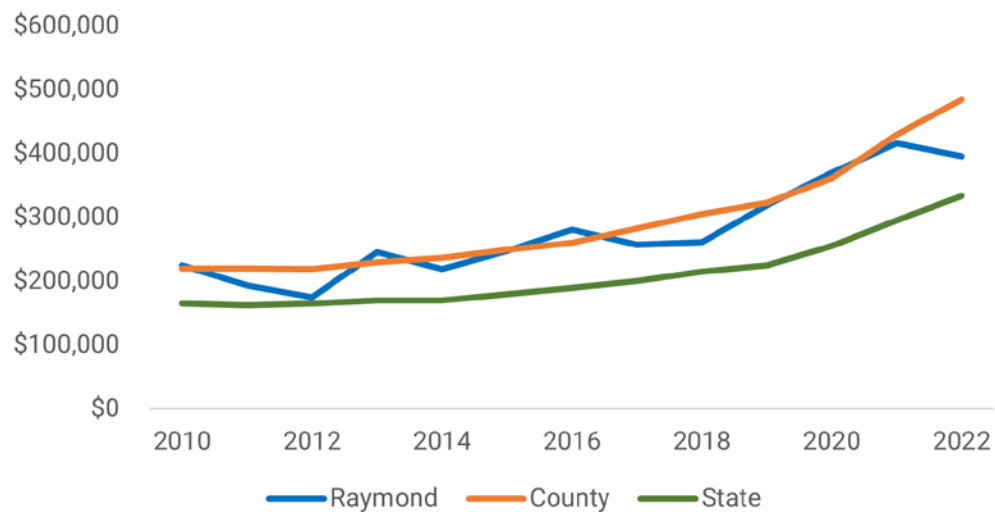
Over the past decade, Raymond’s median home price has been lower than the Cumberland County median, but higher than the State. In 2022, Raymond’s median home price was 23% lower than the County, and 18% higher than the State.

Increase Median Home Price 2010-2022



Source: Maine State Housing Authority, homeownership index

Comparative Median Home Price



Source: Maine State Housing Authority, homeownership index

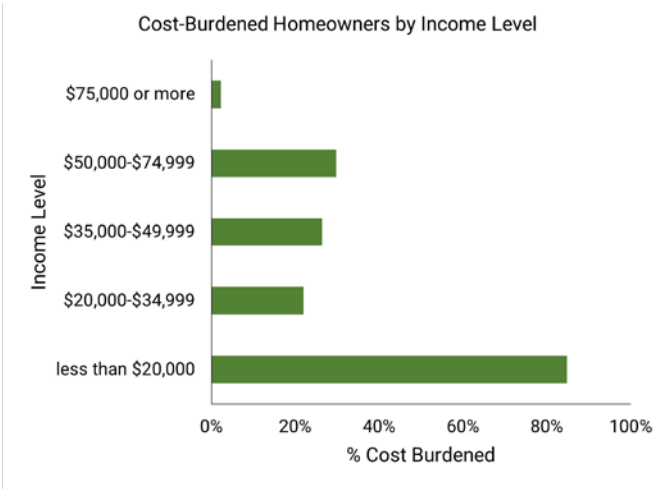
Housing Affordability

Generally, towns should strive to ensure at least 10% of new dwelling units are affordable to households earning 80% of the median income or less. According to the U.S. Department of Housing and Urban Development, the area median income (AMI) for Raymond is \$112,700. The 80% AMI for a family of four is \$89,350.

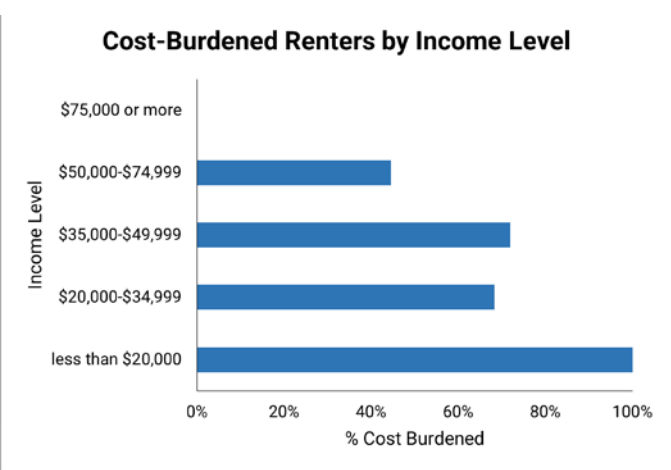
If a household spends more than 30% of their income on housing costs, that household is considered “cost-burdened”. Lower income households are more likely to be burdened by housing costs. In

Raymond, 100% of renters and 84.8% of homeowners earning less than \$20,000 per year are cost-burdened.

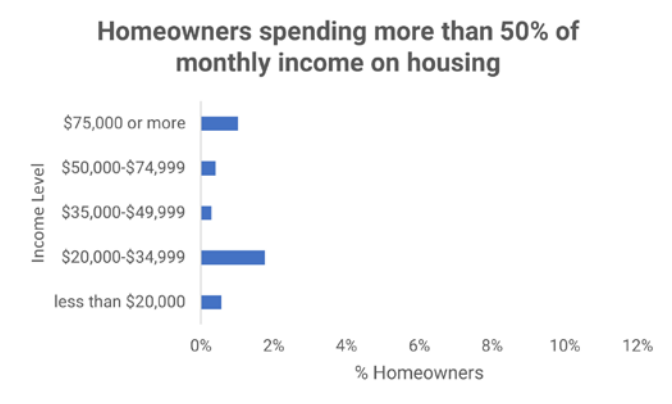
Households spending 50% or more of their income towards housing are considered “extremely cost-burdened” and are at a greater risk of housing insecurity and homelessness. The percentage of extremely cost burdened households in Raymond is quite low. Of the small percentage of owners who are cost burdened in town, most fall within the \$20,000-\$35,000 income level bracket.



Source: Maine State Housing Authority, table B25074



Source: Maine State Housing Authority, table B25070



Source: U.S. Census ACS 5-year Estimates table B25095



Source: U.S. Census ACS 5-year Estimates table B25074

Homeowner Housing Affordability

Maine State Housing Authority tracks housing affordability by comparing median home price to median income and calculating the income required to afford the median home.

In 2022, the median home price in Raymond was \$395,000. A household income of at least \$121,598 would be required to afford the median home price - however, Raymond’s median income in 2022 was \$93,257. A Raymond household earning the median income could not afford the median home.

In total, approximately 62% of Raymond households in 2022 would not be able to afford the median

home price. Raymond's affordability gap in 2022 was less severe than Cumberland County, where 77% of households could not afford median home price, and the State, where 72% of households could not afford median home price.

Median home prices in Raymond have increased at a faster rate than the median income. Between 2019 and 2022, the median household income increased by approximately 15%. The median home price increased by 24% during that same period.

Housing prices in Raymond are continuing to rise steadily between 4-6% annually, but at a much slower pace than the previous 3 years. Sales volume is down and current for-sale inventory is low, which keeps prices high despite elevated interest rates.

The Affordability Index is a metric Maine State Housing Authority uses to compare affordability for home buying and rentals. The Affordability Index is based on the ratio of median home prices and median two-bedroom rent costs to median household incomes. An Affordability Index number of more than 1 is affordable, and an Index of less than 1 is not affordable.

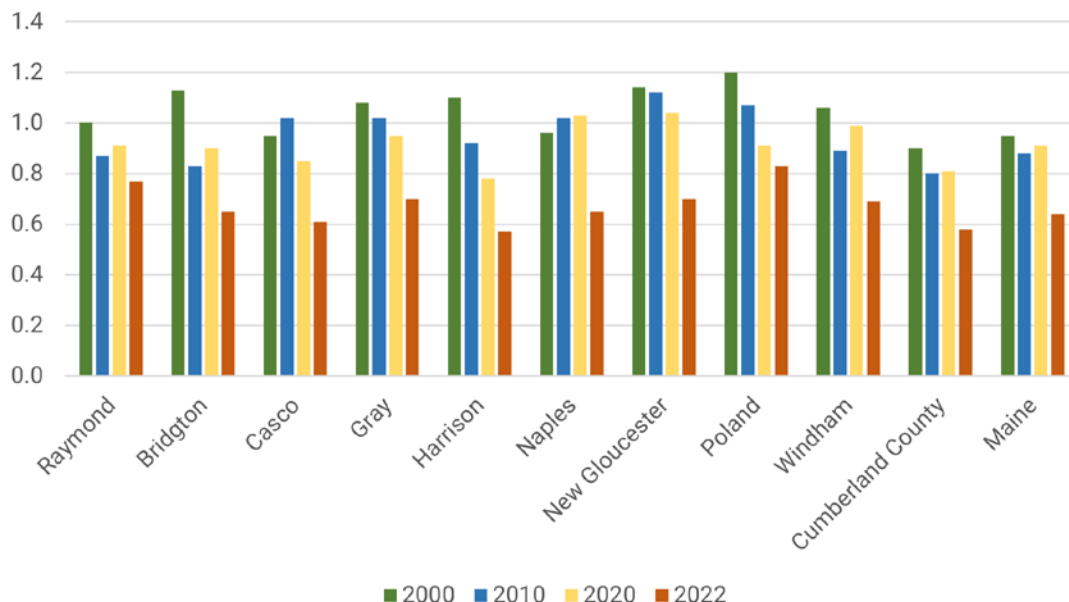
The Affordability Index for Raymond was 0.77 in 2022, down from 0.87 in 2010 and 1.0 in 2000. A lower index indicates home prices are becoming less affordable.

MSHA Affordability Index, Regional Comparison

Region	2000	2010	2020	2022
Raymond	1	0.87	0.91	0.77
Bridgton	1.13	0.83	0.9	0.65
Casco	0.95	1.02	0.85	0.61
Gray	1.08	1.02	0.95	0.7
Harrison	1.1	0.92	0.78	0.57
Naples	0.96	1.02	1.03	0.65
New Gloucester	1.14	1.12	1.04	0.7
Poland	1.2	1.07	0.91	0.83
Windham	1.06	0.89	0.99	0.69
Cumberland County	0.9	0.8	0.81	0.58
Maine	0.95	0.88	0.91	0.64

Source: Maine State Housing Authority, homeownership index

Affordability Index



Source: Maine State Housing Authority, homeownership index

Overall, the Affordability Index has declined for all regional towns, as well as Cumberland County and the State, since 2000. Each region saw a decline in affordability from 2020-2022. The Affordability Index is higher in Raymond than in all neighboring communities besides Poland, indicating that housing in Raymond is more affordable than most regional options, as well as County and Statewide averages.

Renter Occupied Housing Affordability

Under 10% of Raymond's housing units are occupied by renters. According to the U.S. Census ACS 5-year estimates, in 2021 the median gross rent in Raymond was \$1,275 (margin for error +/- \$213). This is lower than the County median (\$1,888), but higher than the State (\$1,088). According to the ACS, median rent in Raymond has increased by roughly 30% since 2010.

Though Raymond has a small community of renters, more than half of those households are burdened by housing costs. In Raymond, 54% of all renter households are cost burdened, compared to 43% in Cumberland County and 42% in the State.

Low Income and Senior Housing

Jordan Bay Place is the only senior housing complex in Raymond. The building is owned by Avesta Housing and includes 24 one-bedroom apartment homes for residents 62 and older. Jordan Bay Place is also the only low-income housing option in Raymond. The property is currently not accepting applications.

Local Housing Regulations

An important component of affordable housing is allowing for smaller lot sizes and concentrated development. Raymond's Land Use Ordinance encourages larger minimum lot sizes of 40,000 square feet for single family homes. Multifamily and duplex housing is currently restricted to the Village District. Building heights in the Village are restricted to 2.5 stories, which limits the number of units that can be built and does not require an elevator, which can be problematic for ADA access. Raymond's off-street parking standards may also inhibit the development of affordable housing. Currently, a minimum of two parking spaces per dwelling unit is required for all residential development. The ordinance does not contain any provisions to waive minimum parking requirements. Parking requirements increase the cost of developing housing by increasing the land area required.

Since the 2004 Comprehensive Plan, Raymond has made some progress to update the Land Use Ordinance to address affordable housing. In 2005, the town adopted a mobile home park overlay district in the growth area and added individual mobile home parks as a permitted use in the residential districts. In 2021, Raymond adopted a provision to allow open space subdivisions. Open space subdivisions encourage smaller lot sizes and clustered development to allow for greater design flexibility, while preserving open space and important natural resources. Affordable housing density bonuses are allowed in these subdivisions, though the ordinance does not specify the amount or percentage.

Regional Housing Coalitions

Maine State Housing Authority (MSHA) is an independent authority created by the Maine State Legislature in 1969 to address problems of affordable housing. MSHA administers a number of federal housing-related programs, including the Low Income Housing Tax Credit Program, the Section 8 Rental Assistance programs, the Emergency Solutions Grant Program, the Weatherization Program, the Low

Income Home Energy Assistance Program, and others. These programs reduce the cost of housing for people in Maine.

Avesta Housing is a Portland-based nonprofit organization that works to provide affordable housing for people in need. Avesta advocates for affordable housing, develops and manages high quality housing and helps residents access other needed services. Avesta owns and manages more than 100 affordable housing developments in Maine and New Hampshire, including Jordan Bay Place apartments.

Housing Projections

Raymond's population growth has slowed in recent decades. Since 2010, the town has grown by about 100 people, with an influx of retirees as well as a slight increase in young adults between the ages of 25 and 34. Raymond's seasonal population has also increased in the past decade, with over 100 new seasonal housing units.

Raymond's average household size and average family size have both decreased over the past decade, and nearly half of all households are now two-person households.

The Maine Office of Policy and Management projects Raymond's year-round population will decline by about 6% through 2038, which is a decrease of 290 people over 20 years. An alternate population projection based on the actual slow growth over the past decade predicts that Raymond's year-round population will grow by about 5% through 2040, an increase of 248 people over 20 years.

Low homeowner vacancy rates, a growing seasonal population, and Raymond's relative affordability in the region all indicate that additional housing will be needed over the next decade. Assuming continued slow growth, the town will see demand for 50-100 housing units for new year-round residents over the next 10 years. Based on past growth, there will also be demand for 100-150 new seasonal homes.

In the next decade, Raymond will need more diverse housing types. Despite the town's shrinking household size, nearly $\frac{3}{4}$ of all homes in Raymond have 3 or more bedrooms. Smaller homes, townhomes, accessory dwelling units, multifamily buildings, and condos for seniors could provide attractive options for an aging population while also making larger homes available for sale for new homeowners in town. These additional housing types would also provide a wider range of options for younger adults who may not yet be able to afford to buy a home.

Though Raymond is relatively more affordable than surrounding towns and the region, nearly all households earning under \$20,000/year are cost-burdened by housing, and most renters earning less than median income are cost-burdened by housing. Additional housing types like duplexes, accessory dwelling units, and multifamily buildings could provide more options for households earning less than median income, and a low-income/income-restricted housing development could alleviate the pressure on Raymond's lowest income households.



Recreation

Introduction

Raymond has a variety of public and private recreation and open space facilities dispersed throughout town. The Parks and Recreation Department oversees Raymond's public spaces including Tassel Top Beach, Veterans Memorial Park, Sheri-Gagnon Park, Raymond Beach, and Crescent Beach. Municipal recreation programs are provided through the schools. Roughly 1,800 residents participate in recreation programs in Raymond and the town runs 36 programs.

Recreation Staff

Raymond's Parks and Recreation Department is operated by a Recreation Director. The Town, the School Department, camps, and the Recreation Association all work together to provide a diverse array of outdoor recreation opportunities.

Recreation Facilities

Athletic Fields and Courts

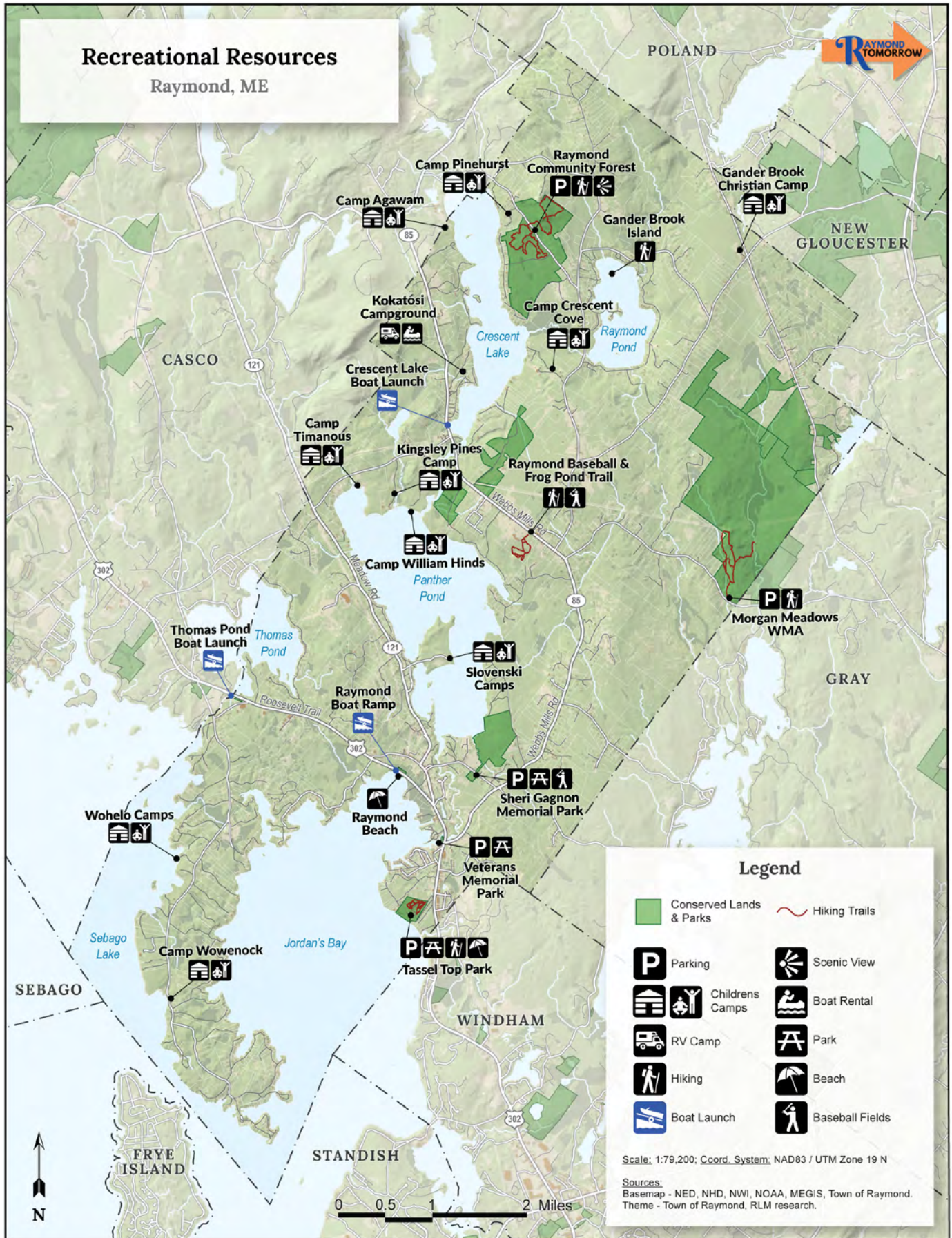
- Camp Agawam Soccer Fields: The Camp Agawam fields are located at Trails End Lane at Camp Agawam. The fields are open Monday-Sunday 8am-5pm.
- Jordan Small Middle School Courts 1-2: Jordan Small Middle School, located at 423 Webbs Mills Road, has two indoor basketball courts.
- 63 Mill Street Basketball Court: The basketball court is located at Sheri Gagnon Memorial Park and is open for public use Monday-Sunday 8am-5pm.
- 63 Mill Street Softball Field: The softball field is also located at Sheri Gagnon Memorial Park and is open for public use Monday-Sunday 8am-5pm.
- Raymond Elementary School: Raymond Elementary School, located off Route 85 contains a soccer field, gymnasium, and parking area.

Parks

Veterans Memorial Park: Veterans Memorial Park is located at the intersection of Route 302 and Route 85 (Webbs Mills Road). The park

Photo: Sailing at Wohelo Camps, 2022

Recreational Resources Raymond, ME



contains sitting areas overlooking Jordan Bay and flag, flower, and paver donations to honor those veterans who have passed.

Sheri Gagnon Memorial Park: Sheri Gagnon Park is located at 63 Mill Street and hosts two baseball/softball fields, a basketball court, and a playground. Thanks to volunteers, the park now also has an outdoor pickleball court. The park was built in 1993 as a place for townspeople to gather and bring their preschool children. Sheri Gagnon Park will be upgraded to a leisurely recreation facility with pickleball and tennis courts.

Tassel Top Park: Tassel Top Park is located just off Route 302 across from the Raymond Shopping Center and behind Jordan Bay Veterinary Hospital. The park is situated on 35 acres on the east shore of Sebago Lake. The park includes a sandy beach and an approximately 1-mile walking trail that meanders through acres of Maine woods. Daily fees for adult residents are \$5 and \$6 for non-residents. Tassel Top Park will be undergoing a project beginning in Fall 2023 to add permanent bathrooms and enlarge the snack shack to have running water and outdoor showers. This will allow the Department to extend the season and run programs in the Spring and Fall as well as have Winter events.

Preserves

Morgan Meadows Wildlife Management Area: Morgan Meadows Wildlife Management Area covers 1,050 acres in the towns of Gray and Raymond including land between the Royal River watershed and the Presumpscot. The property is owned and managed by the Maine Department of Inland Fisheries & Wildlife (MDIFW). The wildlife area can be accessed off North Raymond Road at the Gray-Raymond town line or off Egypt Road.

Raymond Community Forest: Raymond Community Forest is a 356-acre permanently conserved area that includes multi-use trails for walking, hiking, cross-country skiing, and mountain biking. The property has four trails, each roughly 1 mile in length.

Tenny River: 25 acres of forested land along the eastern shore of the Tenny River in Raymond were conserved by the Loon Echo Land Trust in 2021 as part of corridor protection project to preserve habitat, protect water quality, and expand the availability of low impact recreational opportunities.

School Recreation Facilities

Raymond Recreation is a non-profit volunteer group that provides recreation opportunities for school-age children.

Youth Sports and Programs

Raymond has a number of youth soccer programs administered through Raymond Recreation Association. Fall soccer includes boys' soccer 3rd and 4th grade, boys' soccer 5th and 6th grade, coed soccer 1st and 2nd grade, girls' soccer 3rd and 4th grade, and girls' soccer 5th and 6th grade.

Raymond Summer Camp has youth sports for children ages 6 through 12. The camp is open Monday through Friday from June 26 to August 11.

Raymond does not have any indoor swimming pools, but the town does offer swimming lessons for youth at Crescent Lake and Raymond Pond. The closest public swimming pool to Raymond is on Frye Island. The closest YMCA to Raymond is the Freeport YMCA located off Route 1, about 40 minutes from Raymond.

Facilities Assessment

Raymond is likely to see population growth in people aged 65 and over and growth in young families with children (see Population Chapter). This means that recreation facilities will need to be adequate for multiple types of users, but with a particular emphasis on the elderly or senior citizen population and for those with disabilities.

Existing facilities are unlikely to accommodate projected growth. Raymond has run recreational programs through regional partnerships and by cooperating with other entities. These partnerships mean that Raymond does not own any recreational facilities or equipment, which can prohibit the town's ability to grow or expand. For instance the soccer fields are rented at Agawam and the basketball court space is rented from the school. The Recreation Department relies on the schools for utilizing recreation space.

There is potential for the Jordan Small Middle School building to be used for recreation space. The Recreation Department could run summer camp there and could potentially expand programming. Some of the school recreation facilities could use some upgrades; for example the basketball hoops at Jordan Small Middle School.

The town needs an indoor facility to accommodate programs and additional needs for the community. This would include after-school programs, youth and adult sports programs, and senior programs.

Regional Coordination

Raymond Parks & Recreation does shared programming with Windham Recreation, such as Be the Influence, Age Friendly events, and others.

Land Trusts

The two largest tracts of open space in Raymond are Morgan Meadows Wildlife Management area and Raymond Community Forest. Both preserves are used for public recreation and are permanently conserved. Morgan Meadows covers 1,050 acres in Gray and Raymond. The property is owned and managed by the Maine Department of Inland Fisheries & Wildlife (MDIFW). The trails at North Raymond Road are less developed. The Raymond Community Forest is held under conservation easement by the Loon Echo Land Trust (LELT). LELT conserves and protects approximately 8,500 acres of land in the greater Lakes Region of Maine.

In 2010, LELT, the Trust for Public Land, local communities, and stakeholders completed a "Greenprint" for the Lakes Region to identify the lands that contribute most to quality of life and should be protected. The Greenprint identified seven goals. The two top priorities were protecting water resources and preserving plant and animal habitat.

The town-owned Patricia Avenue property is 140 acres and 18 acres are open field. The town owned Files property is located off Egypt Road and is 83 acres; 7 acres are former landfill and 3 acres are wetland.

It is likely that traditional access to private land will likely decline in Raymond given the amount of land conversion to development, subdivision of larger blocks of forest and woodland, and changing landowner attitudes about public access. Raymond partners with LELT to acquire and preserve lands. LELT holds easements on land to protect from development.

Trails

Raymond has a number of multi-use recreational trails, located predominantly within Morgan Meadows and Raymond Community Forest. Most of the trails are less than 2 miles long on easy-to-moderate terrain. Trails are generally in good condition. The trails at Raymond Community Forest are predominantly maintained by volunteers. Other trails in town are maintained by Parks and Recreation staff. There are no notable user conflicts on trails.

Highlands Loop via Pismire Bluff Trail

The Highlands Loop via Pismire Bluff Trail is a 2.1 mile out and back trail located within Raymond Community Forest. The trail contains moderate to challenging terrain and is great for hikers.

Glover's Wig Trail

Glover's Wig Trail is a 1.6-mile loop trail located within Morgan Meadows Wildlife Management Area located on the border between Gray and Raymond. The trail is generally considered moderate to challenging and is popular for hiking and snowshoeing.

Spiller Homestead and Grape Expectations Trail

The Spiller Homestead and Grape Expectations Trails is a 1.3-mile trail loop located within Raymond Community Forest for hiking, mountain biking, and snowshoeing. The trail is generally considered easy.

Frog Pond Trail

Frog Pond Trails is a 0.5-mile easy trail loop. The trailhead is located off the driveway to Raymond Elementary School at 434 Webbs Mills Road.

Spiegel Trail and Meadow Link Trail

The Spiegel Trail and Meadow Link Trail is a 1.7-mile loop trail located within Morgan Meadows Wildlife Management Area. The trail is generally considered easy and is popular for birding, hiking and snowshoeing.

Tassel Top Park Trail

The Tassel Top Park Trail is located at Tassel Top Park and was built by the local Boy Scout Troop as an Eagle Scout Project and covers about half a mile across flat ground. The trail is ADA and stroller accessible, and is meticulously maintained by park staff.

Rattlesnake Mountain via Bri-Mar Trail

A small section of the Bri-Mar Trailhead is located in Raymond off Webbs Mills Road. The 2.5 mile out and back trail leads into Casco. The trail is generally considered moderate to challenging and is popular for birding, hiking, and snowshoeing. Rattlesnake trail needs some maintenance work. Most maintenance is done by clubs or organizations outside of the town.

Public Water Access

One of the recommended strategies from the 2004 Comprehensive Plan was to improve access to existing lakes and investigate additional access. The Conservation Commission was tasked with developing criteria for evaluating potential public access points to lakes. Currently, only Raymond and Crescent Beach have adequate public access with free car and boat parking.

Raymond Beach

Raymond Beach is located off Route 302. The Raymond boat launch is a popular ramp for many fishermen. A boat access point and beach on Route 302 is owned by MDIFW and operated by the town. The boat launch facility is available free of charge on a first come first serve basis.

Crescent Lake

Crescent Lake is located on the border between Raymond and Casco next to the Rattlesnake Mountain trailhead. Crescent Lake Beach is open to the public with free parking.

Thomas Pond

Thomas Pond is located on the boundary between Raymond and Casco has public access near the outlet off Route 302. However, access is limited to small boats due to the low clearance under the Route 302 bridge.

Panther Pond

Panther Pond is located off Route 121 and has an area of 1,417 acres. A few camps are located around the pond. Those include Kingsley Pines Camp and Slovenski Camps. Access on Panther Pond is currently inadequate. Limited access is provided at the outlet near Panther Pond and via Tenny River as well as the boat launch facility on Crescent Lake. A boat launch facility is needed on Panther Pond to improve public access.

Raymond Pond

Raymond Pond is located east of Crescent Lake and has an area of 344 acres. A number of private properties surround the pond. Public access is limited. There are a number of private boat launches, but no public ones. The town is still working with MDIFW to identify public access points. Raymond owns about 7 acres on the corner of Route 85 and Plains Road and the town has considered building a parking lot and a small launch to get onto the river between Crescent Lake and Panther Pond. This would relieve some of the congestion along Route 85 for accessing Crescent Lake.

Notched Pond

Notched Pond is located on the border between Raymond and Gray and is approximately 77 acres. The pond only has private access.

Nubble Pond

Nubble Pond is located south of Crescent Lake and is approximately 21 acres. The pond only has private access.



Transportation

Street Network

According to data from the Maine Department of Transportation (MaineDOT) and the town, there are 3.8 miles of state highway roads, 13.48 miles of state aid roads, and 35.97 miles of town roads in Raymond. Raymond is bisected by Route 302 to the west and east, Route 85 to the north and south, and Route 121. Route 302 is a major arterial that serves as the linkage between Portland and communities in the Lakes region. Route 302 carries the greatest amount of traffic in Raymond. Route 85 also carries relatively large numbers of vehicles. Route 121 connects Raymond and Casco.

Road classification systems are used to group public roads and highways into classes according to the character of service they are intended to provide. Roads are grouped into three broad categories: arterials, collectors, and local roads.

Arterials

Arterials are highways that provide for long distance connections between larger population centers. They are typically designed to carry higher volumes of traffic at higher rates of speed. Route 302 is classified as a major arterial in Raymond.

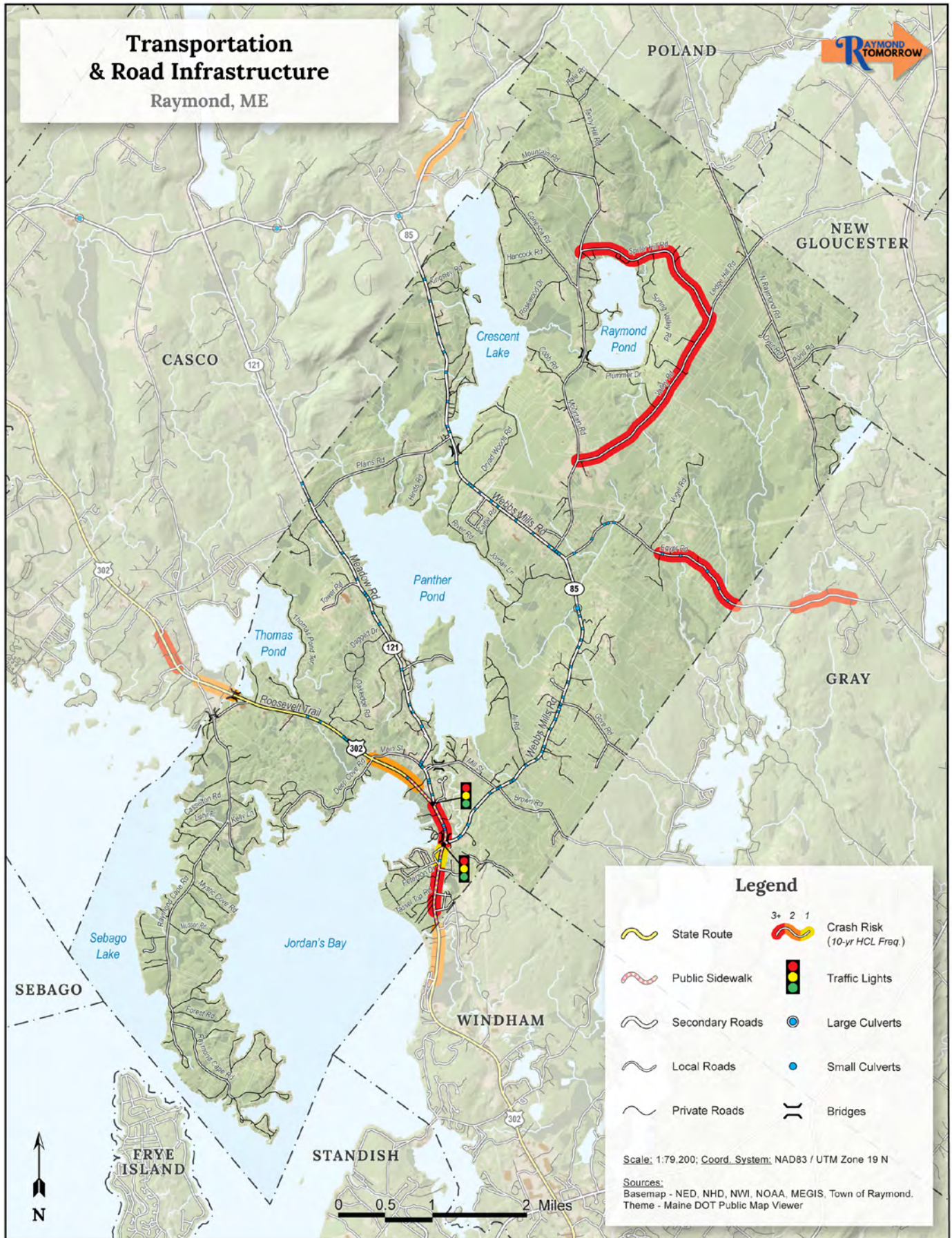
Collectors

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. Route 85, Route 121, and Egypt Road are classified as collector streets in Raymond.

Local Roads

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

Transportation & Road Infrastructure Raymond, ME



Road Maintenance and Work Plan

The federal function classification system helps establish maintenance responsibilities for MaineDOT and the Town. Generally, MaineDOT maintains arterials and collector roadways while the Town maintains local roads.

The MaineDOT three-year work place lists all of the road maintenance projects in Raymond occurring between 2023 and 2025 and their associated costs. All of the projects, with the exception of the Route 302 safety improvements, are ferry service projects for transport to Frye Island. Raymond's 2023 budget for road improvement projects and repaving is \$410,000.

MaineDOT Road Maintenance Work Plan 2023-2025

Year	Municipality	Scope	Name	Description	Total Project Cost
2023	Frye Island, Raymond	Ferry Ferry – General Multimodal Improvements	Frye Island Ferry Service	Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island	\$311,000
2024/25	Frye Island, Raymond	Ferry Ferry – General Multimodal Improvements	Frye Island Ferry Service	Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island	\$311,000
2024/25	Frye Island, Raymond	Ferry Ferry – General Multimodal Improvements	Frye Island Ferry Service	Capital improvements to the Frye Island Ferry Service between Raymond and Frye Island	\$389,000
2023	Frye Island, Raymond	Ferry Ferry Boats Rehabilitation	Frye Island Ferry Service	Reconstruction of electrical systems	\$150,000
2023	Frye Island, Raymond	Ferry Ferry Boats Rehabilitation	Frye Island Ferry Service	Reconstruction of mainland ramp, apron hinge, and Island slip headwall	\$175,000
2024/25	Portland, Raymond, Westbrook, Windham	Highway Safety and Spot Improvements Rural Highways Safety Improvements	Route 302	Install Backplates with Yellow Reflective Strips and Supplemental Signal Heads	\$395,000

Source: MaineDOT

Bridges

There are a total of 6 bridges in Raymond. Of those, Dingley Brook and Bartlett Brook are owned and maintained by the Town and the others are maintained by MaineDOT. Most are in fair condition.

Bridges in Raymond

Bridge Number	Bridge Name	Facility	Year Built	Material	Condition
2847	Thomas Pond Outlet	Roosevelt Trail	1958	Steel	Fair
2418	Jordan River	Roosevelt Trail	1924	Concrete	Satisfactory
5204	Tenny River	Webbs Mills Road	1964	Steel	N/A
5472	Dingley Brook	Cape Road	1964	Steel	N/A
5271	Fish Hatchery	Mill Street	1949	Concrete	Fair
5604	Bartlett Brook	Raymond Hill Road	1954	Concrete	Fair

Source: MaineDOT

Culverts

There is 1 large culvert in Raymond and 89 cross culverts.

Cross culverts are small culverts that run under state-owned roadways. MaineDOT defines a cross-culvert as a pipe or structure that has a span of less than 5 feet or multiple pipes or other structures with a combined opening of less than 20 square feet in area. Of the 89 cross culverts, 79 are located along minor collectors and 10 are located along principal arterials. Roughly 75% of culverts are in good or fair condition, only around 10% are rated poor, and the rest are rated as unknown.

Road Design Standards

Raymond's Subdivision Ordinance contains design and performance standards for the construction of new streets. All dead-end roads in subdivision must be designed to provide for safe vehicular travel, conform to existing topography, and connect to existing public streets wherever possible. The Ordinance requires different design standards for streets depending on the volume of traffic. Streets are required to meet the design standards referenced in the table on the following page.

Dead-end road design can be hammerhead or cul-de-sac. Where applicable, the Planning Board may require the reservation of a 20-foot easement in line with the street to provide for the continuation of pedestrian traffic or utilities to the next street. The Planning Board may also require a 50-foot easement in line with the street to provide continuation of the road where future subdivision is possible. All private streets in a subdivision are required to be maintained by the developer or the lot owners.

The right-of-way width of a private street varies depending on the number of homes in the subdivision that street serves. A private street that serves fewer than 4 residences must have a minimum travel way of 12 feet with 2-foot shoulders and a private street that serves 4-10 residences must have a minimum travel way of 16 feet with 3-foot shoulders.

Raymond remains a small rural community dominated by a large network of low traffic volume local streets. Most of these streets do not have sidewalks. The Street Ordinance encourages the construction of sidewalks where pedestrian activity is anticipated; however, the Ordinance does not require dimensional specifications for sidewalks. Raymond's Design Guidelines from 2009 provide standards for sidewalks. Sidewalks within the public right of way must have a minimum width of 4 feet and that walkways through parking lots must have a minimum of 5 feet to allow two people to pass comfortably.

As stated in the Natural Resources chapter, Raymond has a wealth of critical natural resources, lakes, and ponds. The design standards for new streets outlined in the Street Ordinance encourage the protection of these resources through requiring stormwater management and proper erosion control for both new streets and the expansions of existing streets and phosphorus impact plans for any streets located within the watershed of a great pond.

Raymond Road Construction Standards

Type of Street	Minimum ROW Width	Minimum Travel Width	Minimum Width of Shoulders
Arterial	80'	44'	5'
Collector	60'	22'	5'
Minor Street	50'	20'	5'
Private Street	50'	18'	3'
Back Lot Driveway	50'	12'	1'

Source: Town of Raymond

Street Connectivity

A well-designed and well-implemented street connectivity system provides multiple routes to and from destinations, limits the construction of developments with few entry and exit points, and encourages other modes of transportation like walking and biking (Street Connectivity Minimums – Sustainable Development Code, n.d.-b.). Raymond's Subdivision Ordinance limits the length of dead-end roads to 1,000 feet. The Subdivision Ordinance requires new residential streets to be coordinated and connected within the larger street network wherever possible. Many local and state roads in Raymond are well connected, but most newer subdivision roads are dead-end streets, or otherwise lack vehicular connectivity to adjacent neighborhoods.

Access Management

For improved safety and enhanced productivity along highways, MaineDOT provides a set of access management rules. According to the MaineDOT Access Management Handbook, access management balances safe access to a property with mobility and traffic flow. Anyone installing a driveway or entrance along a state or state-highway must receive permitting from MaineDOT. All rural state highways and state aid roadways outside urban compact areas are subject to MaineDOT driveway and entrance rules. While MaineDOT administers the access management program outside a municipality's urban compact area, the responsibility and authority for implementing land use and access management lies primarily with municipalities.

Raymond's Land Use Ordinance encourages safe vehicular access for streets in new developments. Special consideration is given to the location, number and control of access points, adequacy of adjacent streets, traffic flows, sight distances, turning lanes and existing or proposed traffic signalization and pedestrian-vehicular conflicts. The Street Ordinance contains standards for minimum sight distance per allowable road speeds. Streets are required to be designed with safe turnarounds for emergency access.

Traffic Volumes and Safety

Commuting Patterns

According to the U.S. Census “On the Map”, roughly 91% of Raymond residents commute outside Town for work. Only about 9% of residents live and work in Town. Around 82% of those who work in Raymond commute from other towns. According to the 2021 U.S. Census ACS 5-year Estimates, there were 2,456 Raymond residents who commuted to work. Of this number, 70% drove to work alone, 9% carpooled, 0.5% used public transit, 0% biked, 1% walked, and 17% worked from home. In 2010, 83% drove alone, 6% carpooled, 0% used public transit, 0% biked, 3% walked and 6% worked from home. The percentage of people working from home has likely increased due to the growth in remote work as a result of COVID-19. Raymond is a bedroom community that requires most year round residents to commute for work. As a result there is a strong need for better flowing traffic along Route 85 and Route 302.

Changes in Raymond Labor Force Commute

Commute Mode	2021	2010
Drove Alone	70.40%	83.00%
Carpooled	9.60%	5.80%
Public Transit	0.50%	0.00%
Walked	1.00%	3.30%
Other	1.40%	2.10%
Worked at Home	17.30%	5.80%
Mean travel time	33.7	32.2

Source: 2021, 2010 ACS 5-year estimates

Average Annual Daily Traffic Counts (AADT)

Average Annual Daily Traffic Counts (AADT) are collected by MaineDOT during certain times of year and are determined by placing an automatic traffic recorder at a specific location for 24 hours. The 24-hour totals are adjusted for seasonal variations. AADT counts for selected road segments are provided for 2016 and 2019. AADT was not tracked in Raymond for 2014, 2015, 2017 and 2018. Traffic counts have remained relatively stable compared to the two years. SR 121, SR 35 and US 302 are the greatest traffic generators in Raymond.

Average Annual Daily Traffic Counts

Location	AADT16	AADT19
IR 1101 (Hawthorne Road) SW/O SR 35/US 302	1,530	1,250
IR 5029 (Main Street) NE/O US 302/SR 35, Cumberland	980	1,030
IR 5038 (Raymond Cape Road) N/O IR 467	830	
IR 5038 (Raymond Cape) SW/O IR 1697	1,200	
IR 5038 (Raymond Cape) SE/O IR 467 (Wawenock)	780	
IR 5038 (Raymond Cape) S/O IR 1701 (Jones)	1,550	1,510
IR 815 (Raymond Hill Rd) NE/O SR 85	1,880	1,840
IR 815 (Shaker Woods Road) NE/O IR 843	840	930
IR 815 (Ledge Hill) SW/O IR843 (N Raymond)	1,140	1,320
IR 820 (Plains Road) NE/O SR 121 (Meadow Road)	1,110	1,270
IR 843 (N Raymond Road) SE/O IR 815 (Ledge)	1,480	1,450
IR 843 (N Raymond Rd) NW/O IR815 (Ledgehil)	1,130	1,010
IR 860 (Egypt Road) NE/O SR 85 (Webbs Mills)	2,950	2,960
IR 877 (Gore Road) E/O SR 85		700
IR 881 (Mill Street) NE/O SR 121	1,170	
SR 121 (Main) N/O SR 35/US 302	3,360	3,230

Location	AADT16	AADT19
SR 121 (Meadow Road) N/O IR 5029	3,120	2,960
SR 121 (Meadow Road) SE/O IR 820 (Plains)	2,210	2,330
SR 35/US 302 N/O IR 1042@TL		19,060
SR 35/US 302 N/O SR85@BR2418		15,490
SR 35/US 302 E/O IR 1101 (Hawthorne Road)	12,450	12,790
SR 35/US 302 NW/O IR 1101	11,290	11,530
SR 35/US 302 NW/O SR 121 (Main)	12,240	12,550
SR 35/US 302 S/O IR 1610 (County) (N JCT)	18,870	
SR 85 (Webbs Mills Road) E/O SR 35/US 302	5,490	4,830
SR 85 (Webbs Mills Road) SE/O IR 815		4,480
SR 85 (Webbs Mills Road) NW/O IR 815	3,340	2,930

Source: MaineDOT

Roadway Congestion

MaineDOT uses a Customer Service Level (CSL) to track highway safety, condition, and serviceability. These CSLs are graded on a scale from A-F. Congestion is one measure of serviceability, which uses the ratio of peak traffic flows to highway capacity to calculate an A-F score for travel delays. Most of the state roads in Raymond have a CSL rating of B, or higher, indicating traffic congestion is not an issue. The only road segment where traffic congestion is an issue is at 57 Webbs Mills Road. Traffic is bad year-round, but is worse in the summer months. Raymond is also subject to seasonal traffic variations as well, particularly for those traveling out of state along Route 302 to visit the greater Lakes Region. Most of the traffic generation in Raymond comes from Route 302 within the Village Residential area, which includes many small businesses, restaurants, a market, and Tassel Top Park. The camps in Raymond are quite popular and during the summer months tend to generate a lot of traffic off Route 121 and Route 85.

High Crash Locations

MaineDOT has a system for rating crashes based on a ratio between actual crash rates and critical crash rates. A High Crash Location (HCL) is defined as a location that has eight or more traffic crashes and a Critical Rate Factor (CRF) greater than 1.00 in a three-year period. There were two HCLs in Raymond in 2023. There were no HCLs in Raymond ten years ago.

High Crash Locations in Raymond

Intersection/Section	Total Crashes
Int of Canal Road, Roosevelt Trail 16933: Int of Rest Area Roosevelt Trail Webbs Mills Road	14
Int of Elizabeth Ave Roosevelt Trail 17261: Int of Patricia Ave Roosevelt Trail	12

Source: MaineDOT

Ferry Service

The Frye Island Ferry provides ferry service to and from Raymond to Frye Island. The Town of Frye Island operates two ferries that transport vehicles and passengers between the ferry terminal on Raymond Cape Road and the ferry terminal on the island. The ferries operate

Frye Island Ferry Ridership	2013	2014	2015	2016	2017
Vehicles	51,912	54,428	56,094	58,924	61,458
Passengers	77,868	81,642	84,141	88,386	92,187
Pedestrians	1,642	1,736	1,802	1,898	2,050
Total Passengers	79,510	83,378	85,943	90,284	94,237

Source: Frye Island Ferry Service Summary

daily from the last Friday in April to the first Monday in November. Ferry service starts at 7:00am and runs every half hour. There have been no changes in ferry service. The table below shows the number of one-way trips between Frye Island and Raymond. Passenger ridership has increased. As of 2017 there were 94,237 total passengers. Some of the major challenges of the ferry service include dealing with increased passengers and vehicles needing ferry service, queuing of vehicles on Raymond Cape Road, and finding and retaining qualified staff. Raymond does not have any water taxi or private boat transportation.

Public Transportation

Raymond was formerly served by the RTP Lakes Region Bus and van service, which contains stops along the Route 302 corridor from Naples to Portland. RTP also has additional rides for senior citizens. The bus previously stopped in Raymond at Sunset Variety. Bus service stopped in July 2023. The town provided \$1,000/year to support RTP, but RTP requested \$10,000/year in funds.

Raymond Taxi Service is a full-service taxi company that provides taxi services, courier services and airport shuttle services and tours.

Rail Network

There are no existing or abandoned rail networks in Raymond.

Parking

Off-Street Parking

Off-street parking is required for all new development in Town within the Village Residential, Rural, Rural Residential, and Commercial zoning districts. Raymond's Land Use Ordinance has minimum off-street parking requirements depending on the use and type of development. Two off-street parking spaces are required per dwelling unit, one off-street parking space is required for every 200 square feet of retail or service building, and one off-street parking space is required for three seats in a restaurant. The Ordinance also permits shared parking arrangements.

Public Parking

Raymond has several public parking lots including at the Town Office, at public beaches, at the library, Community Forest, Morgan Meadows, and at Raymond Cape Road to the Frye Island Ferry. Parking is an issue at Raymond Beach and sometimes the Rattlesnake trailhead, which has limited parking.

Bicycle and Pedestrian Network

Sidewalk and bicycle infrastructure is limited in Raymond. Sidewalks are located within the Commercial



RTP Lakes Region Bus service showing a previous stop in Raymond.

and Village Residential zones along Main Street and Route 302. The Street Ordinance encourages sidewalk construction where pedestrian activity is anticipated. For dead-end streets, the Board may require the reservation of a 20-foot easement in line with the street to provide for a continuation of pedestrian traffic.

Raymond's Design Guidelines from 2009 encourage bicycle and pedestrian facilities throughout the Commercial district. Existing and proposed road corridors should include sidewalks, crosswalks, pedestrian amenities, and bicycle facilities to encourage people to walk and bike throughout the area. Planted esplanades are required within or near the right of way along Route 302 and in other locations where sidewalks do not exist. Where appropriate, bicycle and pedestrian facilities should be coordinated with abutting land to create interconnections and linkages to surrounding neighborhoods. Potential road connections for bicycle and pedestrian linkages could occur from Chapel Street to the library on Rt 121, behind Rt 302 and Family Dollar, Cranberry Pond Road to Main Street, and Grayson Lane to Route 302. There is additional potential to connect village areas.

Trail Network

A protected walking and bicycle path extends from the intersection of Main Street and Route 302 to the Raymond Boat Ramp. There are other bike trails at Raymond Woods, but no other bike paths in town.

Prior Planning Initiatives

Raymond does not have any town level transportation planning initiatives. The town was part of the Lakes Region Service Study conducted by AECOM in 2011 along with the other towns in the greater lakes region that rely on the public transit service. The study assessed the present and future needs for RTP and the Lakes Region transportation by comparing commuter and ridership patterns (Lakes Region Transit Study, 2011).

Regional Planning

Raymond is a member of the Portland Area Comprehensive Transportation System (PACTS), which is a regional metropolitan planning organization (MPO) along with 17 other communities in the greater Portland area. PACTS coordinates transportation planning and investment decisions within the state, municipalities and public transportation partners. PACTS directs the spending of more than \$25 million in transportation funding each year. The Greater Portland Council of Government (GPCOG), provides staff support to PACTS.

In order to guide its work, PACTS issues a long-range transportation plan, a long-range public transportation plan, and an active transportation plan. The Long-Range Transportation Plan is a 20-year plan which creates the vision and sets the tone for planning. This plan also informs the 4-year Transportation Improvement Plan, which identifies funding investments, sets performance targets and informs the 2-year Unified Planning Work Program.

MaineDOT is responsible for setting transportation goals for the State. To do so, they work with all the State's transportation organizations and local governments as well as other interested parties. MaineDOT's planning process includes a Long-Range Multimodal Transportation Plan, and annual Work Plan, and a Statewide Transportation Improvement Program. Raymond actively participates in the development of statewide planning documents as well as the local implementation of those plans.

Transportation Challenges

Raymond faces some unique transportation challenges. The town is bisected by Route 302, which is a major arterial that runs from Portland to the Lakes Region. This area is largely commercial development. Areas to the north are more rural and contain more local roads and private streets. A major issue facing Raymond is the traffic congestion along Route 302, particularly during summer months with tourists. The town also lacks adequate sidewalks and bicycle and pedestrian infrastructure. Since the RTP Lakes Region Bus no longer services Raymond, the town does not have any public transportation.

The Route 302 corridor is dangerous as a result of speeding and reckless drivers. The area in the village area at Raymond Beach and the surrounding area is dangerous as well. Route 302 also creates less pedestrian friendly spaces and discourages walking and biking.

A green snowplow with a blue blade is parked on a gravel surface in front of a large green metal building. The snowplow has a blue blade and a yellow light on top. The building has a green corrugated metal roof and walls. The sky is blue with some trees in the background.

Public Facilities

Introduction

This chapter provides an overview of Town facilities not discussed in the Recreation chapter. The objective of this chapter is to outline changes since the 2004 Comprehensive Plan and to provide context to current municipal buildings and facilities. There are a number of public facilities and services available to Raymond residents. Some are provided by the Town, but many others are made available through volunteers, private groups, and organizations. Current municipal services are mostly adequate to meet community demands. However, the Public Works and Parks and Recreation departments will need more resources in the future in order to meet community needs and interests.

Town Government

Raymond operates under a Selectmen Manager form of government. Town Meeting in Raymond is held annually in May. Raymond has five Selectmen that are elected at large for three-year, staggered terms of office. Two are elected each year, except for the third year, when only one is elected. The Board elects a Chair, who serves for one year and presides at regular and special Board meetings. The Town Manager is appointed by and serves under the direction of the Board of Selectmen. The Town Manager is responsible for providing general management and administrative oversight of all operations, programs and services, including capital projects undertaken by the municipality.

Town Offices

The Raymond Town Office is located at 401 Webbs Mills Road and is open Tuesday 8:30am-7pm and Wednesday through Friday 8:30am-4pm. The Town Office includes the offices of the Town Manager, Town Clerk, Animal Control, Assessing, Code Enforcement, GIS/Maps, Parks and Recreation, Public Safety, Public Works, and RSU #14. The Town Office contains office and meeting room spaces for most of Raymond's governmental activities. The Town Office was constructed in two sections. The older section was constructed in the early 1900s

and was originally used as a one-room elementary school. An 1,800 square foot building addition was finished in 1989.

Public municipal meetings are held at 423 Webbs Mills Road in the yellow building located at Jordan Small Middle School. Meetings are recorded through Raymond TV and posted on the town website. Since COVID in 2020, Raymond has been conducting hybrid meetings, which include the option to attend the meeting through ZOOM.

The original building in Raymond's Town Office is well over 100 years old. Over the years, there have been numerous renovations and additions to the building. Most recently, the employee work space has been reconfigured to accommodate COVID-19 requirements and the aged septic system has been replaced. While these improvements have served to keep the Town Hall safe and functional, this facility will not be adequate for community needs over the next 10 years. If RSU 14 returns Jordan Small School to the town, the Town Hall building might be renovated to accommodate the Town Office, Town Library, and Parks and Recreation Department, or for Fire & Rescue space. Another possibility would be to incorporate a community center into the building. Lack of space is a challenge for all departments.

Boards and Committees

Raymond has a number of volunteer boards and committees. Some of these boards are permanent, while others may be formed on a temporary basis. The current boards and committees in Raymond include the following:

- Beautification Committee
- Board of Assessment Review
- Budget Finance Committee
- Cemetery Committee
- Compensation Study Committee
- Comprehensive Plan Committee
- Conservation Commission
- Planning Board
- Recycling Committee
- Road Improvement Study Committee
- Select Board
- Technology Committee
- Zoning Board of Appeals

Public Water Supply

The Portland Water District (PWD) serves multiple communities in the greater Portland and Lakes Region including Raymond. PWD is an independent quasi-municipal entity, serving over 200,000 people and 56,000 customers. PWD has 1,010 miles of water mains, 5,197 hydrants, 115 miles of wastewater pipe, 76 wastewater pump stations, and 4 wastewater treatment plants.

Until 2002, Raymond was served only by individual private water systems. In 2001, the Town voted to join the Portland Water District (PWD) to support the extension of a public water line from Windham to the EmbedTech facility (now permanently closed) in Raymond. The waterline extension was funded by a combination of a \$400,000 Community Development Block Grant and town bonds. The purpose of

the water line extension was to enable EmbedTech to expand its facility and create additional jobs. In March 2002, the Town voted to extend the water line further into Raymond from EmbedTech to Route 121 and the new Public Safety Building. Parts of Main Street also had the option to connect to public water when the sidewalk was being built.

There are currently no plans to extend the existing public water supply. Extending public water supply to commercial development would encourage and direct growth to these areas. A public sewer system in the next 10 years is not practical for Raymond.

Septic Disposal

Raymond does not have a public sewer system. Homes are serviced by individually maintained septic systems. The closest sewer connection is in Westbrook. There does not appear to be a need for a central sewer system in Raymond or a need to connect to a system outside Raymond. Residents hire companies to dispose of septic waste. The town no longer has a sludge dump.

Solid Waste Disposal and Recycling

Raymond offers curbside trash and recycling pickup to its residents. Residents are allowed up to two 32-gallon containers per week with no more than 50 pounds per barrel for trash. Raymond no longer has a subsidized arrangement for trash pickup with Lake Region Bulky Waste Facility. Solid waste and recycling can be disposed of, for a fee, at the following entities:

- Joe Villacci, which takes household trash, bulky waste, and hazardous waste
- Lake Region Bulky Waste Facility, which takes automotive batteries, CPUs, monitors, printers, and TVs
- Maine Waste Energy, which takes household trash and bulky waste
- Riverside Recycling Center, which takes bulky waste, propane or helium tanks, fluorescent tubes, HID lamps, lighting ballasts, mercury devices, floor copiers, TVs, computer monitors, and CPU's, desktop equipment, automotive or large lead acid batteries and hazardous waste
- Pine Tree Naples, which takes bulky waste and recycling

Solid Waste & Recycling Generated in Raymond

Year	Solid Waste (tons)	Recycling (tons)	Total
2017	1,571.91	413.32	1,985.23
2018	1,607.65	435.86	2,043.51
2019	1,613.69	418.66	2,032.35
2020	1,795.77	408.15	2,203.92
2021	1,552.37	396.52	1,948.89
2022	1,720.73	386.45	2,107.18

Source: Casella

The Raymond Recycling Committee was re-established in 2021. According to the committee's most recent report, Raymond has a relatively high participation rate in recycling, and a low rejection rate due to contamination, compared to surrounding communities. Recycling volumes have decreased slightly over the past 5 years as total solid waste tonnage has increased. The Public Works department is in the process of developing an educational video on solid waste and recycling management for Raymond.

Stormwater Infrastructure

Raymond has no stormwater management facilities other than basic infrastructure like ditches, culverts, rip raps, and retention ponds, which are required for most new developments and subdivisions.

Public Safety

The emergency response system in Raymond is currently adequate. Improvements will likely be needed in the future to meet the demands of an aging population and increase in extreme weather events. The future adequacy of emergency response is tied to difficulties in recruiting and retaining qualified staff.

Police Department

Raymond has no police force. Law enforcement is provided mostly through the Cumberland County Sheriff's Department out of the Windham substation. The Maine State Police Barracks in Gray and the Department of Inland Fisheries and Wildlife warden service provide some additional coverage. There are two Sheriff's deputies that are assigned to an area encompassing the Towns of Raymond, New Gloucester, Gray, Bridgton, Naples, and Sebago. There is no additional coverage during the summer months. The funds for this basic level of police coverage are provided through the Cumberland County budget.

Fire and Rescue Department

Raymond's Fire and Rescue Department/public safety building is located at Webbs Mills Road and the fire station is located at 1443 Roosevelt Trail. The Public Safety building is twenty years old and is in good repair.

Currently (August 2023), four students from the affiliate SMCC program are serving through an internship, and there are two full-time positions open in the department. Keeping the department fully staffed has been difficult in recent years. It has also been a continuing challenge for the department to keep staff certified as state requirements keep increasing.

Other challenges for both the Public Works and Fire and Rescue department are dealing with extreme weather events and the ever-increasing costs of capital equipment and technology.

The current Fire and Rescue vehicle inventory consists of the following:

- Two water tanker trucks
- Two engines
- Two ambulances
- Two pickup trucks
- Several SUVs
- Two water rescue boats

The life expectancy for a fire engine is 20 years. One engine is currently scheduled for replacement. The life expectancy for an ambulance is 7-10 years. One ambulance is currently scheduled for replacement. If and when Jordan Small School becomes available to the town, a new three-bay Fire Rescue facility could be attached to the existing building and the old East Raymond fire station could be retired.

Currently there is adequate funding for capital equipment. However, the increasing cost of equipment and technological advances will require a greater commitment of resources in the near future. A decade ago, the cost of a new fire engine was between \$150,000-\$200,000. Today, it costs between \$300,000-\$500,000.

The average response time for Fires and Rescue calls is 5 minutes. Ten years ago, the average response time was between 8-9 minutes. While dispatch services have improved over the last decade due to upgrades in transmission towers, there are still dead spots in communication transmission within Raymond.

Over the last twelve months in total there were 1,005 combined Fire and Rescue calls. 75% of these calls were for EMS and 25% were fire calls. In 2015, there were 776 combined Fire and Rescue calls. 50% were for EMS and 50% were fire calls. There has been a general trend of fewer house fire calls and increasing ambulance rescues.

The Fire Chief has been formally trained in the NFPA Firewise program and the department has adopted the NFPA Firewise standards. These national standards establish the ability of the community to protect lives and property through landscape design and vegetation management. It creates defensible space against wildfires and the ability to live safely near a fire prone natural community. The Fire and Rescue Department also works closely with the Maine Forestry Service.

Public Works Department

Raymond's Public Works Department consists of 6 full-time and 3 part-time staff. The department also has its own dedicated mechanic.

The Public Works vehicle inventory consists of 4 large dump trucks with snow plows, 2 smaller dump trucks, 1 street sweeper, 1 roadside mower, and several small pickup trucks. The Public Works garage is currently inadequate for community needs. The equipment is mostly stored and maintained outside, which causes premature aging and difficulties in performing routine maintenance procedures. Future building renovations would be expensive and still remain inadequate for future efficiencies.

In 2023, the Town approved \$100,000 in order to develop the engineering and design specifications for a new Public Works garage that would have the capacity to house the vehicle fleet and associated equipment as well as provide space for office and maintenance operations. The new facility would be built on Town owned property. The estimated cost of the project would be \$3.5 million.

The Public Works Department has a readiness plan for major weather-related emergencies. The department constantly monitors regional weather conditions. Roads are monitored for weather related damage and there is regularly scheduled roadside mowing, debris removal and culvert repair and replacement. The department has replaced metal culverts with plastic as the latter has better overall performance.

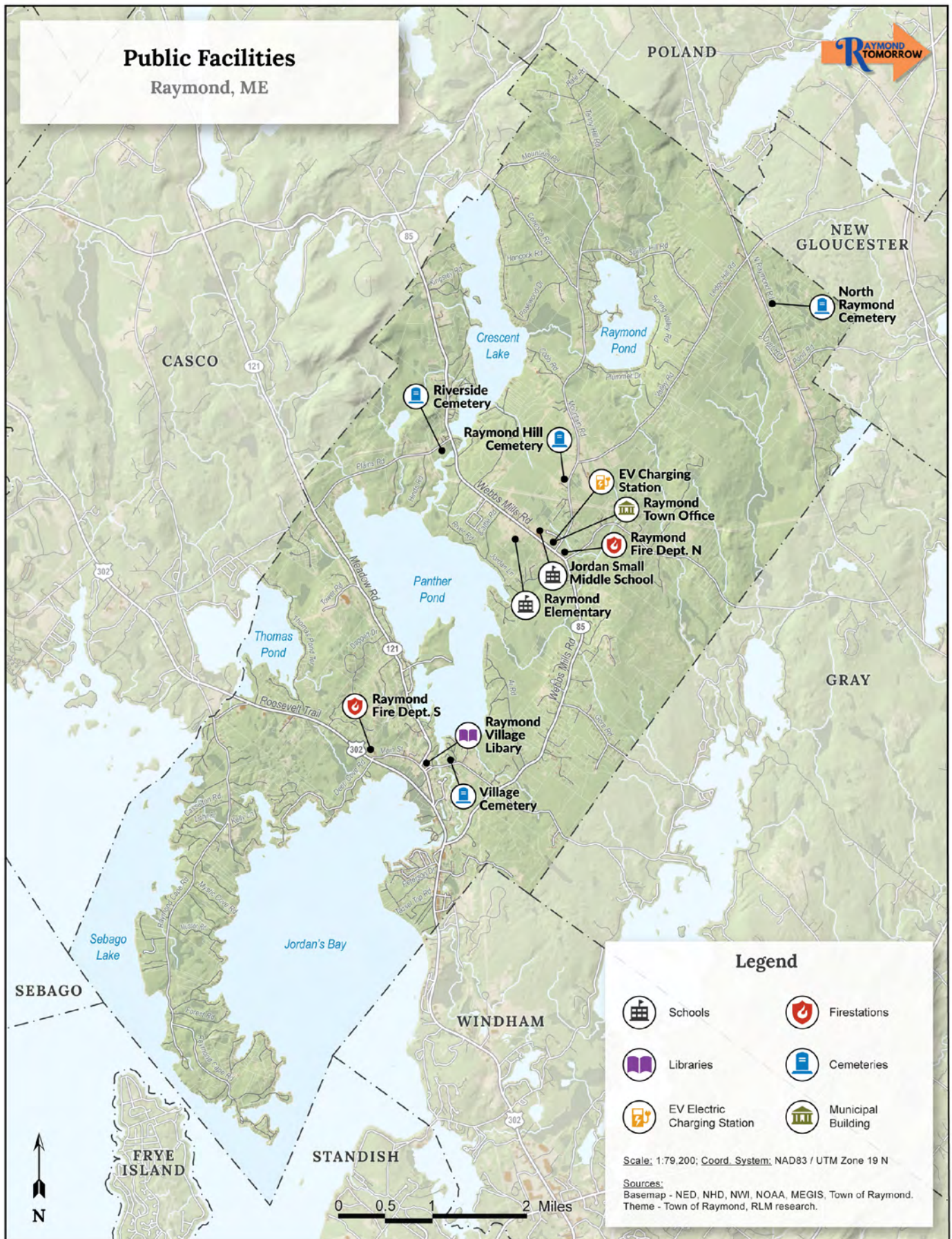
All the activities involving public works operations in Raymond occur within a watershed. The design and construction of the sand and salt storage facility was not only directed at functionality and efficiency, but also to be environmentally responsible. Public Works is involved with area lakes associations with respect to water quality projects.

Regional Cooperation

The Fire and Rescue Department partners with many neighboring communities in providing Mutual Aid for emergency services. However, the existence of mutual assistance does not solve the issue of staffing shortages. All area Fire and Rescue departments are experiencing staffing shortages and therefore mutual assistance is often limited and response times can be lengthy.

Energy Infrastructure

Central Maine Power (CMP) provides electricity service in Raymond. 3 phase power is available only in certain places in Raymond. Those areas include along Raymond Neck Road, Route 35, Route 302 and Main Street, Route 121, part of Plains Road and part of Webbs Mills Road (Route 85). Raymond is also



diversifying its electricity grid with solar power and renewable energy. Three phase power wires were recently connected from Plains Road to the schools by CMP to accommodate the new electrical load and potential solar interconnection.

Communications Infrastructure

Cell phone service in Raymond is not consistent. The FCC 4G LTE Coverage map shows gaps in service for voice and data in areas throughout town, especially on Raymond Neck, around Panther Pond, and in the northern part of town¹.

Internet service is available in Raymond through Spectrum at speeds of 25/3 Mbps or greater². Residents and the town's IT consultant describe the internet available in Raymond as insufficient for the needs of a community with a growing number of remote workers and an increased number of devices.

Since May 2015, Gray, Raymond, Standish, and Windham, the Lakes Region Broadband Partnership have been meeting with stakeholders representing businesses, public schools, municipal economic development agencies and committees, Cumberland County, Saint Joseph's College and residents to better understand the needs and current capacity of the region for broadband services. Axiom has partnered with Windham, Gray, Standish and Raymond to produce a fiber optic backbone extension from the 3 Ring Binder through the region. Fiber optic connections in the region, while available, were not being made available by the internet service providers at an affordable price. Once fiber optic connectivity is established across the communities, it will make it easier for providers to build off of the fiber and bring this connectivity to other parts of the community. Creating a network that is controlled by the municipality or regional entity allows for a gatekeeper approach to the fiber, where access, pricing, speed levels and service levels are all able to be included in negotiated access to the network. This gives the owner much more opportunity to control the offerings in favor of the consumer. The project is anticipated to cost \$2,869,800.³

Healthcare Facilities

There is one medical clinic in Raymond, Raymond RediCare on Route 302, that provides primary care and family medicine. Neighboring towns Gray and Windham offer a number of urgent care facilities and medical offices. The nearest hospital is Bridgton Hospital in Bridgton, about 30 minutes from Raymond, or Maine Medical Center and Northern Light Mercy Hospital in Portland, about 40 minutes from Raymond. There are no assisted living or memory care facilities in Raymond.

Social Services

The Town of Raymond provides General Assistance to all persons eligible according to the guidelines of the Maine Department of Health and Human Services (DHHS.) The General Assistance Program is a safety net for people most in need, including support for household/personal supplies, housing costs, food, and fuel. Requests for General Assistance (GA) services and programs have doubled in Raymond in recent years, with the majority of requests for rental assistance. The Lake Region Baptist Church located on 1273 Roosevelt Trail has a food pantry.

1 <https://fcc.maps.arcgis.com/>

2 <https://broadbandmap.fcc.gov/>

3 Lakes Region Broadband Partnership technology plan summary

Libraries

The Raymond Village Library is located at 3 Meadow Road. The Raymond library is also a town department. The library offers a variety of programs including the Monday book group, senior hours, preschool story time, and summer reading program. The library hours are Monday 9am-6pm, Tuesday 9am-12pm, Wednesday 9am-6pm, Saturday 9am-4pm, and reduced Friday hours.

The library was constructed in 1969 and financed entirely by a fundraising campaign by the Woman’s Club, along with help from friends and year-round residents. There have been a number of additions to the library over the years. In 1979, a children’s room was added. In 1996, a capital campaign financed an addition to the rear of the building. In 1997, computers were added which has allowed access to numerous resources which the library would not otherwise be able to provide. In October 2003, the Library Club voted to change the library’s operational structure to an incorporated non-profit organization. The library is currently overseen by a board of trustees, plus one selectperson from the Town of Raymond. The board sets policy for the library and is responsible for maintaining funding operations. Since 2014, the library has increased membership circulation and patron visits.

Library usage has increased over the last few years. The library sees on average 50-150 patrons a day. The busiest days are Monday’s, Tuesday (senior hours), and Wednesday. The library has some teen programs. Some of the local libraries have been coordinating on how to increase teen participation.

The Library has better funding now that it is a town department. The biggest change in the library has been moving to digital services. The greatest challenges the Library faces is staffing, space, and parking. Overall, no exterior expansion to the Library is planned.

Cemeteries

There are 4 cemeteries in Raymond; Raymond Hill Cemetery, Riverside Cemetery, Raymond Village Cemetery, and North Raymond Cemetery. Raymond Hill Cemetery is located on Raymond Hill Road. Riverside Cemetery is located on Plains Road. Raymond Village Cemetery is located on Mill Street. North Raymond Cemetery is located on North Raymond Road.

The Raymond Hill Cemetery is currently being expanded to increase capacity. It is projected that this expansion will accommodate the community for the next 10 to 12 years. The rest of the cemeteries in Raymond are adequate and no future expansions are planned.

Schools

Raymond residents attend the following three public schools: Raymond Elementary School, Jordan Small Middle School, and Windham High School (located in Windham). Raymond also has a “school choice” option for high school students (grades 9-12), and other high school residents attend include Maine School Administrative District 15 (which also serves the towns of Gray and New Gloucester), North Yarmouth Academy, Hebron Academy, Poland, Thornton Academy, Waynflete, and Westbrook School Department.

Generally, school enrollment over the last 10 years at Raymond Elementary School and Windham High School has

Total Raymond School Enrollment

Year	Raymond Public School Enrollment
2014	629
2015	596
2016	602
2017	594
2018	610
2019	613
2020	614
2021	594
2022	598
2023	615

Source: Maine Department of Education

been declining. Enrollment at Jordan Small Middle School has remained fairly consistent during the same time period. Public school enrollment for Raymond residents has remained fairly consistent over the last ten years.

School construction is not anticipated in Raymond. Windham will be building a new middle school and when they move it into the Jordan Small Middle School it will be turned over to the town and will be renovated as a Town Office, Recreation, and likely Library.

Capital Improvement Plan

Raymond's Capital Improvement Plan is available in Appendix 1.

Raymond School Enrollment by School

Year	Raymond Elementary School	Jordan Small Middle School	Windham High School
2014	743	188	1,031
2015	713	190	1,023
2016	724	197	979
2017	722	183	937
2018	713	175	953
2019	673	184	928
2020	626	180	933
2021	562	180	933
2022	566	164	955
2023	582	174	979

Source: Maine Department of Education



Fiscal Capacity

Fiscal Capacity

The purpose of this chapter is to evaluate Raymond's financial capacity to fund long term capital expenditures. The financial capacity of the town will inform the town's ability to carry out the actions identified in the Comprehensive Plan. Raymond operates on a fiscal year cycle, which starts July 1 and ends June 30 each year.

Revenues

Raymond generated a total revenue of \$17,477,742 in 2022. Like most towns in Maine, a majority of this revenue was generated through property taxes.

In 2022, property tax comprised 92% of total revenue. 4.9% was intergovernmental, 1.7% was charges for services, 0.04% was investment income, 0.9% was licenses and permits, and 0.5% was miscellaneous revenue. Total revenues have increased by about 21% since 2018.

Expenditures

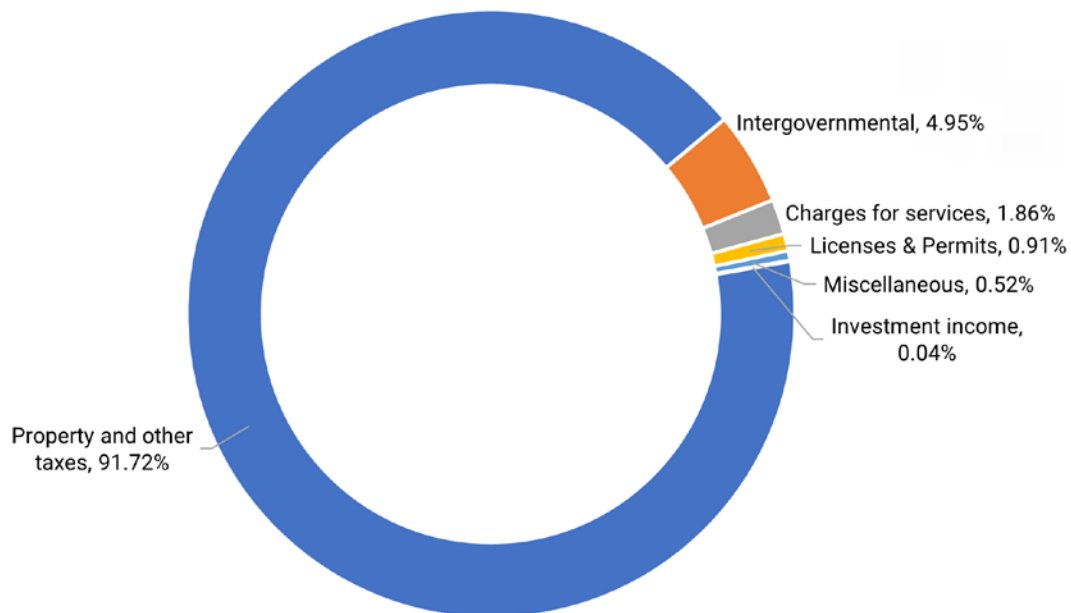
Total expenditures in the General Fund have increased by about 20% between 2018 and 2022, from \$13,555,766 to \$16,359,337. Education is the most significant town expense, accounting for 66% of town expenditures in 2022.

Raymond Revenues 2018-2022

Revenue Category	2018	2019	2020	2021	2022
Property and other taxes	\$13,590,568	\$13,837,557	\$14,745,148	\$15,567,498	\$16,030,549
Intergovernmental	\$365,584	\$461,247	\$494,992	\$674,530	\$864,499
Licenses, permits, and fees	\$156,663	\$153,416	\$149,399	\$182,522	\$159,558
Charges for services	\$163,709	\$160,947	\$180,963	\$242,999	\$324,872
Investment income	\$15,356	\$26,227	\$22,178	\$11,848	\$7,637
Miscellaneous	\$113,953	\$9,834	\$42,768	N/A	\$90,627
Total Revenues	\$14,405,833	\$14,649,228	\$15,635,448	\$16,679,397	\$17,477,742

Sources: Town of Raymond Financial Audit Report June 30, 2018 Exhibit V pg. 15; Town of Raymond Financial Audit Report June 30, 2019 Exhibit V pg. 13; Town of Raymond Financial Audit Report June 30, 2020 Exhibit V pg. 12; Town of Raymond Financial Audit Report June 30, 2021 Exhibit V pg. 13; Town of Raymond Financial Audit Report June 30, 2022 pg. 9.

Raymond General Revenues, 2022

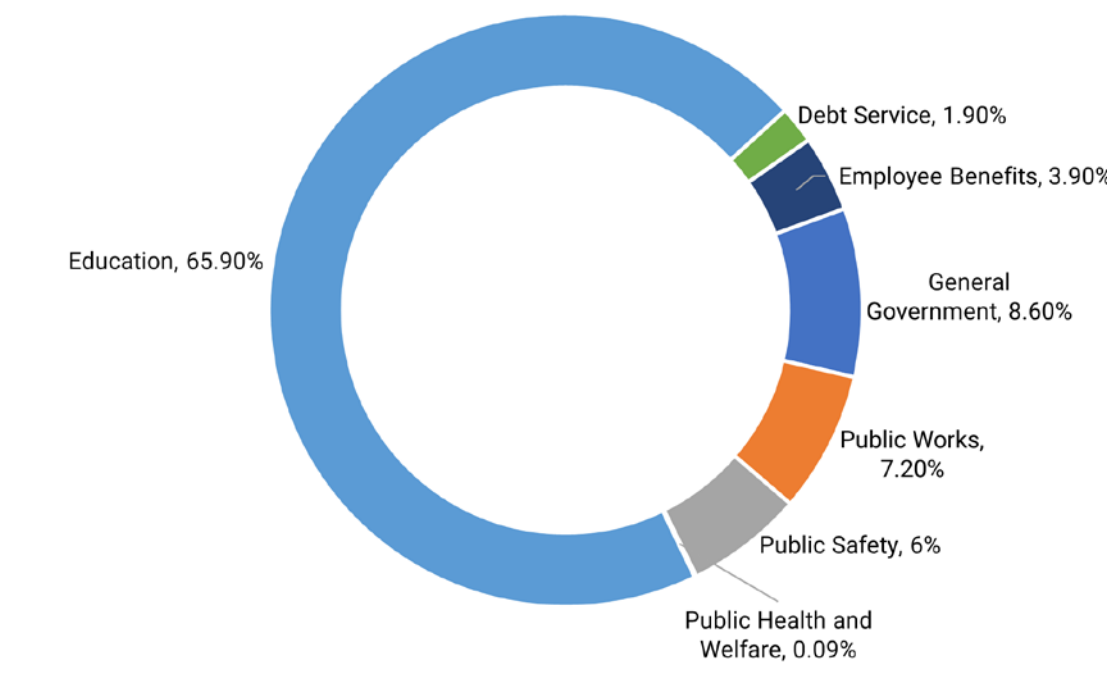


Raymond Expenditures, 2018-2022

Expenditure Category	2018	2019	2020	2021	2022
General Government	\$1,124,171	\$974,501	\$1,037,107	\$1,026,546	\$1,406,969
Public Works	\$1,448,669	\$1,433,476	\$1,513,912	\$1,579,619	\$1,178,946
Public Safety	\$856,516	\$842,631	\$1,032,591	\$968,988	\$982,028
Health and Welfare	\$7,101	\$6,317	\$34,274	\$93,211	\$15,196
Recreation and Culture	\$89,565	\$197,987	\$152,422	\$225,905	
Education	\$8,774,157	\$9,094,621	\$10,005,614	\$10,709,954	\$10,789,433
Fixed Charges	\$727,076	\$741,881	\$788,378	\$784,426	\$312,000
Employee Benefits	\$374,186	\$404,406	\$510,268	\$588,331	\$649,723
Interest on Long-Term Debt	\$34,027	\$40,440	\$37,016	\$28,767	
Deprecation-Unallocated	\$277,677	\$334,621	\$366,245	\$391,126	
Total Expenses	\$13,713,145	\$14,070,882	\$15,477,827	\$16,396,873	\$16,359,337

Sources: Town of Raymond Financial Audit Report June 30, 2018 Exhibit V pg. 15; Town of Raymond Financial Audit Report June 30, 2019 Exhibit V pg. 13; Town of Raymond Financial Audit Report June 30, 2020 Exhibit V pg. 12; Town of Raymond Financial Audit Report June 30, 2021 Exhibit V pg. 13; Town of Raymond Financial Audit Report June 30, 2022 Statement E pg. 18.

Raymond Expenditures General Fund, 2022



Real Estate Valuation

According to the Town of Raymond Financial Audit Report from 2022, Raymond’s property and real estate valuation was \$1,060,031,985. Since 2018, Raymond’s valuation has increased by nearly 2%. 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. Vendor selection for the 2026 revaluation is underway, with an expected contract by the end of 2023.

Local Property Mil Tax Rate

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

The table opposite shows the Mil Rate for the past four years. Raymond’s property tax mil rate increased by 19% between 2018 and 2022. When the Town acquired Raymond Village Library in June of 2022, staffing levels increased slightly, along with employee benefits.

Municipal Debt

In 2022, Raymond’s outstanding debt was \$884,650. Most of this debt was from general obligation bonds. Total debt decreased steadily by about 50% between 2018 and 2021 and then decreased by 35% between 2021 and 2022. The state statute limits the amount of general obligation debt a municipality may issue to 7.5% of its total state-assessed valuation. This does not include school, storm or sanitary sewer, or energy facilities debt. The current debt limit for Raymond is \$159 million, which is considerably more than the Town’s outstanding general obligation debt. The Town has sufficient borrowing capacity should additional funds for capital investments be needed.

Note that the General Obligation Bond from 2018 includes a 1999 School Bond of \$77,9516 that matured in 2019.

Town of Raymond Valuation, 2018-2022

Fiscal Year	Valuation
FY 2017-2018	\$1,043,620,600
FY 2018-2019	\$1,025,691,800
FY 2019-2020	\$1,058,772,600
FY 2020-2021	\$1,060,031,985
FY 2021-2022	\$1,061,314,380

Sources: Town of Raymond Financial Audit Report June 30, 2018 pg. 28; Town of Raymond Financial Audit Report June 30, 2019 pg. 27; Town of Raymond Financial Audit Report June 30, 2020 pg. 26; Town of Raymond Financial Audit Report June 30, 2021 pg. 27; General Assessment Information FY 2022-2023.

Town of Raymond Mil Rate, 2018-2022

Fiscal Year	Mil Rate
2018-2019	\$12.60
2019-2020	\$13.45
2020-2021	\$13.95
2021-2022	\$15.00

Sources: Town of Raymond Financial Audit Report June 30, 2018 pg. 6; Town of Raymond Financial Audit Report June 30, 2019 pg. 7; Town of Raymond Financial Audit Report June 30, 2020 pg. 7; General Assessment Information FY 2022-2023.

Comparative Town Mil Rates, 2023-2024

Town	2023-2024 Mil Rate
Raymond	\$15.90
New Gloucester	\$14.29
Casco	\$15.95
Windham	\$11.20
Naples	\$9.15
Gray	\$15.18
Poland	\$13.64

Raymond Municipal Debt, 2018-2022

Category	2018	2019	2020	2021	2022
General Obligation Bonds	\$2,794,516	\$2,114,758	\$1,435,000	\$1,145,000	\$855,000
Lease Payable	\$40,909	\$109,267	\$74,290	\$37,897	-
Compensated Absences	\$143,088	\$141,141	\$153,445	\$173,693	\$189,640
Total Debt	\$2,978,513	\$2,365,166	\$1,662,735	\$1,356,590	\$884,650

Sources: Town of Raymond Financial Audit Report June 30, 2018 pg. 5; Town of Raymond Financial Audit Report June 30, 2019 pg. 7; Town of Raymond Financial Audit Report June 30, 2020 pg. 7; Town of Raymond Financial Audit Report June 30, 2021 pg. 7; Town of Raymond Financial Audit Report June 30, 2022 pg. 39

Tax Increment Financing (TIF) Districts

On March 20, 1999, the Town of Raymond voters designated certain property along the Portland Natural Gas Transmission System as a municipal development and tax increment financing (TIF) district pursuant to the Maine Revised Statutes. The TIF district was designed to facilitate economic and community development within the Town of Raymond's business district. The Town retains the net new property tax generated by new investment in the TIF district for activities that will provide employment and community development opportunities and/or improve and broaden the tax base. Over the 30-year life of the TIF, approximately \$2.5 million will be generated (Raymond Annual Report, 2022 "Notes to Financial Statements" pg. 33.)

TIF funds are currently utilized for GIS and planning services, infrastructure improvements within the district, and various local economic development initiatives. The TIF fund is currently carrying a surplus of approximately \$300,000 with 7 years remaining in the district term.

Capital and Long-Term Improvements

A capital improvement program identifies projected capital expenditures for improvements to roads, buildings, equipment and other Town infrastructure that will be needed to support Town services over the next few years. The capital improvement program provides the basis for residents and town officials to discuss major issues and the options available for dealing with them. Capital investments can be funded through borrowing, but are most often funded through level funding, reserve funds, and grant monies. Raymond's Capital Investment Plan is on the following page.

There are a few projects in Raymond that the town recently used grant funds for. Those include the 2012-2019 Main Street Sidewalk Transportation Enhancement Grant and the 2015 Electric Car Charging Station. The Town received funds from the American Rescue Plan Act in FY22 and FY23 which will be used at Tassel Top Park for a septic system.

Shared Capital Investments

Raymond has interlocal agreements with neighboring communities for Animal Control. The Town also shares the cost of a full-time employee for the Public Works Department. The Town will be exploring the sharing of capital infrastructure as it relates to the Public Works Department.

Fiscal and Economic Challenges

The greatest threat to Raymond's fiscal capacity is the cost of products, labor, and benefits.

Raymond lacks town staff capacity to adequately pursue grants and economic development initiatives. Additionally, most of the staff is of retirement age, which increases the turnover rate.

Because development in Raymond is mostly residential and not commercial, the TIF district is restrictive and provides limited benefit.



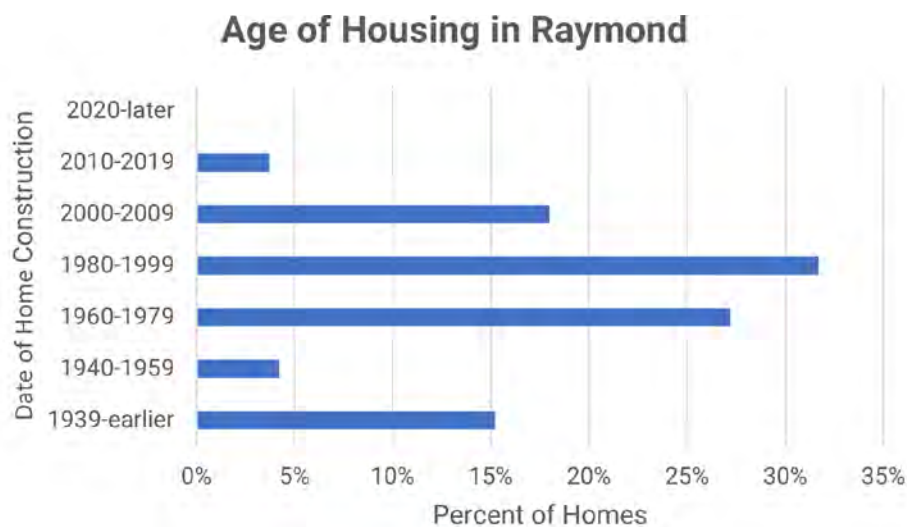
Existing Land Use

Land Use Patterns

The Town of Raymond is approximately 44 square miles, of which approximately 33 square miles is land and 11 square miles is water. Raymond is surrounded by the towns of Windham, Gray, Poland, Casco, Naples, Sebago, and Standish in the Lakes Region of Maine. The first sawmills were constructed along Raymond’s rivers before 1800. Other early industries included agriculture, bricks, and charcoal. Raymond grew rapidly in the early 19th century as more settlers arrived to take advantage of the town’s natural resources.

In the late 19th century, nationwide industrialization led to a decline in the small-scale natural resource industries in Maine. At the same time, summer tourism and vacationing grew popular as railroads and steamships created links to Maine. Visitors arrived by railroad or stagecoach to Sebago Lake, where steamboats offered sightseeing trips and took passengers to various resorts in Raymond and beyond.

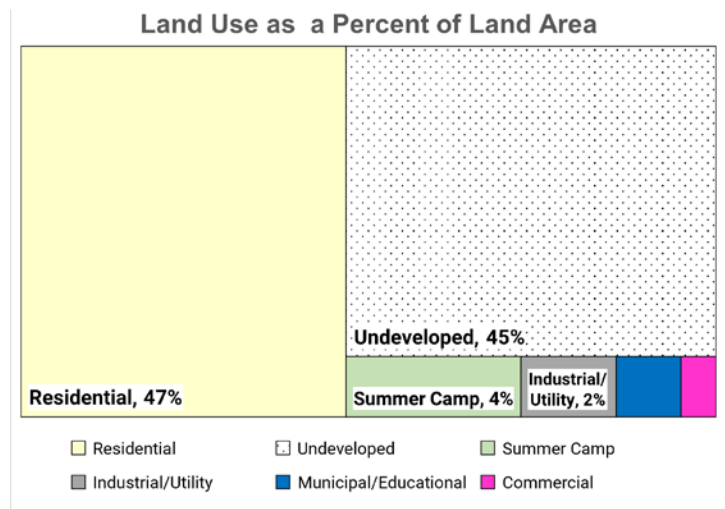
In the 1930s, the construction of US Route 302 brought increased automobile access to Raymond, and as a result, more summer visitors as well as more permanent residents. The population grew rapidly in the decades from 1960-2000 as the town became an attractive bedroom community for regional commuters. As shown in the graph below, most households in Raymond were constructed between 1960 and 1999.



Source: U.S. Census ACS 5-year Estimates table S2504

Existing Land Use

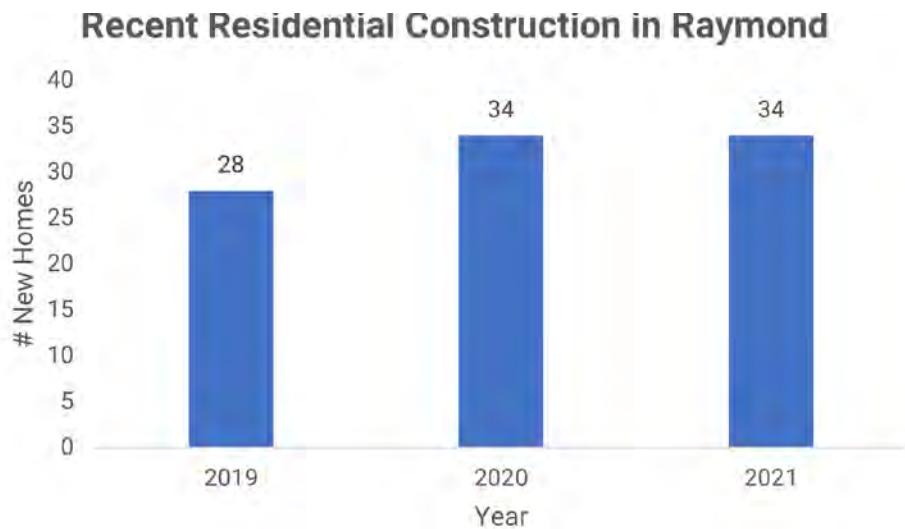
Roughly 1/3 of land area in Raymond is residential, with an average lot size of 3.3 acres. Residential includes condos, multifamily, and single family homes. Nearly ¼ of Raymond's land area is vacant. Of that percentage, approximately 85% is buildable and 15% is unbuildable. The next largest category of land use by area in Raymond is State of Maine (4%), which is the Morgan Meadows Wildlife Management Area, followed by Tree Growth (3.89%), Campground (2.94%), Commercial (1.52%), Industrial (1%), and Open Space (0.59%).



Source: Raymond Maine Town Assessor

Recent Development

Raymond issues about 30 building permits a year; with around 40 for higher years and 8 for low years. Between 2015 and 2022, there were a total of 256 building permits issued for new residential construction and 2 building permits issued for new commercial construction in Raymond. Most of these properties were for single family shoreland and are located in the Limited Residential I and Limited Residential II zones. Some new development has occurred in the Rural and Rural Residential zones. Very little development has occurred on Main Street and off Route 302. Recent development has occurred predominantly through lot by lot and subdivisions. The map below shows the location of new residential and commercial developments in Raymond over the last eight years. This is for new residential construction and does not include garages or renovations.

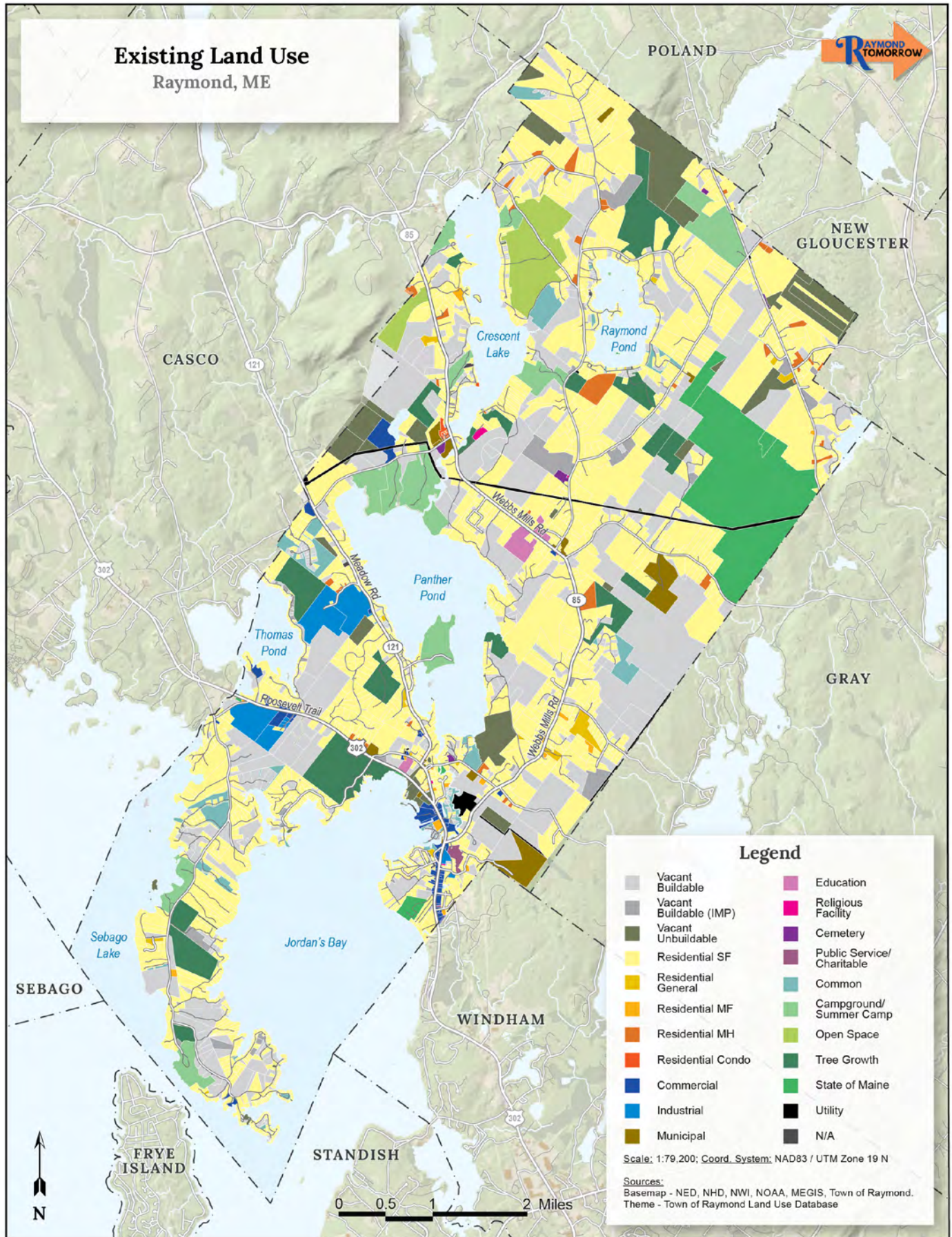


Source: Raymond Maine Town Assessor

Land Use Ordinance

Raymond's Land Use Ordinance was adopted at Town Meeting May 21, 1994 and most recently amended December 13, 2022.

Existing Land Use Raymond, ME



Legend

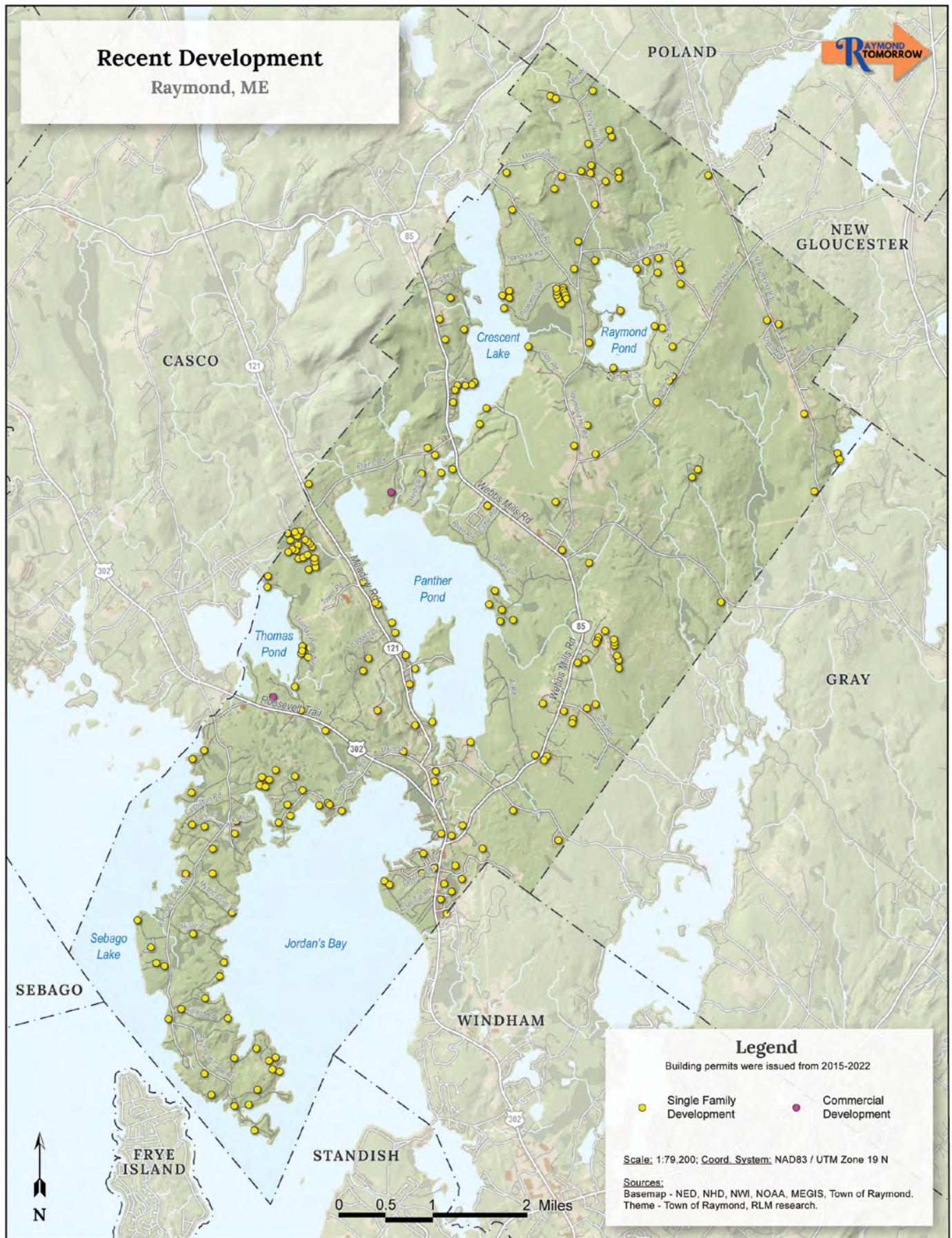
Vacant Buildable	Education
Vacant Buildable (IMP)	Religious Facility
Vacant Unbuildable	Cemetery
Residential SF	Public Service/Charitable
Residential General	Common
Residential MF	Campground/Summer Camp
Residential MH	Open Space
Residential Condo	Tree Growth
Commercial	State of Maine
Industrial	Utility
Municipal	N/A

Scale: 1:79,200; Coord. System: NAD83 / UTM Zone 19 N

Sources:
Basemap - NED, NHD, NWI, NOAA, MEGIS, Town of Raymond.
Theme - Town of Raymond Land Use Database

Recent Development

Raymond, ME



Legend

Building permits were issued from 2015-2022



Single Family Development



Commercial Development

Scale: 1:79,200; Coord. System: NAD83 / UTM Zone 19 N

Sources:
Basemap - NED, NHD, NWI, NOAA, MEGIS, Town of Raymond.
Theme - Town of Raymond, RLM research.

Zoning

The Town is divided into six (6) land use zoning districts including one (1) overlay district and four (4) shoreland zoning districts.

Zoning District	Minimum Lot Area	Minimum Lot Frontage	Maximum Building Height
Village Residential	One-family dwelling: 40,000 square feet per unit; Two or more dwellings: 20,000 square feet per unit and 15,000 square feet for each additional unit.	100 feet	2.5 stories
Rural	3 acres	225 feet	2.5 stories, except barns and poultry houses
Rural Residential	2 acres	225 feet	2.5 stories, except barns
Commercial	none	none	2.5 stories; 3 stories for buildings on the eastern side of Route 302
Industrial	none	none	none

Village Residential District

The purpose of the Village Residential District is to provide housing in a compact residential area. The areas encompassed in this district are intended to be urban with neighborhood shopping services and facilities. The district is established to combine the convenience of urban life with the physical amenities of rural environment.

Mobile Home Park Overlay District

The purpose of the Mobile Home Park Overlay District is to allow mobile home parks to be developed in Town.

Rural District

The purpose of the Rural District is to protect and preserve appropriate areas of Town from urban sprawl by designating uses and standards that are appropriate to a rural character.

Rural Residential District

The purpose of the Rural Residential District is to allow residential growth while maintaining rural areas.

Commercial District

The purpose of the Commercial District is to serve downtown Raymond and to provide general retail, wholesale, service and business facilities in an area convenient to the residents of the Town. This district should efficiently utilize space and resources and provide for connectivity between businesses in a manner that functions as a linear village with safe and inviting pedestrian spaces and walkways.

Industrial District

The purpose of the Industrial District is to provide for the creation of appropriate districts within Raymond for industrial facilities.

Lot Dimensional Standards

Raymond's Land Use Ordinance encourages suburban and rural development. Larger lot minimum lot sizes of 2-3 acres are permitted in all zoning districts with the exception of the Village Residential zone. The table below provides a summary of the dimensional standards for each zoning district in Raymond.

Land Use Regulations

Site Plan Review

The purpose of site plan review is to ensure that the design and layout of commercial, retail, industrial or institutional uses or multifamily residential development will constitute suitable development and will not be a detriment to the Town of Raymond or the environment. Site plan review is required for any new nonresidential use, building additions, and change of use. Site plan review is not required for single-family dwellings, duplex dwellings, accessory uses to single-family or duplex dwellings, maintenance of an existing building or facility or interior renovations to an existing building or facility.

Site plan reviews are divided into staff reviews, minor site plans, and major site plans. Staff plan review site plans are reviewed by Town staff for any new building or additions to existing buildings more than 500 square feet but less than 2,400 square feet, any additional or altered impervious surface that does not exceed 10,000 square feet, and if the proposed development project includes the development of back lots and/or construction of back lot driveways. Minor site plans are reviewed by the Planning Board for any new building or additions to existing buildings that do not exceed 4,800 square feet, exterior building renovations that do not exceed 4,800 square feet, additional or altered impervious surface that does not exceed 20,000 square feet, and if the proposed development project includes new construction, or alteration to the extension of a private or public street, which does not warrant review under the Town of Raymond Subdivision Regulations. Major site plans are reviewed by the Planning Board and are required for larger development projects.

For projects undergoing site plan review, the applicant must demonstrate that the site complies with specific standards outlined in the ordinance, including demonstrating that the site has the natural capabilities to support the proposed development through adequate traffic access and parking, adequate pedestrian access, adequate water supply, stormwater management that meets state and local standards, erosion control, lighting, landscaping, and design.

Subdivision Ordinance

Raymond's Subdivision Ordinance is intended to ensure new subdivisions meet the Statutory review criteria and will not have a negative adverse impact on the environment. New subdivisions are subject to additional review standards including open space, natural features, traffic sight distance, lots, utilities, groundwater impacts, streets, sewage disposal, and surface drainage.

Subdivisions are separated into Minor Subdivisions and Major Subdivisions. Applications for major subdivisions include a sketch plan, or concept plan phase, a preliminary plan, and a final plan. Applications for minor subdivisions include a concept plan and a final plan.

Open Space Subdivisions

Open Space Subdivisions are optional for subdivisions with 5 (five) lots or more. Applicants submitting an application for an Open Space Subdivision are required to also submit a sketch plan for a conventional subdivision. The purpose of the Open Space Subdivision is to preserve open space, recreational land, and important natural resources, while allowing for flexible design.

Design Standards

Raymond's Design Standards are intended to facilitate and encourage redevelopment of sites, placemaking, and bicycle and pedestrian access within the Commercial Corridor along Route 302. The standards apply to buildings, lighting, landscaping, and signage.

Shoreland Zoning Ordinance

Raymond'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 includes four districts: Resource Protection (RP), Stream Protection (SP), Limited Residential/Recreation I (LRR1), and Limited Residential/Recreation II (LRR2).

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. The district includes areas within 250 feet horizontal distance of the upland edge of a freshwater wetland and wetlands associated with great ponds and rivers, floodplains along rivers, areas of two or more contiguous acres with sustained slopes of 20% or greater, areas of two or more contiguous acres supporting wetland vegetation and hydric soils, and land areas along rivers subject to severe bank erosion and undercutting.

Stream Protection District

The Stream Protection District includes all land areas within 100 feet, horizontal distance, of the normal high water line of a stream.

Limited Residential/Recreation I District

The Limited Residential/Recreation I District includes those areas suitable for moderate residential and recreational development.

Limited Residential/Recreation II District

The Limited Residential/Recreation II District includes those areas suitable for low-density residential and recreational development.

Floodplain Protection

Raymond's Floodplain Management Ordinance was last amended March 15, 1997. Raymond participates in the National Flood Insurance Program and complies with the requirements of the National Flood Insurance Act of 1968. The Code Enforcement Officer administers the Floodplain Ordinance standards in accordance with Federal and State standards. In 2020, FEMA updated FIRM maps and the State drafted an updated Floodplain Ordinance reflecting the updated maps and the current FEMA standards. The Town will need to update this Ordinance and accompanying maps.

Administrative Capacity

Raymond has a Town Manager, Town Clerk, Deputy Town Clerks, Code Enforcement Officer, Assistant Code Enforcement Officer, and Code Enforcement Administrative Assistant. This staff ensures that Raymond enacts and enforces policies that will achieve the town's desired land use goals of protecting rural and waterfront areas. The assessing department in Raymond is understaffed. Unforeseen changes in law, such as the Senior Stabilization Program have necessitated short term increases in staffing levels. It is expected that staffing levels will need to be increased to accommodate the implementation oversight and defense of the upcoming revaluation.

Development and Community Identity

Raymond's development is primarily large-lot single-family residential properties, both intended as year-round homes and as seasonal residences. Raymond has seen significant lakefront property development in recent years. Lakes are a primary attractor for new residents, so it is logical that much new development will occur there. Raymond also has a number of land use regulations that go beyond the state's shoreland zoning to protect water quality as development along the shoreline continues.

Raymond's natural resources are key to the town's identity. As the demand for lakefront property continues, the town should be mindful of how much development is occurring and their capacity for enforcement, so as to not impede the water quality and ecological value of lakes and ponds. Continued development of large-lot single-family homes may also fragment the forested lands and open spaces that Raymond residents value so highly. In order to promote development consistent with Raymond's vision, the town should continue to enforce strict shoreland development regulations and continue to refine and amend ordinances to require more robust design and building standards for village areas.

About 1/3 of Raymond's housing is seasonal, and the town is seeing more new residents who are retirees than young people or families moving to town. Large-lot single-family homes and lakefront residences are appealing to seasonal residents and retirees, but may not be affordable for younger people, families, or longtime residents who wish to age in place. The town should consider ways to diversify new housing development in order to maintain an inclusive community of both year-round and seasonal residents of all ages. The expansion of the Village District with smaller lots and accessory dwelling units to comply with LD-2003 would promote more affordable housing.

Like most communities in Maine, Raymond also has a lack of affordable housing. There has not been any low income housing, deed-restricted housing or other affordable housing developments built in town over the last few years. Jordan Bay Place apartments is the only low income subsidized housing development in Raymond. There hasn't been much of any affordable housing built in the past few years. If duplexes were allowed in the rural zone it could help offset mortgages for young families.

Future Development

Raymond averaged about 36 residential building permits per year from 2015-2022. Only 2 commercial developments occurred during the same time period. Based on an average minimum lot size of 2 acres, Raymond could see approximately 720 acres of land developed for residential use over the next 10 years. Commercial development is likely to continue at a slow rate, with potential for 10-50 acres of land, likely adjacent to existing commercial or industrial uses, to develop over the next 10 years.

Raymond has abundant vacant, buildable land. Nearly ¼ of Raymond's land area is vacant, buildable

area. This includes many large parcels - there are approximately 28 vacant parcels in Raymond that exceed 50 acres, most of which are buildable.

Raymond must consider the adequacy of existing land use regulations to accommodate the demand for additional development while continuing to preserve natural resources, including forested lands, lakes, and habitat.

Raymond is experiencing increased development pressure as housing prices rise in neighboring towns like Windham, and the town needs to be careful where development takes place. Raymond should work to ensure conservation is balanced with development. Tracking the number of seasonal homes and short-term rentals could help Raymond plan for the future.

Raymond Parks and Recreation Department - Capital Improvements & Maintenance Plan

Parks & Rec	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Funding Source
Sheri Gagnon Park									
Tennis Courts									CIP Playground
Basketball Resurfacing Court						\$25,000			CIP Playground
Softball Field Lights									
New Dugouts				\$25,000					CIP Playground/Insurance
Park Improvements									
Parking Lot Paving									Paving
Tennis Court Resurfacing								\$60,000	CIP Playground
Playground Chips		\$3,140		\$6,122	\$3,000		\$3,000		CIP Playground
Playground Maintenance	\$6,531	\$3,728	\$9,352	\$2,515					CIP Playground
New Playground Piece	\$12,028			\$53,583	\$10,000		\$10,000		CIP Playground
Batting Cage					\$8,000				CIP Playground/FEMA?
Total	\$18,560	\$6,868	\$9,352	\$87,220	\$21,000	\$25,000	\$13,000	\$60,000	
Tassel Top Park									
Septic System									ARPA Grant
Snack Shack Bathrooms									ARPA Grant
Pave Path									
Trail Expansion									RTP Grant
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Jordan Small Community Center									
Automatic Hoop Adjuster & Curtain							\$24,000		
New Hoops & Rims							\$20,000		
Basketball Court Resurfacing & Paint							\$30,000		
Annual Court Resurfacing							\$12,000		
Admin/Front Facing Office							\$20,000		
Playground Area & Fencing							\$75,000	\$5,000	
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$181,000	\$5,000	

Raymond Parks & Rec History 2018-2024 - E 90-1500-9065

	ACCOUNT	DATE POSTED	TRANS DATE	DESCRIPTION---	VENDOR-----	CURRENT BUDGET	DEBITS	CREDITS	UNEXPENDED BALANCE
9066 - Sheri Gagnon			06/30/18	reclass sheri gagon to CI			\$4,000.00	\$0.00	
Total 2018						\$0.00	\$4,000.00	\$0.00	-\$4,000.00
9100 - Transfers			06/30/19	playground fr tif to cip			\$0.00	\$1,508.96	
Total 2019						\$0.00	\$0.00	\$1,508.96	\$1,508.96
9065 - Playground			07/01/19	CIP Budget		\$35,000.00			
			07/01/19	CIP Carryover		\$1,508.96			
			11/26/19	200 FT OF CHAIN LINK FENC	00240 - MAINE LINE FENCE		\$10,792.00	\$0.00	
			07/28/20	PLAYGROUND CHIPS	00536 - OLDCASTLE APG		\$337.50	\$0.00	
Total 2020						\$36,508.96	\$11,129.50	\$0.00	\$25,379.46
9065 - Playground Improvements			07/14/20	PLAYGROUND CHIPS			\$337.50	\$0.00	
			09/16/20	set up budget		\$35,000.00			
			09/16/20	carryforwards		\$25,379.46			
			04/21/21	Concrete			\$318.00		
			04/21/21	GRAVEL AND SAND			\$1,011.00		
			04/21/21	STUMP GRINDING			\$800.00		
			05/05/21	SAND PLAYGROUND			\$480.00		
			05/19/21	HYDROSEEDING			\$1,750.00		
			06/02/21	CIP PLAYGROUND			\$722.50		
			06/02/21	CIP PLAYGROUND			\$680.40		
			06/02/21	CIP PLAYGROUND			\$432.00		
			06/02/21	EQUIP MAINTEN			\$5,760.00		
			06/16/21	CIP PLAYGROUND			\$3,276.00		
			06/30/21	CIP PLAYGROUND			\$2,992.20		
Total 2021						\$60,379.46	\$18,559.60	\$0.00	\$41,819.86
9065 - Playground			10/12/21	GAZEBO	00216 - THE GOOD LIFE	\$35,000.00	\$0.00	\$0.00	
			12/08/21	CIP PLAYGROUND	00005 - LOWE'S		\$1,899.00	\$0.00	
			12/08/21	SAND PLAYGROUND	00117 - RJ GRONDIN & SONS		\$283.82	\$0.00	
			12/08/21	28 YDS. SAND	00390 - ROLFE		\$240.00	\$0.00	
			12/08/21	112 YDS. LOAN	00390 - ROLFE		\$308.00	\$0.00	
			12/08/21	3 YD. PLAYGROUND	00390 - ROLFE		\$2,016.00	\$0.00	
			12/08/21	28 YDS. LOAM	00040 - P & K SAND &		\$72.00	\$0.00	
			12/21/21	PLAYGROUND	00390 - ROLFE		\$504.00	\$0.00	
			12/21/21	PLAYGROUND	00080 - WINDHAM RENTAL		\$460.00	\$0.00	
			01/18/22	PLAYGROUND	00080 - WINDHAM RENTAL		\$1,060.00	\$0.00	
							\$25.00	\$0.00	
Total 2022						\$35,000.00	\$6,867.82	\$0.00	\$28,132.18
Playground	E 90-1500-9065	2/2/2023	1/18/2023	PLAYGROUND SWING/TOT SEAT	00946 - MAINE RECREATION @ DESIGN	\$35,000.00	\$0.00	\$0.00	
	E 90-1500-9065	5/16/2023	5/11/2023	STONEBORDER DRIVE PINS	00982 - BEN SHAFFER RECREATION	\$0.00	\$1,700.00	\$0.00	
	E 90-1500-9065	6/22/2023	6/22/2023	DEPOSIT / PLAYGROUND SIGN	01001 - SIGN DYNAMICS. INC	\$0.00	\$6,452.00	\$0.00	
	E 90-1500-9065	12/15/2023	6/30/2023	Capital-Playground Imp		\$0.00	\$1,200.00	\$0.00	
						\$0.00	\$0.00	\$9,352.00	
Total 2023						\$35,000.00	\$9,352.00	\$9,352.00	\$35,000.00
Playground	E 90-1500-9065	9/13/2023	9/14/2023	INSTALLATION OF PLAY GRO.	01035 - NATIONAL PLAYGROUND CONSTRUCTION	\$0.00	\$16,218.00	\$0.00	
	E 90-1500-9065	9/13/2023	9/14/2023	DESERT OASIS PLAYGROUND	01036 - BYO RECREATION	\$0.00	\$37,365.00	\$0.00	
	E 90-1500-9065	9/27/2023	9/28/2023	CARVED SIGN S GAGNON	01001 - SIGN DYNAMICS. INC	\$0.00	\$1,840.00	\$0.00	
	E 90-1500-9065	11/21/2023	11/22/2023	12x 6" ETCHED PLAQUE"	00464 - TIME4PRINTING	\$0.00	\$675.00	\$0.00	
	E 90-1500-9065	5/8/2024	5/9/2024	MULCH PLAYGROUND/DECK	01122 - JK PLAYGROUNDS & PLAYSCAPES	\$35,000.00	\$6,122.00	\$0.00	-\$27,220.00
Total 2024						\$35,000.00	\$62,220.00	\$0.00	-\$27,220.00

Playgrounds CIP						
Fiscal Year	Carry Forward	Budget	Total Available	Expense	Balance	Description
2018-19					\$1,509	
2019-20	\$1,509	\$35,000	\$36,509	\$11,130	\$25,379	
2020-21	\$25,379	\$35,000	\$60,379	\$18,560	\$41,820	
2021-22	\$41,820	\$35,000	\$76,820	\$6,868	\$28,132	
2022-23	\$28,132	\$35,000	\$63,132	\$9,352	\$35,000	
2023-24	\$35,000	\$35,000	\$70,000	\$62,220	-\$27,220	
2024-25	-\$27,220	\$35,000	\$7,780			

Budget						
Fiscal Year	Carry Forward	Budget	Total Available	Expense	Balance	Description
2019-20	\$3,507	\$215,000	\$218,507	\$210,207	\$8,300	
2020-21	\$8,300	\$215,000	\$223,300	\$112,751	\$110,549	
2021-22	\$110,549	\$215,000	\$325,549	\$325,549	\$0	
2022-23	\$0	\$225,000	\$225,000	\$144,139	\$80,861	
2023-24	\$80,861	\$225,000	\$305,861	\$116,437	\$189,424	as of 9/4/2024
2024-25	\$189,424	\$225,000	\$414,424	\$33,984	\$380,440	

[illegible]

Public Works - Municipal Facilities CIP

Notes:									Audit not done yet, nor invoices for year																					
	FY 2019-20	Description		FY 2020-21	Description		FY 2021-22	Description		FY 2022-23	Description		FY 2023-24	Description		FY 2024-25	Description		FY 2025-26	Description		FY 2026-27	Description		FY 2027-28	Description		FY 2028-29	Description	
Town Office Renovations	\$3,209.00	Carpet & gutters		\$29,733.81	COVID, TM, CEO, flooring					\$15,389.42	Planning, carpet, paint, Finance Office wall & desks		\$25,794.38	ADA front door, ramp & light repair																
Town Office Septic										\$1,362.76			\$5,116.90	Dozer, gravel, seed, etc.																
Server Room				\$4,330.00	Heat pump					\$2,926.12																				
Electronic Signs										\$925.00	Electrical repair																			
District 1 - Main St													\$24,703.00	Siding	tbd	Renovate Office Space for Rec														
District 2 - Webbs Mills Rd				\$9,732.05	Used oil furnace		\$20,799.17	Moved diesel pumps		\$2,701.09	Door repair		\$6,295.45	Doors																
Sand/Salt Building				\$7,901.08	renovations - door		\$915.25	Equipment		\$1,400.00	Tree down		\$456.00	AC unit																
Plains Road Breakroom	\$317.80	Renovations								\$22,808.71	Renovations & mold remediation																			
Plains Road Storage	\$7,311.13	Roof repair																												
Plains Road Well	\$17,311.70	Well & site																												
Beach - Crescent	\$665.00	Fence																												
Beach - Raymond																														
Fire Department										\$860.00	Shed Roof		\$3,500.00	5 trees down																
Library													\$2,713.75	Electrical repair																
Broadcast Studio										\$12,666.12	Carpet, chairs, & repairs		\$8,581.00	Rinnai heaters & propane tank																
Sheri-Gagnon Snack Shack																														
Sheri-Gagnon Dugouts										\$8,204.00	rebuild																			
Veterans' Park													\$2,001.25	Electrical repair																
Jordan Small Middle School																tbd	Plan for renovation					tbd	Begin renovations		tbd	Continue renovations				
Total Spent	\$28,814.63			\$51,696.94			\$21,714.42			\$69,243.22			\$79,161.73			\$0.00				\$0.00		\$0.00			\$0.00			\$0.00		
Insurance Paid	\$0.00			\$0.00			\$0.00			\$32,902.23			\$12,267.20																	
Net Spent										\$36,340.99			\$66,894.53																	
From Audit:																														
Approved Budget	\$35,000.00			\$35,000.00			\$35,000.00			\$50,000.00			\$85,000.00			\$85,000.00														
Carry Forward	\$17,058.00			\$23,243.12			\$6,546.00			\$19,832.00			\$33,491.00			\$51,596.47			\$0.00			\$0.00			\$0.00			\$0.00		
Total Available	\$52,058.00			\$58,243.12			\$41,546.00			\$69,832.00			\$118,491.00			\$136,596.47			\$0.00			\$0.00			\$0.00			\$0.00		
Total Spent	\$28,814.63			\$51,696.94			\$21,714.42			\$36,340.99			\$66,894.53																	
Balance to Carry Forward	\$23,243.37			\$6,546.18			\$19,831.58			\$33,491.01			\$51,596.47			\$0.00				\$0.00		\$0.00			\$0.00			\$0.00		
Audit as of June 30	\$23,243.00			\$6,546.00			\$19,832.00			\$33,491.00			\$51,596.47 ESTIMATE																	

RAYMOND FIRE RESCUE DEPARTMENT
PROPOSED CIP BUDGET 5 YEAR PLAN 2019-2024

CIP RAYMOND FIRE RESCUE						2019-2020	2020-2021	2021 - 2022	2022-2023	2024-2025	2025-2026	2026-2027	2027-2028
Apparatus	Make / Year	Expected Replacement	Purchased from:	Price Paid	Replacement								
		Date			Cost- Today								
Rescue 1 (34)	2014 Ford E450	2021-22 extend to 24 with the U-7 plan	PL Custom New	\$170,000.00	\$500,000.00			X		\$450,000.00			
Rescue 2 (35)	2018 Braun Ty1	25-26	PL Custom New	\$223,758.00	\$500,000.00								
Engine 1 (31)	2004 E-1 Typhoon	2024	Demo used	\$375,000.00	\$1,400,000.00							X	
Engine 2 (32)	2015 Pierce	2035	Pierce New	\$425,000.00	\$1,000,000.00								
Tank 1 (36)	1997 International	2022	Demo- Used	\$220,000.00	\$650,000.00							X	
Tank 2 (37)	2018 Freightliner	2043	MetalFab Grant	\$300,000.00	\$650,000.00								
Utility 7	2003 Ford 550	2023	Demo	\$112,813.00	\$450,000.00				X				
Squad 8	1999 Freightliner	22-23 Combine truck with U-7 into 1 unit	EVI Rescue Used	\$46,000.00	\$500,000.00				X				
Marine 1 (31)	28' Ambar	2033	State Surplus Used	\$14,132.00	\$250,000.00								
Marine 2 (32)	19" Whaler- 70 HP		State Surplus Used	\$600.00	\$15,000.00								
Service Truck 2	2015 Chevy 1/2 ton	2030	Quirk New	\$29,000.00	\$50,000.00								
302 DC	2015 Chevy Tahoe	2030	Quirk Augusta	\$34,000.00	\$55,000.00								
301 Chief	2021 Ford Explore	2035	Quirk Augusta	\$35,000.00	\$55,000.00								
Utility 5 (ST1)	2016 Chevy	TBD	Public Works Used	\$30,000.00	\$50,000.00								
UTV	2013 Polaris		Rochester Motor	\$7,475.00	\$19,000.00								
Forestry Trailer	2012 Tailwind		Lee's Family, Used	\$5,000.00	\$12,000.00								
SCBA		2026/2027		\$5,800.00	\$10,000.00							\$250,000.00	
Radios P25 Public Safety Radio		2025/2026			\$4,000.00	\$6,000.00							
						Portable	Mobile						

Utility 7 and Squad 38 are being replaced with Squad 38, Pierce in 2025

Notes: Radios include Portables, Mobiles, Headsets to replace current FireCom Wired Units, All Radios are Public Safety, designed to work in harsh environments.
A buildout of the second simulcast site to improve communications and improve radio system coverage and improve safety.

SCBA: As of April of 2025, SCBA become out of standard. Current SCBA techonology does not allow updates to current standards. All the standards in question deal with safety for the user. Some of these standards include pass alarms for downed firefighters, time limits for exiting a IDLH Enviroment, Improved heat rating for the equipment used. The ability for the use to wear longers, decrease fatigue and allow the ability to tract the user inside a building.

Both Radio's and SCBA's we have written Grant's for replacement. The Grant process has been written and will be filled in March of 2024.

Currently looking to replace our ariel device and Tank with one apparatus.
feel it more inducive to replace Tank 36 and Engine 31 with (1) piece of apparatus, a quin Quint



**Raymond Comprehensive Plan Summer Survey
Results and Analysis
October 2023**



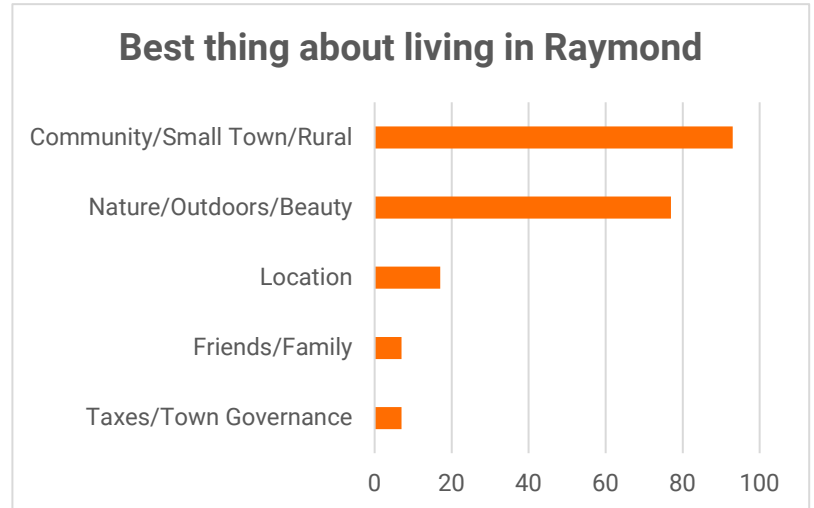
Overview

The Raymond Summer Survey was administered by the project team from June 8 to September 20, 2023 and received 206 responses. The survey consisted of 16 questions that asked high-level visioning and values questions to inform the drafting of a vision statement for the comprehensive plan. Questions consisted of open-ended prompts as well as rating questions where respondents shared their perceptions of the quality of life and public services in Raymond. The open-ended questions were analyzed by identifying themes and calculating the number of mentions of each. Responses that did not fit into the categories were designated “other”.

Open-Ended Questions

1. What’s the best thing about living in Raymond?

People like living in Raymond, and in particular appreciate the small town and rural community it provides to its residents. Respondents also note the natural beauty of Raymond and easy access to outdoor activities. Raymond’s location – both its proximity to natural resources as well as amenities in Windham and Portland – is also an important benefit to living in Raymond.



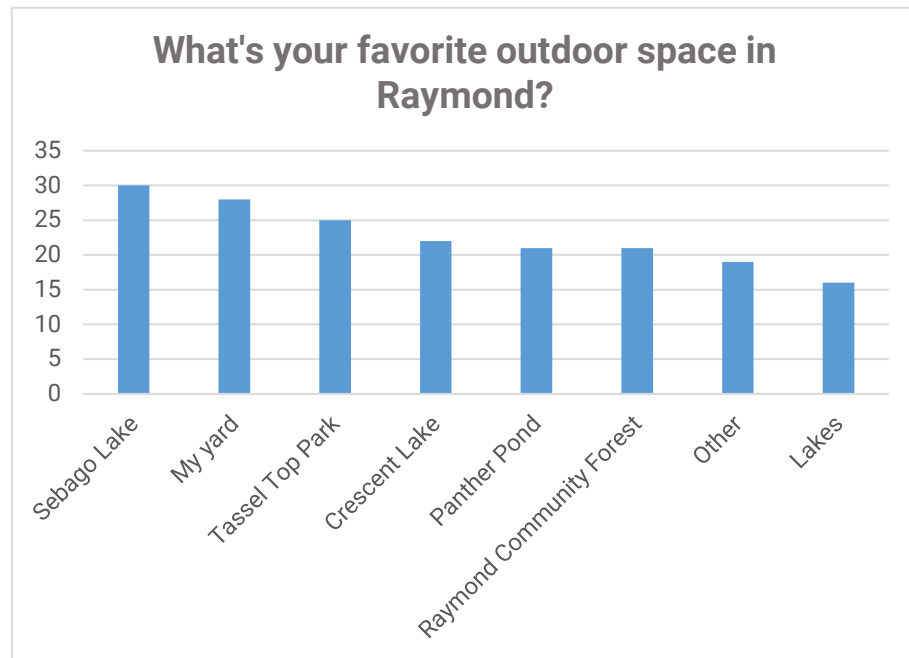
Analysis shows that the length of residency in Raymond did not impact responses to this question, suggesting that both new and established residents enjoy the same attributes.

Not one of the 206 respondents mentioned economic opportunity as the best thing about living in Raymond; this reinforces that the residents of Raymond enjoy a high quality of life that features a rural town with access to nature and outdoor pursuits and are likely not living in Raymond for work-related reasons.

2. What’s your favorite outdoor space in Raymond?

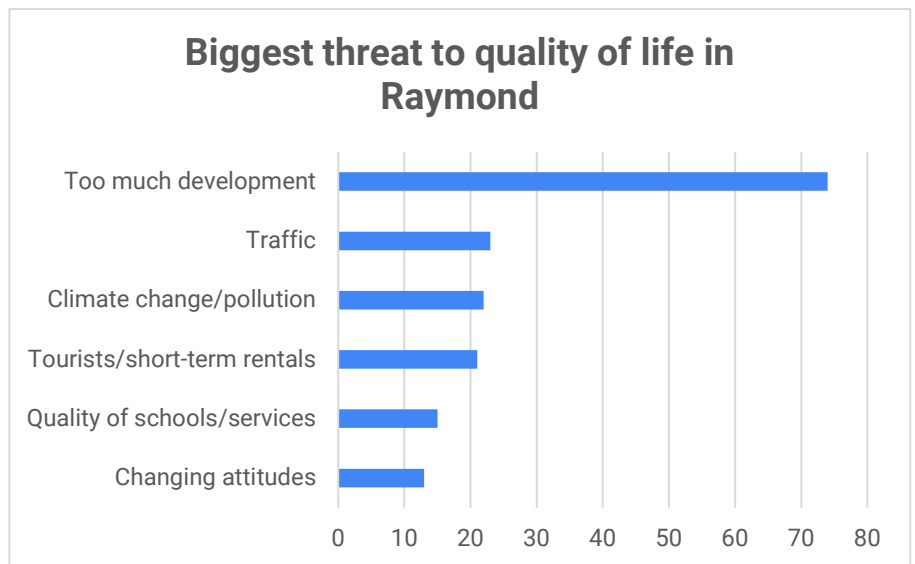
Raymond’s lakes were the most common favorite outdoor space in Raymond: Sebago Lake, Crescent Lake, Panther Pond, and lakes in general were all among the most popular answers. The second most common reply was the respondent’s own yard or backyard. Raymond’s conserved lands were also popular, with Tassel Top Park and Raymond Community Forest

ranking highest; Rattlesnake Mountain, Pismire Mountain, Raymond Beach, Thomas Pond, and Morgan Meadows all received multiple mentions. The “Other” category included recreational playing fields, neighborhoods, and other specific lakes/ponds and trails; Raymond’s lakes generally were also a popular response.



3. What is the biggest threat to quality of life in Raymond?

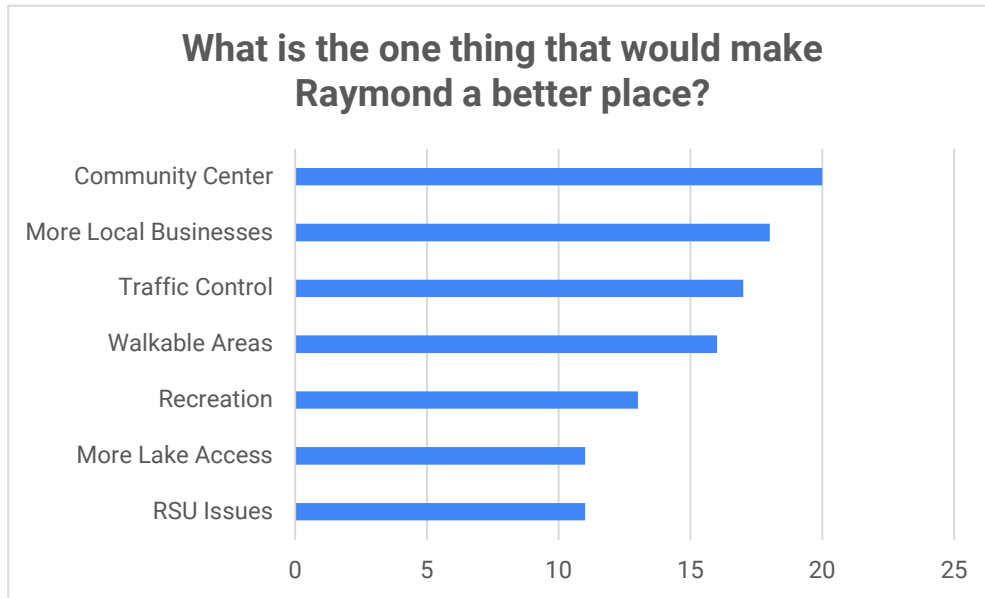
Respondents are most concerned about too much growth and development, followed by worsening traffic in town (particularly congestion on Route 302.) Other top concerns are pollution and overuse of recreation areas, as well as the conversion of homes into short-term rentals that bring in more tourists and change the dynamics of neighborhoods. Others were concerned about the quality of schools, town governance, and public services, and changing attitudes from the influence of new residents.



Additionally, roughly 6% of respondents report that affordability is the biggest threat in Raymond, which is noteworthy during a time of rising home and energy prices throughout the region and Maine. Another 6% said lack of diversity or racism is the biggest threat, another concern that connects to larger regional and national issues.

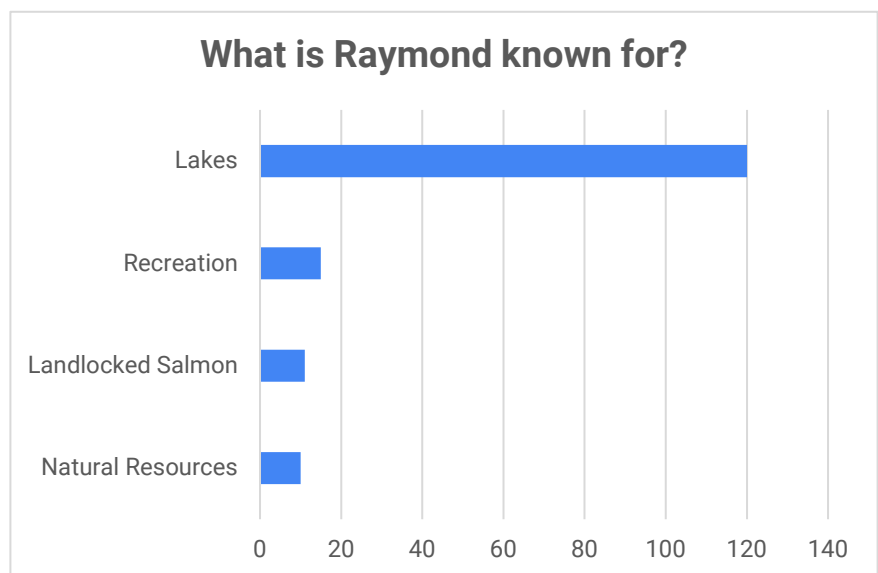
4. What is the one thing that would make Raymond a better place?

Survey responses to this question were varied. 20 respondents noted that a community center would benefit the town, the most frequent answer. Other top answers were having more local businesses or a more active Main Street, better traffic control, more sidewalks and safe places to walk around town, and more recreation opportunities and public lake access. The closure of the middle school and the RSU14 district continues to be a concern, and improving education was among the top issues.



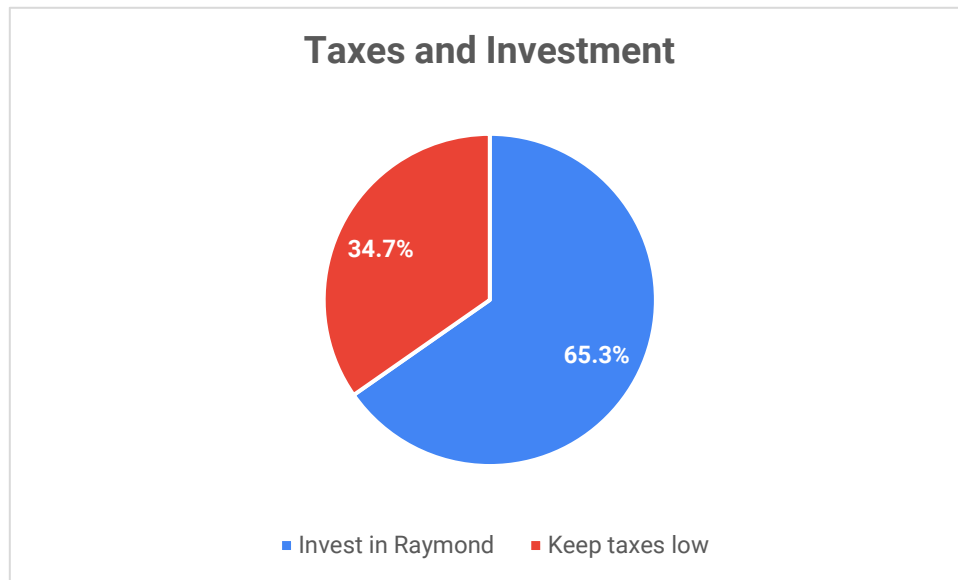
5. What is Raymond known for?

The overwhelming answer to what Raymond is known for is the lakes, with 120 responses. Other top responses were related to natural resources.



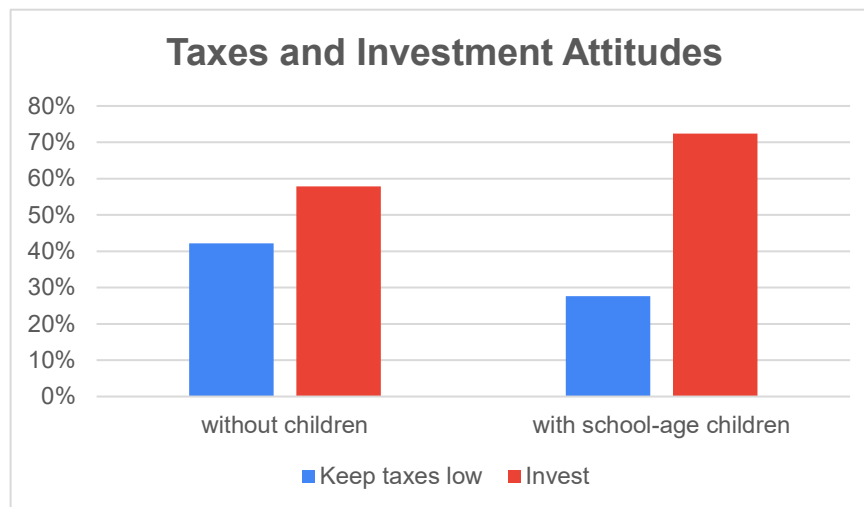
6. Taxes

Almost two-thirds of respondents support investing in town services and infrastructure, such as a community center, even if taxes are likely to increase.



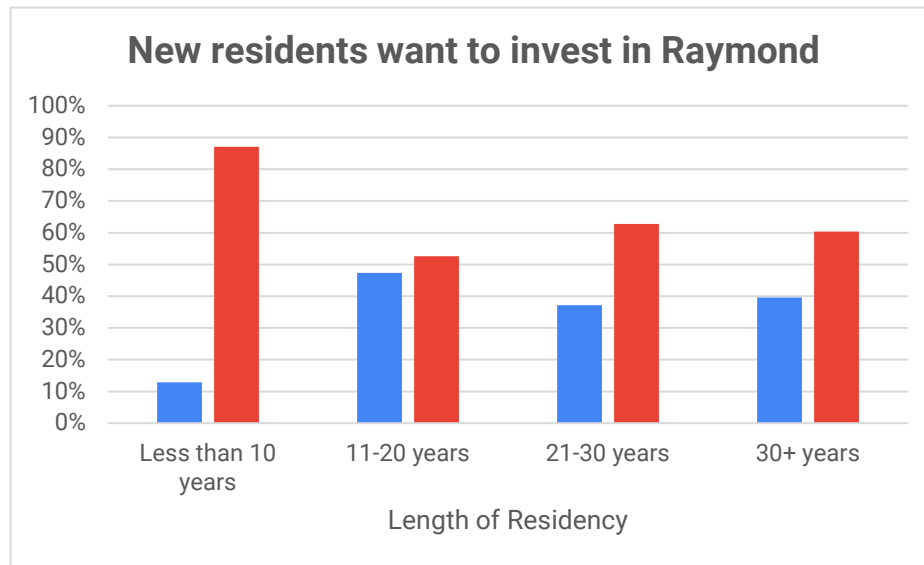
Additional analysis looked at whether or not there were certain demographics that could predict who was more in favor of investing in the town of Raymond. There are two predictors of attitudes on tax and investment: whether or not a citizen of Raymond has children, and length of residency.

Nearly 58% of residents without children were in favor of investing in Raymond; that percentage jumped to 72% if the resident has school-age children in their household.



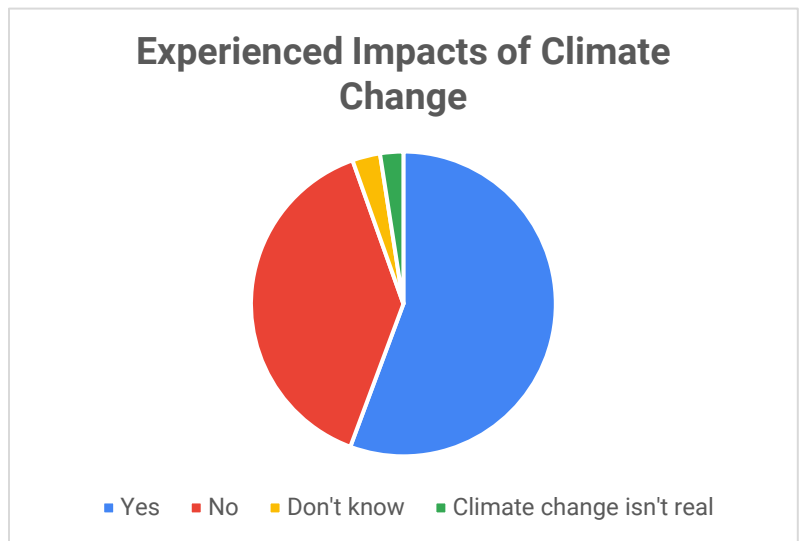
The effect of length of residency in Raymond on the desire to invest in the town was even more pronounced. 87% percent of residents who have spent 10 years or fewer in Raymond support

investing in Raymond, even if taxes could increase. This percentage is between 52-62% for those who have lived in Raymond longer.



7. Climate Change

Responses to whether people have been impacted by the effects of climate change in Raymond was mixed. 55% said they had been experienced effects of climate change in Raymond, while 39% had not. 3% didn't know, and 2.5% denied the existence of climate change. This response indicates that at least a slight majority (55%) of Raymond residents are concerned about climate change, but overall sentiments regarding the priority of climate resilience for Raymond are divided.



8. Raymond in 2040

Respondents were given an open-ended prompt to describe what Raymond should be like in 2040. Responses were varied. To analyze the responses, up to 4 themes were identified in each answer. Then, the total mentions for each theme were tallied.

In 2040, Raymond should be...

1. The same as today (51)
2. Protect/maintain quality of natural and water resources (32)

3. Welcoming and inclusive (27)
4. Small-town feel (24)
5. Have more community resources (18)

Other common responses were:

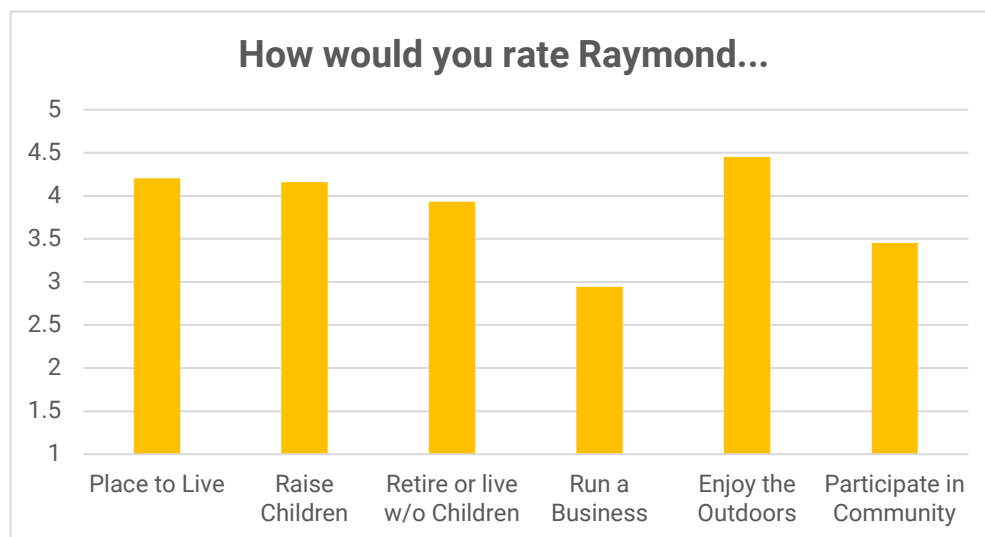
- More active downtown/Main Street (15)
- A place for outdoor recreation (13)
- Safe (13)
- Rural (11)

These responses indicate strong support for preservation of what people said is best about Raymond in a previous answer – the small-town feel and natural resources. Second to preservation, respondents are interested in improving the availability of activities and sense of community through places to gather and things to do.

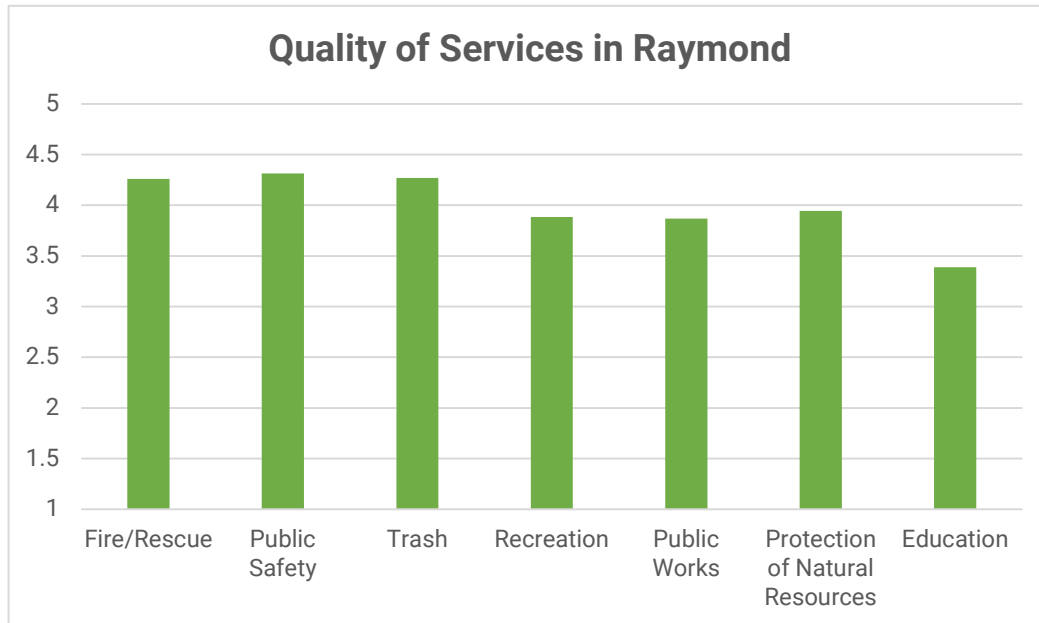
Rating Questions

The 2023 survey provided the opportunity for the residents of Raymond to evaluate and score various aspects of the town. Each question asks the respondent “What is your satisfaction with each of the following in Raymond,” and residents could select “poor- 1”, “fair-2”, “average-3”, “good-4”, and “excellent-5.” Scores were averaged. The mean for each question is reported in the figure below; abstentions were not averaged.

The first set of ratings were for quality of life in Raymond. All aspects rated “good” or “excellent” except for running a business, which was between fair and average, and opportunities to participate in the community, which was between average and good. The highest average rating was for Raymond as a place to enjoy the outdoors – which corresponds to the prevalence of the outdoors/natural resources as the best thing about living in Raymond.

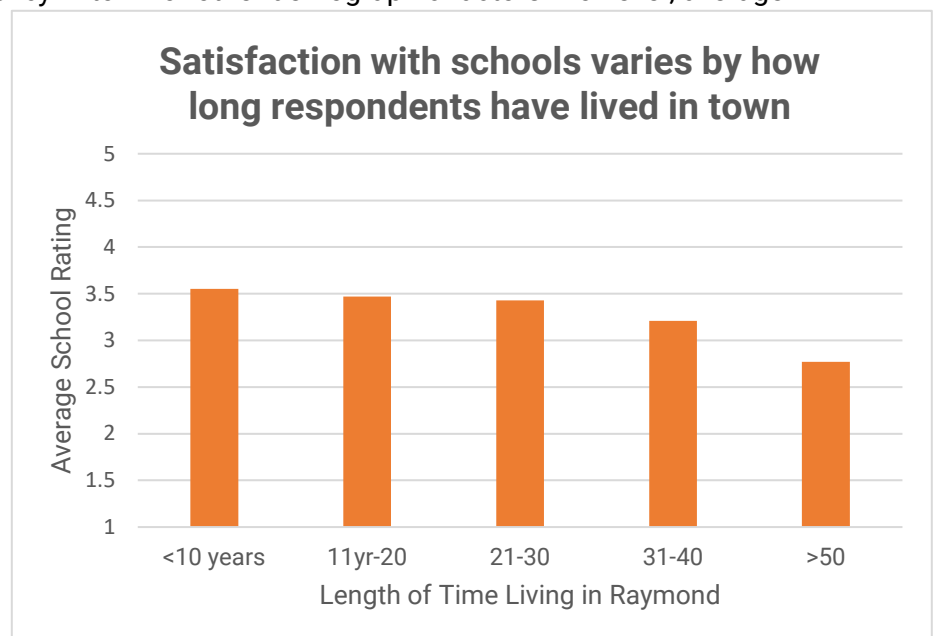


Respondents then rated quality of services in Raymond. Fire/Rescue, Public Safety, and trash pickup all averaged between “good” and “excellent.” Recreation, public works, and protection of natural resources averaged between “average” and “good.” Education had the lowest average ratings, averaging between “fair” and “average.”



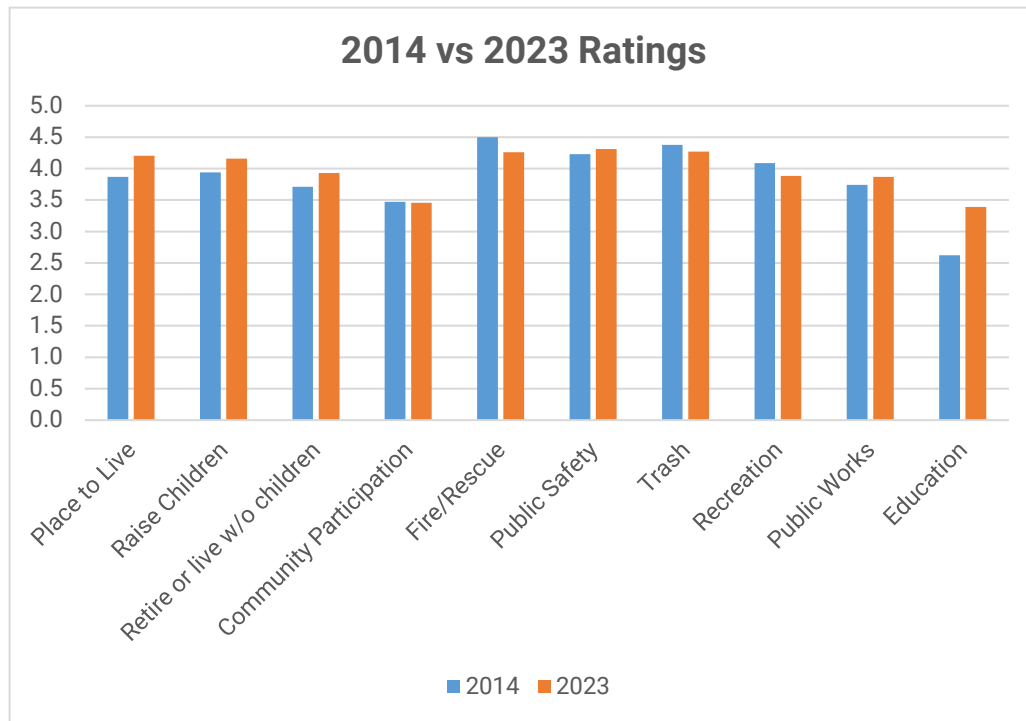
Further analysis of these ratings demonstrated that most of these scores were not correlated by length of a respondent’s residency in town or other demographic factors. However, average satisfaction with the school systems was negatively correlated with length of residency in Raymond (i.e., those who have lived in town longer are less satisfied with the quality of the schools.)

Additionally, respondents without children rated the school system higher, on average (3.6) compared to respondents with children (3.1). Newer residents (lived in Raymond for less than 10 years) without children had the highest average rating for the schools (3.9.)



The 2023 summer survey asked a number of rating questions that were also asked on a 2014 Community Survey. Comparing the rankings in 2023 vs 2014 showed almost no difference in the

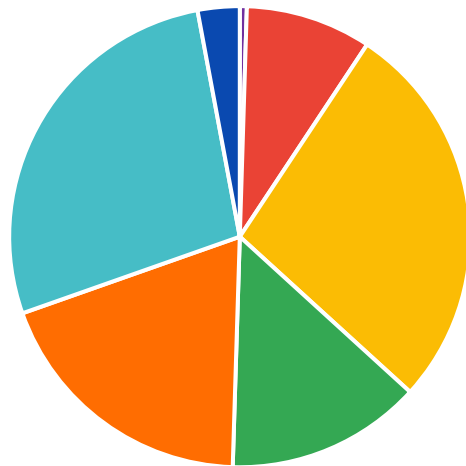
rankings. The biggest difference between the 2014 and 2023 survey is the satisfaction with the schools, which has increased (2014 rating of 2.6 vs 2023 rating of 3.4.)



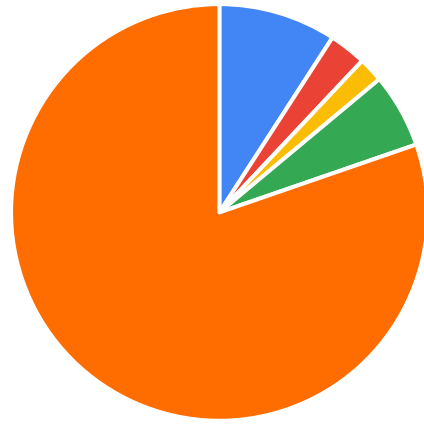
There were multiple methodological and response rate differences between the 2014 and 2023 surveys. Still, the similar results indicate a generally high quality of life that has remained stable in Raymond. These findings may also help to explain respondents' desire for Raymond to stay the same as it is today (see open-ended question 8) as a preference for this stable, high-quality of life to continue.

Demographics

Results of the optional demographics questions in the survey follow. The majority of survey respondents were 35 or older, year-round residents of Raymond who have lived in Raymond for 20 years or less. About 40% have school-age children. Most respondents are college-educated with a household income over \$100,000.

Age of Respondent

Under 18 25-34 35-44 45-54
 55-64 65-80 80+

Relationship to Raymond

Seasonal Resident Visit Raymond
 Work in Raymond Live and Work in Raymond
 Year-Round Resident

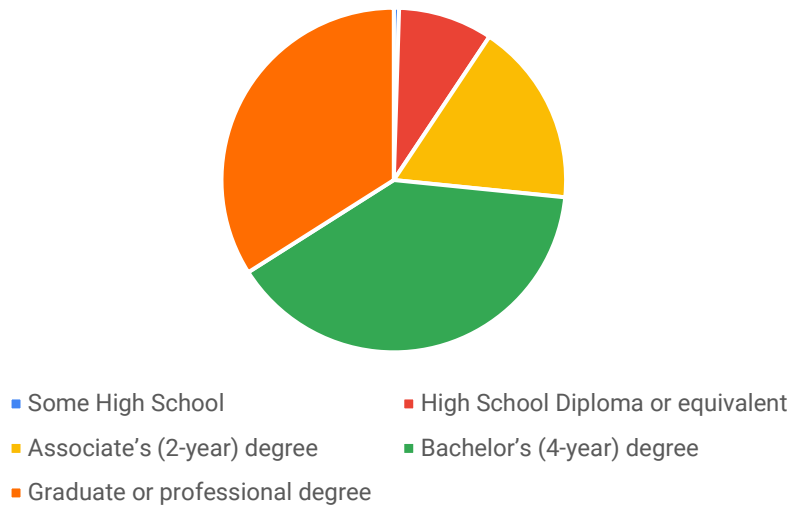
Length of time living in Raymond

10 or less 11-20
 21-30 31-40
 40+ I don't live in Raymond

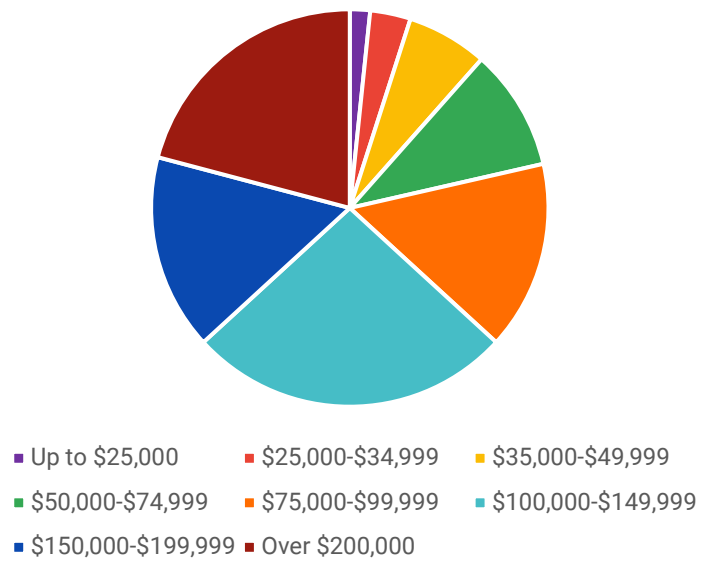
Do you have school-age children?

Yes No

Educational Attainment



Household Income





**Raymond Comprehensive Plan Workshop
& Community Listening Sessions
Results and Analysis**

February 2024



Overview

On January 20, 2024, North Star Planning (NSP), with assistance from the Raymond Comprehensive Plan Committee, held a public workshop at the Jordan Small Middle School from 9 AM - 4 PM. This workshop presented key data highlights of the comprehensive plan inventory chapters and planning work so far, showing how Raymond has changed over time and what issues face the community, and solicited feedback on several key planning topics as well as the draft vision statement.

The workshop was open house style and informal. Public participants were free to walk around the room at their own pace and write comments for questions and place dots on maps. At 1pm, NSP gave an approximately 15-minute presentation of data analysis and trends from the inventory chapters and summer survey.

54 people (including all 9 committee members) signed in at the event, and about 10 additional people attended but did not sign in. Following the event, an online survey questionnaire with identical questions to the workshop was sent to the project email list. The survey received 57 responses.

The workshop included 2 map activities, 3 open-ended questions, and 2 multiple-choice questions. Attendees and online participants were also provided with a draft vision statement for Raymond, and given the opportunity to comment or make suggestions.

Results & Analysis

Responses to the open-ended questions were grouped according to category. All other closed questions and dot activities were tallied based on the majority of responses.

Map Activity: Places to Preserve and Places for Growth

Participants were asked to place a green dot on the map for places they want to see protected and a blue dot on the map for places for growth and development. Places people want to see protected include all the lakes, ponds, and rivers; conserved lands like Raymond Community Forest, Morgan Meadows, and Tassel Top Park; and areas of undeveloped land. Places where people want to see growth and development include along the Route 302 corridor, Main Street, Webbs Mills Road near the Town Office, and Egypt Road. (See full-page map results on page 14.)

Nearly half of Raymond's land area is vacant, and 60% of vacant land is buildable. This presents a major opportunity for the town to work to conserve and protect additional land and to consider appropriate development on some of these vacant parcels.

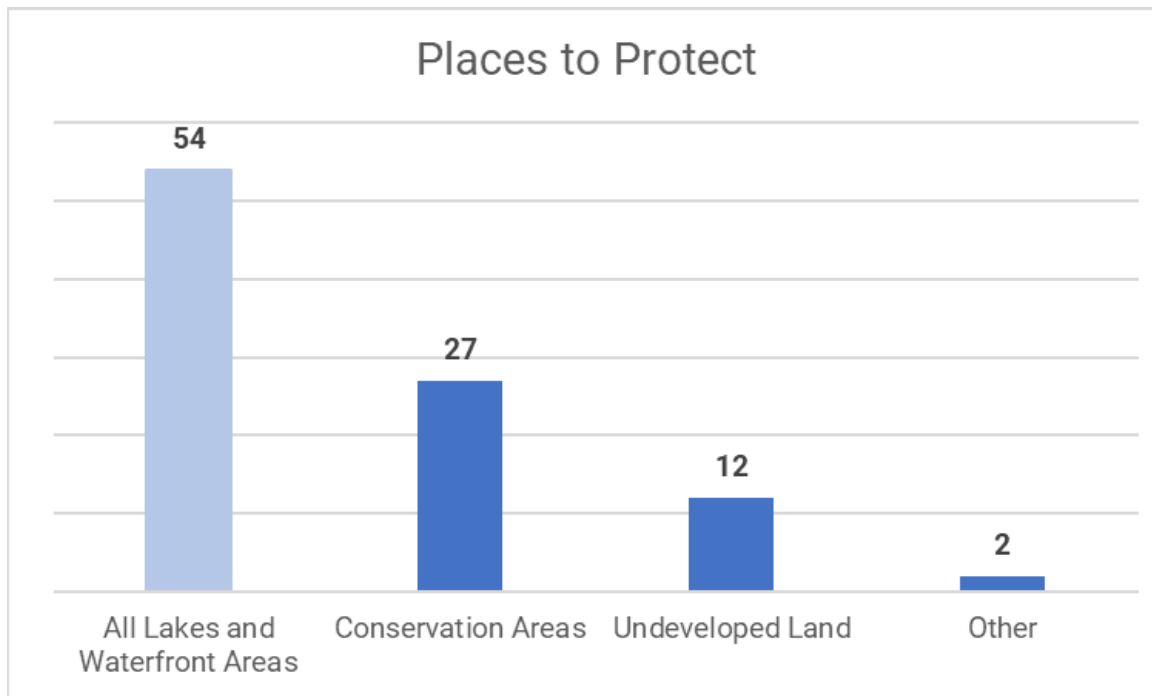


Figure 1. Workshop and online results of places in Raymond to protect.

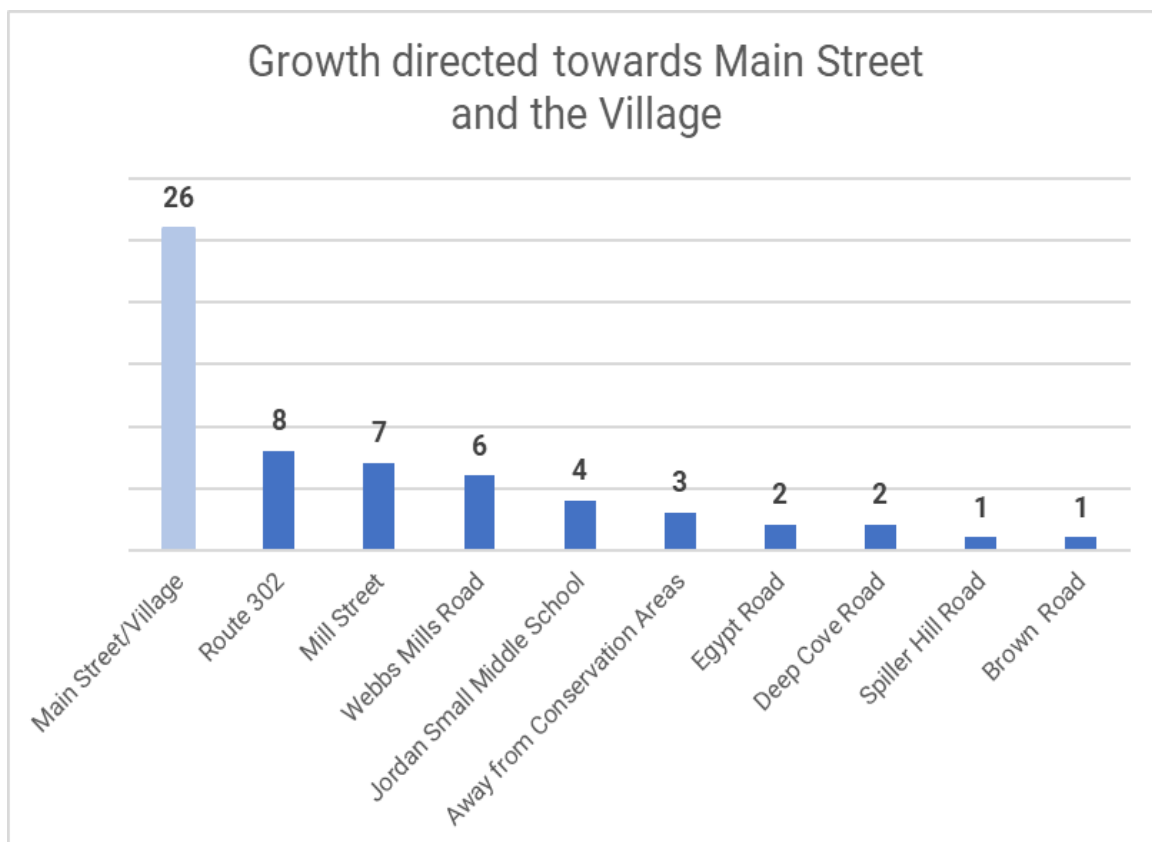


Figure 2. Workshop and online results of places where growth and development is appropriate.

Map Activity: Places Unsafe to Bike/Walk or Drive

Participants were asked to place a red dot on the map for places they feel unsafe walking or biking, and a yellow dot for places they feel unsafe driving. People placed yellow dots on nearly every road in town; roads unsafe for walking or biking include Webb's Mills Road, Raymond Cape Road, North Raymond Road and Route 302. Roads that feel unsafe for driving include Raymond Cape Road, Egypt Road, Valley Road, Webb's Mills Road, and North Raymond Road. Participants also remarked that speeding is a huge issue in town and that drivers can be quite reckless. (See full-page map results on page 15.)

The selected locations correspond to some of Raymond's high crash locations designated by Maine DOT (Route 302 off Main Street, Egypt Road, Valley Road, and Spiller Hill Road.) Respondents indicated that commuter traffic and increased seasonal traffic, especially along Raymond Cape Road, Webb's Mills Road, and Route 302, contributes to these roads feeling unsafe. Fewer dots were placed along Route 302 than other roads, despite its status as a major arterial and a high crash location. This may be because it is a wider road with more traffic controls, and is in an area with sidewalks and crosswalks, whereas the other roads are not.

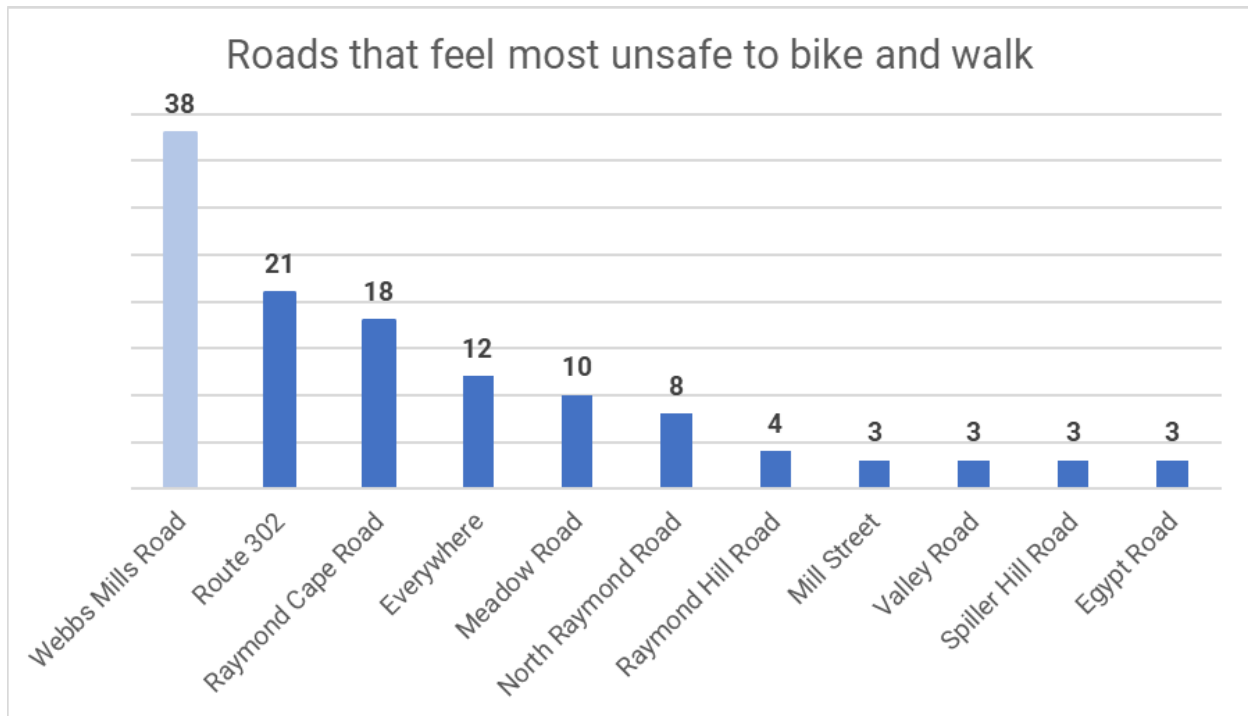


Figure 3. Workshop and online results of places that are unsafe to bike or walk.

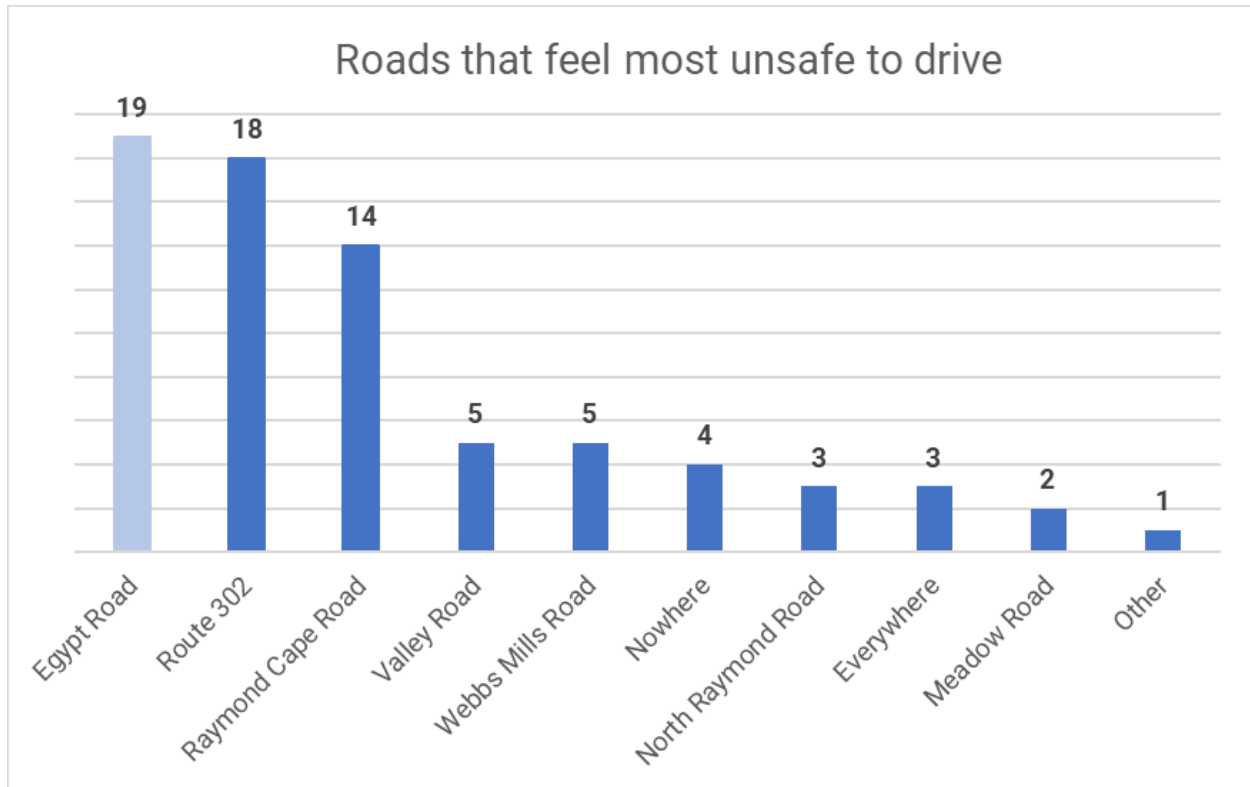


Figure 4. Workshop and online results of places that are unsafe to drive.

Balancing the needs of Seasonal and Year-Round Residents

Participants were asked to answer an open-ended question on how Raymond can balance the needs of year-round and seasonal residents. Responses were categorized the following:

- Town center/community center
- Transportation and traffic control
- Community representation
- Short-term rental regulation
- Natural resource access and protection
- Affordable housing for year-round residents
- Summer activities for year-round residents

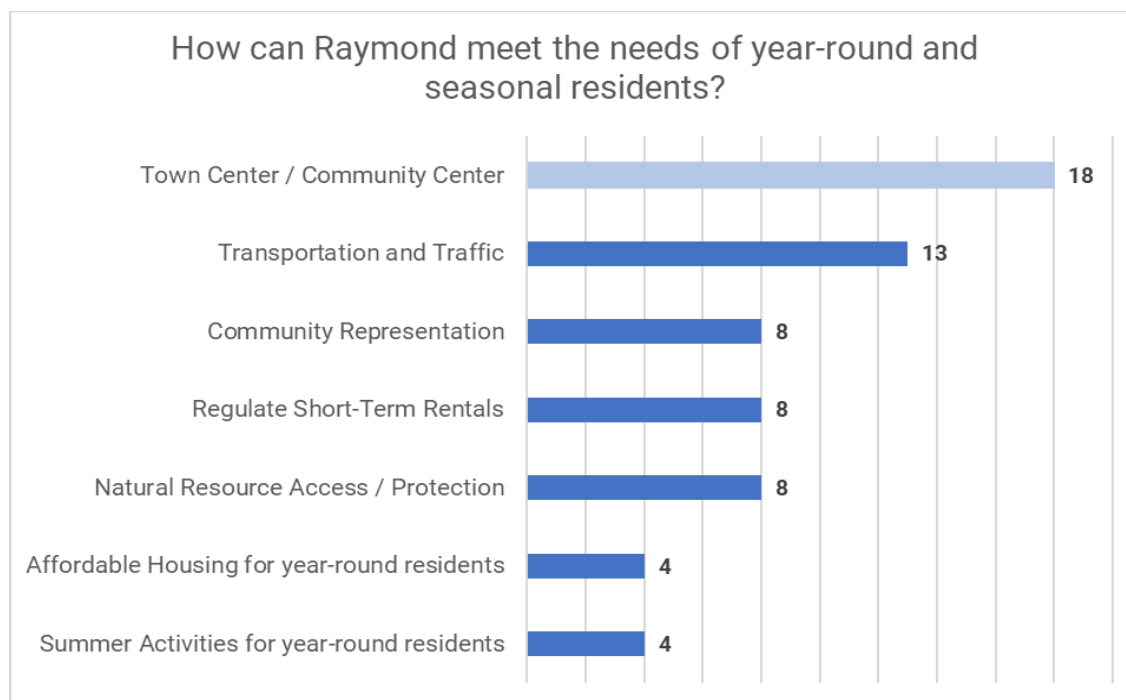


Figure 5. Workshop and online results for how Raymond can balance the needs of year-round and seasonal residents.

The most popular category suggested Raymond should develop a walkable Main Street or “center of town” area with community gathering spaces to benefit both year-round and seasonal residents. Improved transportation options and traffic control was the next most popular category. Respondents also discussed ideas about community representation - how to ensure both year-round and seasonal residents are engaged in municipal decisions. Additionally, community members are concerned about the impact short-term rentals and ensuring adequate affordable housing for year-round residents, and protecting natural resources as well as access to water bodies and open spaces as the town grows. Finally, several respondents shared that while Raymond has a significant number of summer camps for children, they largely attract out-of-town or out-of-state attendees, and suggested there could be scholarships or other summer activities for local children.

Raymond’s year-round population of about 4,500 grows to 10,000-12,000 during the summer months, which has a significant impact on traffic through increased road volumes on both arterial and rural roads, as well as on housing and development - around 30% of Raymond’s homes are seasonal, and most recent housing growth has occurred on lakefront properties with limited public access to water bodies. The results suggest that creating increased opportunities for all residents to feel a sense of community, while dealing with the pressures caused by the seasonal surge, could improve quality of life for all.

Business and Economy

Participants were asked to answer an open-ended question on what one business they wish Raymond had. Responses were categorized the following:

- Restaurants
- Local businesses
- Grocery stores
- Indoor recreation/community space
- Manufacturing

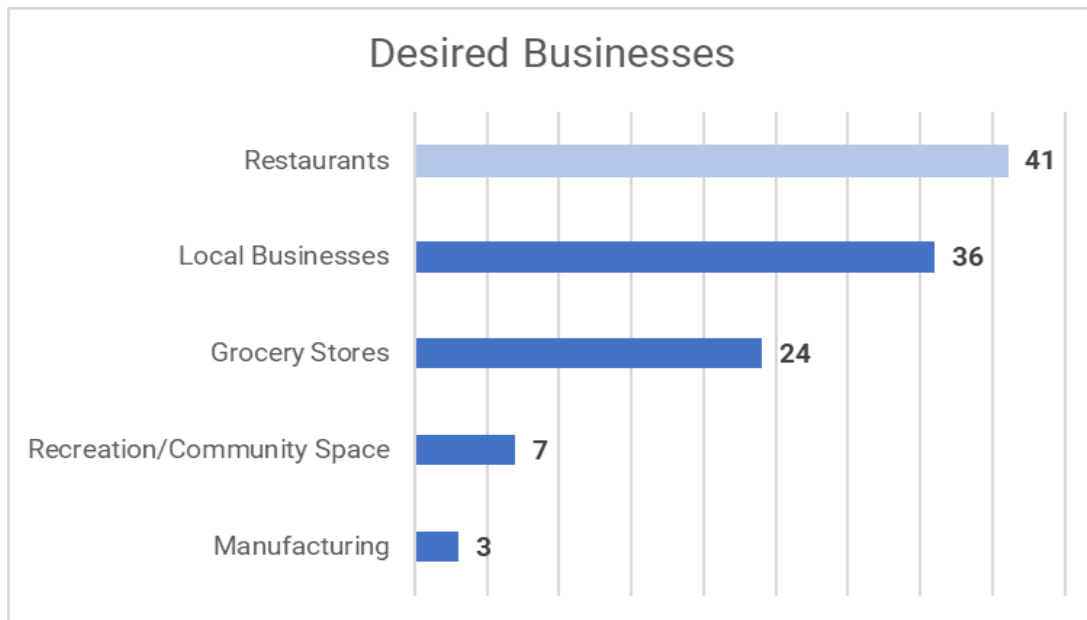


Figure 6. Workshop and online respondents' desired businesses.

Participants agreed that Raymond needs more restaurants, specifically ones that are family friendly and have outdoor seating, and more small businesses, like boutiques, retail shops, mom and pop stores, small grocery stores, and lakeside businesses. Other suggestions included indoor recreation or community activities, like a gym, recreation center, pool, bowling alley, or place for families; and small manufacturing businesses that would benefit the town tax rolls.

Raymond is not an employment center. The town's largest employers are Sabre Yachts, the public schools, and summer camps. Most residents commute outside of Raymond for work, and travel to Windham to meet their daily needs. Raymond will not become a major employment or business center, and there is no desire to replicate the large-scale retail center of Windham. However, respondents are interested in smaller-scale shops, restaurants, stores, and gathering spaces within Raymond that would be more convenient as well as add to a sense of community.

Community Services and Facilities

Participants were asked to answer an open-ended question on what community services and facilities Raymond needs to support residents of all ages. Response were categorized the following:

- Community center
- Transportation improvements
- Playgrounds and parks
- Adult and senior programs
- School programs
- Infrastructure and town services
- Community events
- More town staff
- Affordable housing

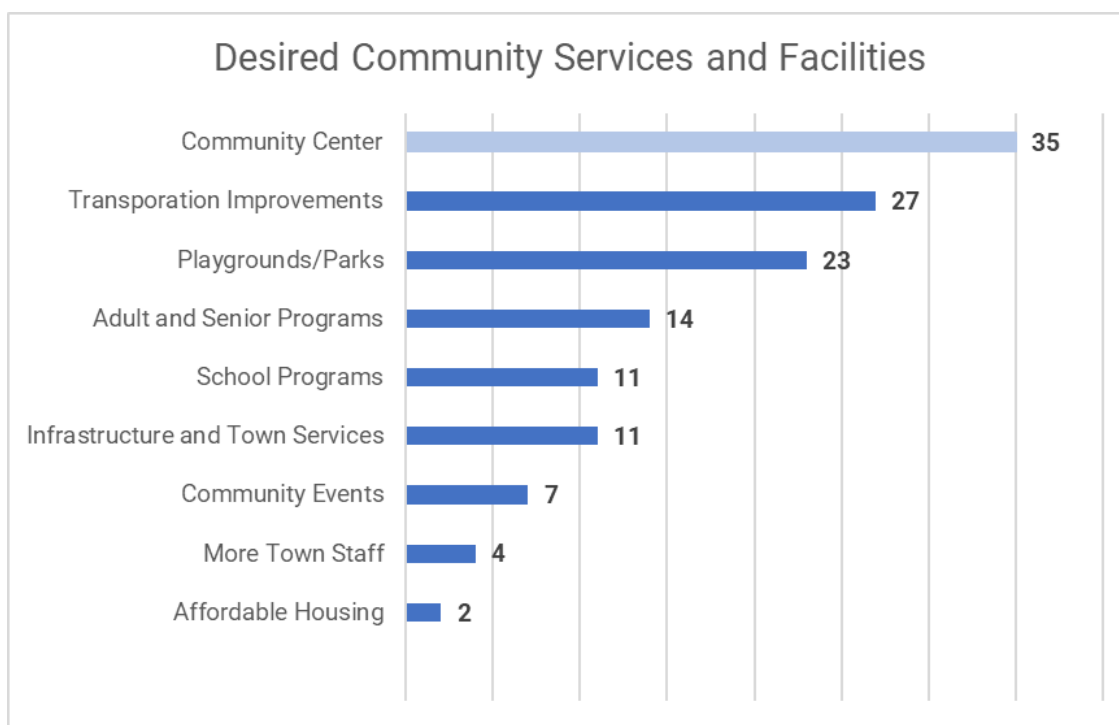


Figure 7. Workshop and online respondents' desired community services and facilities.

The most common suggestion was a community center that could serve residents of all ages, from young families to teens to older adults. Ideas about increasing the sense of community and providing more activities and programs for people of all ages were also captured in responses about classes or programs for adults/seniors; increased before and after school and summer programs for children; more community festivals or events; and a desire for more playgrounds and parks, including public water access and a dog park.

The second most popular suggestion was improved transportation that focused on providing alternatives to driving, such as more sidewalks, bike paths or trails, and offering public transportation or a van service for older adults. Others discussed the need for more infrastructure, town services, and town staff, in areas spanning garbage pickup to recreation.

These results echo the comments in previous questions that Raymond could use more things to do and places to go to help build a greater sense of community, as well as ways to ease traffic and improve transit options. Several responses noted their concern that the middle school is slated to close, noting that a local school is a major amenity for attracting the young families who are key to balanced population growth in Raymond. Finally, some responses acknowledged that Raymond is a small community that has prioritized low taxes, and it may not be most efficient or cost-effective for the town to provide more services and facilities alone.

Housing Types

Participants were asked to select what kind of new housing Raymond needs from six options: traditional single-family, duplexes, single-family with accessory dwelling unit, multifamily (3+ units), affordable housing (restricted to people earning less than median income), and senior housing (restricted to people age 55+.) Participants could select as many options as they wanted.

The top-selected option was traditional single-family housing, followed by senior housing, and single-family homes with accessory dwelling units. Multifamily, affordable housing, and duplexes were less popular.

Raymond's housing is dominated by single-family homes, and the results indicate that people largely desire this pattern of development to continue. Senior housing was a higher concern than affordable housing for respondents; this could be because of awareness of Raymond's growing population of older adults, or because affordable housing was not a personal concern for those who responded.

Results indicate support for a variety of housing types, including and in addition to the current available housing in Raymond. The preference for traditional single-family homes suggests that residents may prefer that new multifamily, senior, and affordable housing be designed to fit look like homes that fit into Raymond's neighborhoods.

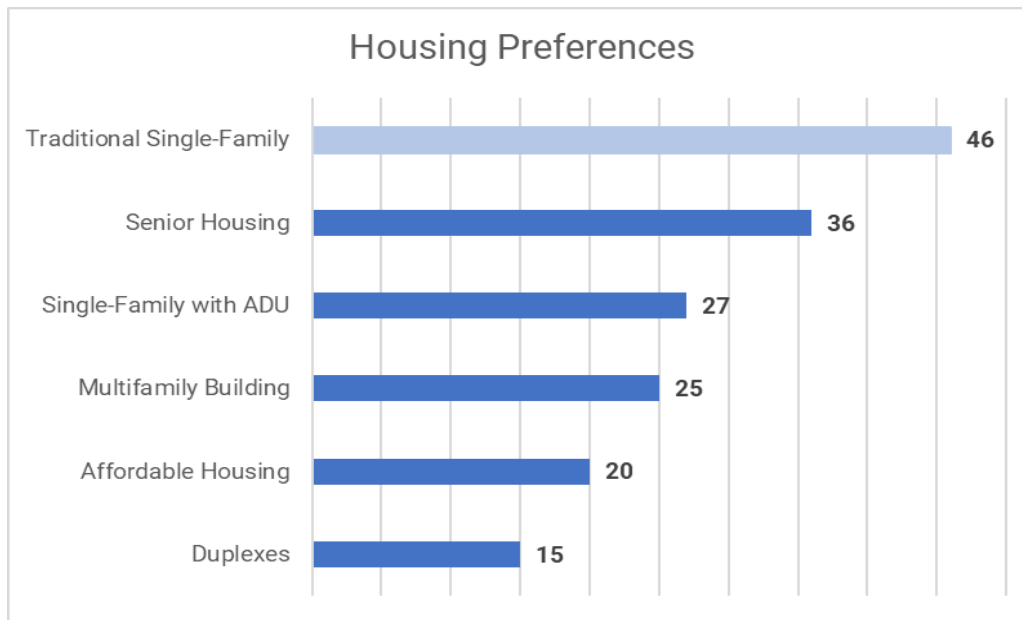


Figure 8. Housing type preferences of workshop and online respondents.

Traffic and Transportation

Participants were asked to select ways Raymond could address increasing traffic and busy roads from six options: bring back the Lakes Region Bus; local vanpool program from Raymond to popular commute locations; more sidewalks and bus lanes; encourage walking, biking, or taking the bus to school; transit service for older adults; and a regional summer trolley to popular recreation spots. Participants could select as many options as they wanted.

The most popular option was more sidewalks and bike lanes. Other frequently selected options were transit service for older adults, a regional summer trolley, and bringing back the Lakes Region Bus. Walking, biking, or taking the bus to school, and a commuter vanpool program were less popular.

Raymond's lack of sidewalks, paths, and bike lanes was frequently discussed in all topic questions. All but one small area of town lacks bicycle and pedestrian infrastructure, and most rural roads have no paved shoulders. Improving safety and accessibility for walking and biking is a clear priority.

As of 2024, Raymond is no longer serviced by the Lakes Region Bus because the town declined to fund it. Respondents are interested in bringing back the bus or providing other alternatives to driving. However, people indicated that Raymond's large area and low density make vanpools and walking/biking/school buses less desirable and convenient for commuters and families. Alternatives for driving are more popular for specific populations, like a service for older adults or a summer service.

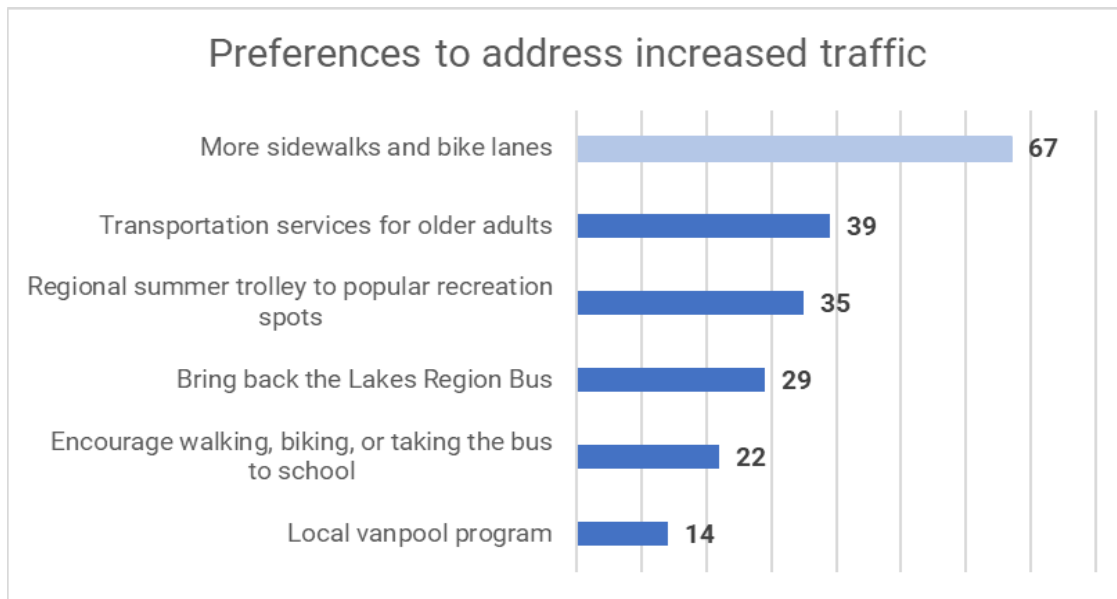


Figure 9. Workshop and online respondents' preferred ways to address increased traffic.

Vision Statement

Participants in-person and online were presented with the draft vision statement for Raymond and asked to provide feedback. In general, participants supported the draft vision statement. General areas for improvement include making it shorter; adding language about Raymond as a welcoming community of people of diverse backgrounds; acknowledging that traffic speeding on roads is an issue; promoting regional partnerships; and expanding the town's identity to be about more than just lakes and natural resources.

Community Listening Sessions

From December through January 2024, North Star Planning and the Comprehensive Plan Committee conducted targeted outreach to key community members, including representatives from lakes and road associations; community organizations; Raymond's senior affordable housing complex; and local businesses and summer camps. 10 conversations were held. Feedback is organized by respondent category.

Local Businesses and Summer Camps

Local businesses and summer camps are happy to be located in Raymond. Employees are largely high school or college students who live in the area, or who are housed at the summer camps, and employee housing is not a major issue. The two summer camp owners who responded are very concerned about being good stewards of Raymond's lakes and water quality, and preserving their land. One noted that taxes and land value for the waterfront camp property are quite high, and both said that their camps are family businesses and may not continue to be profitable for future generations.

Road Associations

Raymond has a significant number of private roads that are maintained by road associations. The road association representatives who responded all enjoy rural living and Raymond's natural beauty, but said that maintenance and plowing costs continue to rise and can be an issue. Beyond their local road issues, concerns of these community members include increased traffic and crowding from the seasonal population, development along the waterfront, and the need to balance support for young and old residents and seasonal and year-round residents together.

Lakes Associations

These respondents value Raymond's rural landscape, quality of life, and kind community. Concerns include maintaining high water quality, beauty and the small-town atmosphere as Raymond continues to grow, including through better zoning, ordinances, and enforcement of shoreland regulations.

The biggest threats they see to Raymond's water bodies are invasive milfoil, algae, and phosphorus runoff. Volunteer groups monitor and help eradicate milfoil, as well as conduct water samples; one respondent suggested the town could be more involved in monitoring water quality.

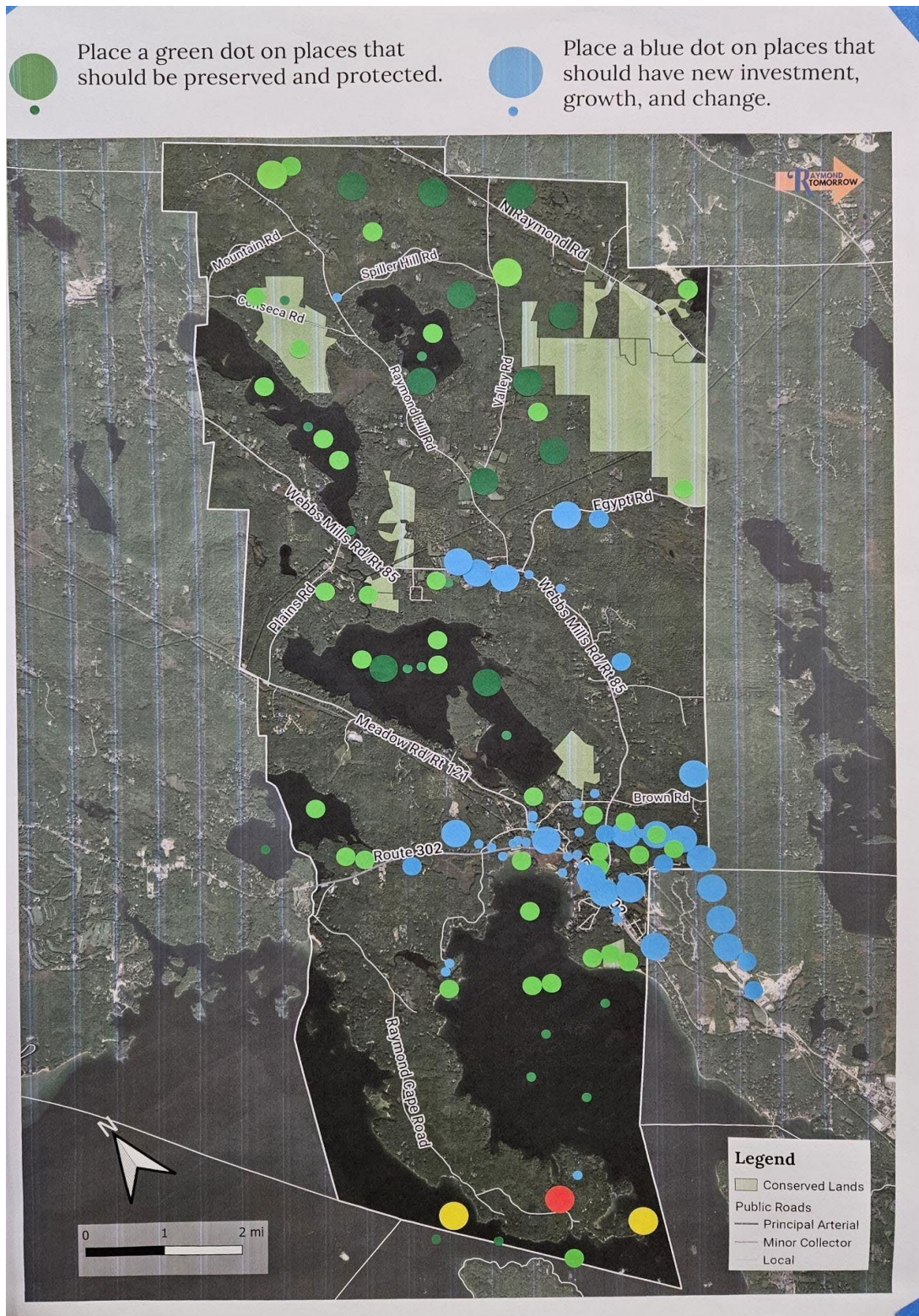
Community Organizations

Representatives from community organizations cited Raymond's small-town feel, schools, and recreation as highly valued. They see opportunities for Raymond to continue working on regional partnerships for broadband, economic development, and community programs.

One respondent suggested Raymond must be mindful of maintaining its strengths and values as the community continues to grow. Another said the middle school issue is causing divisions in the community, and wished there was more cooperation and discussion between people who may not agree. Another respondent cited inadequate town staff capacity and a lack of volunteers to keep up with town needs.

Jordan Bay Place

Twenty residents and staff from Jordan Bay Place, an affordable senior living housing complex, met with a member of the Raymond Comprehensive Plan Committee. Lack of transportation and isolation were the major issues cited by residents. There is not a sidewalk to connect their facility to existing town sidewalks, which limits the ability of people to walk for exercise and enjoyment. Residents also have difficulty accessing existing programs and events at places like the library because they do not have transportation to get there, and they need transportation to get to medical appointments and shopping areas. Additionally, they desire more recreational opportunities for the senior community for which would benefit health and a sense of community connection.



Map results from January 20 workshop.





**Raymond Future Land Use Workshop & Survey
Results and Analysis
April 2024**



Future Land Use Workshop

The Comprehensive Plan Committee (CPC), with assistance from North Star Planning, held a Future Land Use workshop March 19, 2024 from 6-8 PM at the Public Safety Building in Raymond. The goal of the workshop was to collect input from community members on future preservation, growth, and investment to assist in drafting the Future Land Use Plan. Approximately 80 people attended the workshop.

The workshop began with a formal presentation from North Star Planning that described the work on the plan to date, explained the purpose of the Future Land Use Plan, and detailed the three Future Land Use scenarios participants would react to.

Following the presentation, participants explored stations around the room prompting them for feedback about different future land use scenarios, and had the opportunity to create their own scenario.

The week of the Future Land Use Workshop, Raymond also held a Planning Board meeting about a zoning change in the Route 302 area. Many people who attended the Future Land Use Workshop were residents in the 302 area who had concerns about the zoning change and wanted to provide input into long-term planning for the town.

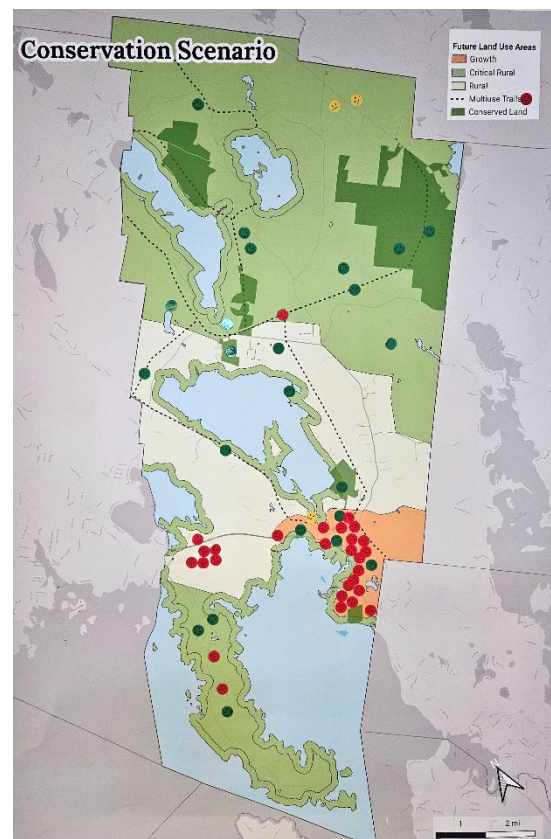
Future Land Use Scenarios

Conservation Focus

The Conservation scenario focused all growth in one area around Route 302, prioritizing strict limits on development to shoreland and rural areas.

Overall, this scenario received 22 positive reactions and 27 negative reactions. Six negative post-it note comments all discussed limiting growth on Route 302 and near Sebago Lake. People viewed the large critical rural area in North Raymond positively (8 likes, two maybes) and the 302 growth area negatively (18 dislikes to 1 like.) Views on the substantial shoreland area around Raymond Cape were mixed, with 3 people in support and 2 opposed.

Additional comments included concerns about increased traffic; the need to protect Raymond's natural resources including Rattlesnake Mountain,



Pismere Mountain, and Black Cat Mountain; the need for more trails and trail connections in North Raymond; and concern for private property rights if large areas are deemed “Critical Rural” or prioritized for conservation.

Conservation Scenario Responses

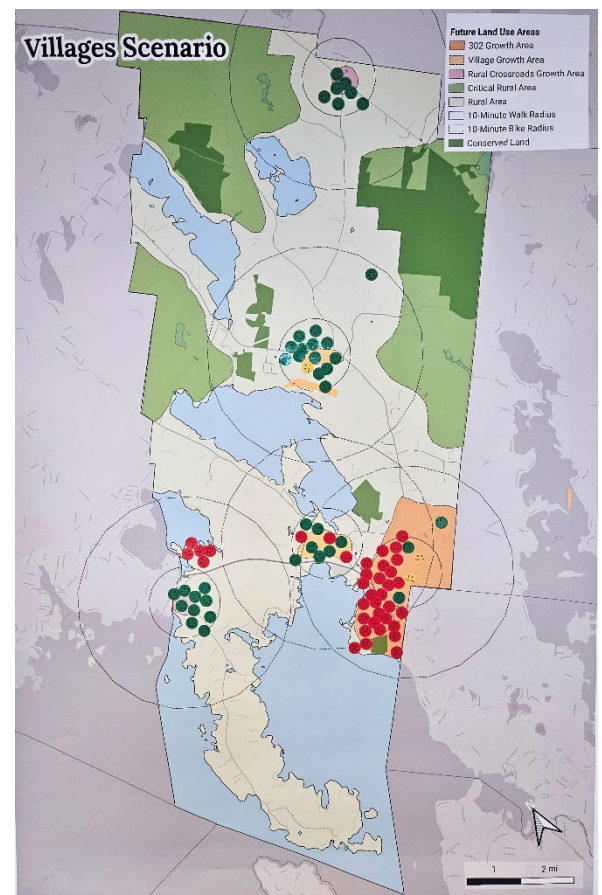
	Positive	Negative
Conservation Scenario Comments	4	6
Raymond Cape Shoreland Critical Rural Area	3	2
Multiuse Trails	2	2
302 Growth Area	4	18
North Raymond Critical Rural Area	8	
Rural Area status quo	1	
Total	22	27

Village Focus

The Villages scenario proposed a return to Raymond’s historic pattern of multiple village centers, with new growth and investment around walkable village centers of different scales, and large blocks of undeveloped land conserved.

Overall, this scenario received 46 positive reactions and 27 negative reactions. The Webbs Mills village area received the most positive reactions (12) and no negative reactions. The 302 growth area received the most negative reactions (29) and 3 positive reactions. Both Raymond Cape Village and North Raymond Village received positive reactions and no negative reactions.

Comments on the map included concerns about water protection in growth areas that include bodies of water; concerns about traffic and road safety; the need for improved infrastructure for villages; and a comment that growth and dense growth should not be promoted.



Village Scenario Responses

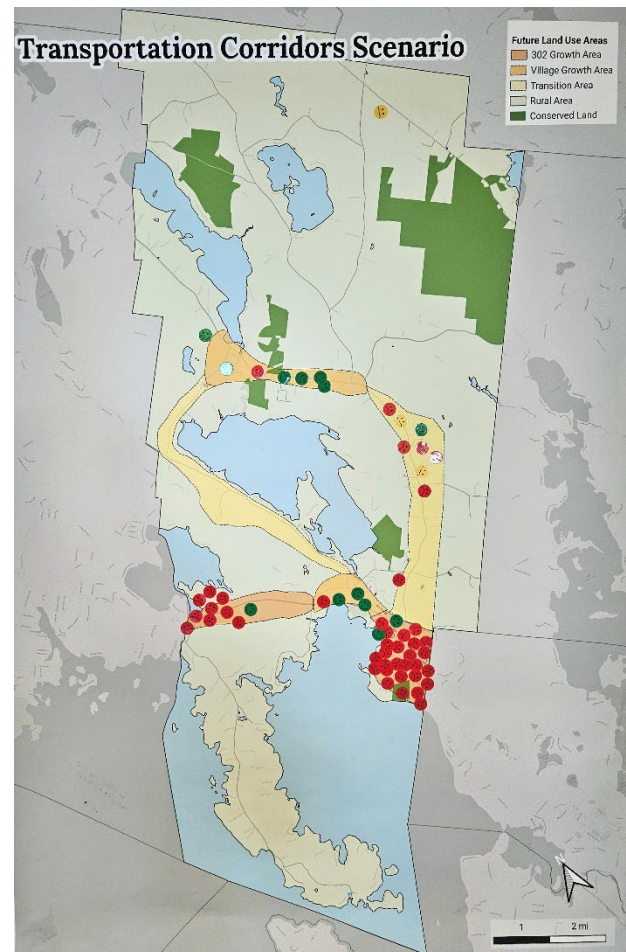
	Positive	Negative
Village Scenario Comments	9	7
North Raymond Village Growth Area	7	0
Webbs Mills Village Growth Area	12	0
302 Growth Area	3	29
Main St Village Growth Area	7	3
Raymond Cape Village Growth Area	8	0
Total	46	39

Corridors Focus

The Corridors scenario showed less concentrated growth, with new development and investment along major corridors and in existing village areas, while rural parts of town remain unchanged.

Overall, this scenario received 20 positive reactions and 42 negative reactions. The Webbs Mills growth area received the most positive reactions (6) and 1 negative reaction. The 302 growth area received the most negative reactions (27) and 5 positive reactions. Transition and growth areas pictured along Route 85 and Route 302 only received 1 positive reaction each, with 6 and 4 negative reactions, respectively.

Comments on the map included the need for traffic improvements on Route 302 and Mill Street; bike and pedestrian safety concerns; water protection; the need for increased open space; and the difficulty of businesses in town to be successful year-round.



Corridors Scenario Responses

	Positive	Negative
Corridors Scenario Comments	4	3
Webbs Mills/85 Growth Area	6	1
85 Transition Area	1	6
302 Growth Area	5	27
302 Growth Area	1	4
Main St Village Growth Area	3	1
Total	20	42

Comments and Suggestions

The most common comment was the need for water quality protection from the impacts of development (13 comments), specifically near Sebago Lake (6 comments.) Additional suggestions from attendees included:

- Add a crosswalk across Rt 302 to Raymond Beach
- Require 2+ acre large lot residential everywhere
- New secondary roads to shift traffic off 302/85
- The Circle K/strip mall needs traffic lights
- Reduce speed limit to 35 mph on Route 302 past the public safety building
- Preserve the community garden

Future Land Use Survey

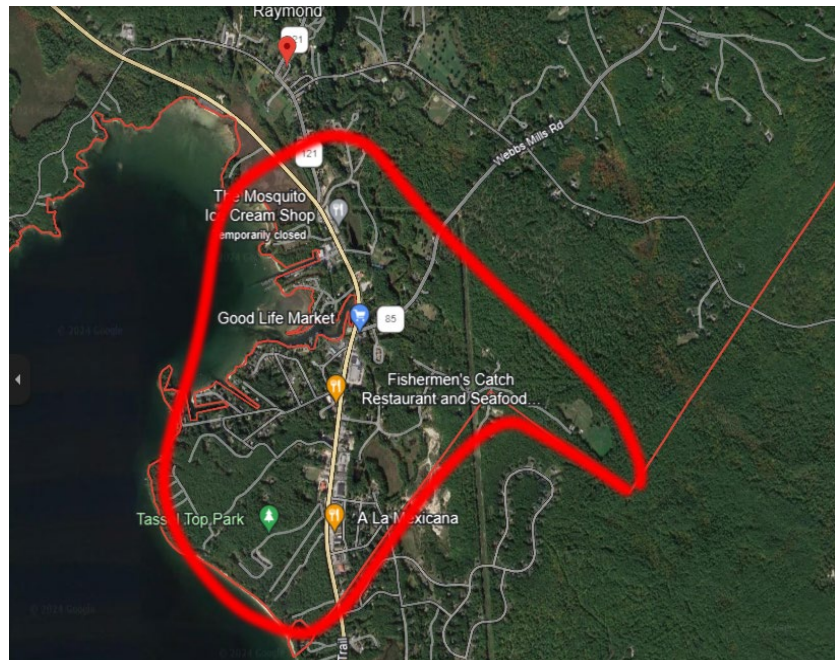
Following the workshop, a Future Land Use survey was made available online and publicized through the Comprehensive Plan website and email list. The survey was available from March 20 through April 16 and received 135 responses. The survey asked questions about development, investment, preservation, and natural resource conservation in different geographic areas of Raymond.

302 Core

This is the area of Route 302 in Raymond that borders Windham's commercial area. Today, this area is mostly auto-oriented development with businesses that serve both residents and visitors.

Respondents were asked what kind of development they would like to see in this area. The top response was neighborhood stores and small businesses. The least selected response was industrial and

manufacturing facilities, along with regional chain stores. Regional chain stores are the primary type of development on Route 302 today.



Respondents were asked an open-ended question about what kind of transportation improvements they'd like to see in the area. Comments largely concerned traffic, the need for sidewalks and bike lanes, as well as summer traffic and the lack of a bus.

[illegible]

Respondents were asked what places in the 302 core area should stay the same as they are today. The most common response was local businesses (such as Good Life, the Mosquito, etc.), with 17 comments. Parks and beaches were the second most popular response (10.)

Respondents were asked what green spaces, parks, natural areas, or water access points that should be conserved in the 302 core area. The most popular response was parks and beaches (52), followed by protecting water quality (20), and preserving all undeveloped land (10.)

Preserving water access was mentioned 8 times, with responses that included the need for more water access, water access for Raymond residents only, and improving or providing more enforcement for the town boat ramp and parking area.

Other suggestions in the comments for the 302 core area included:

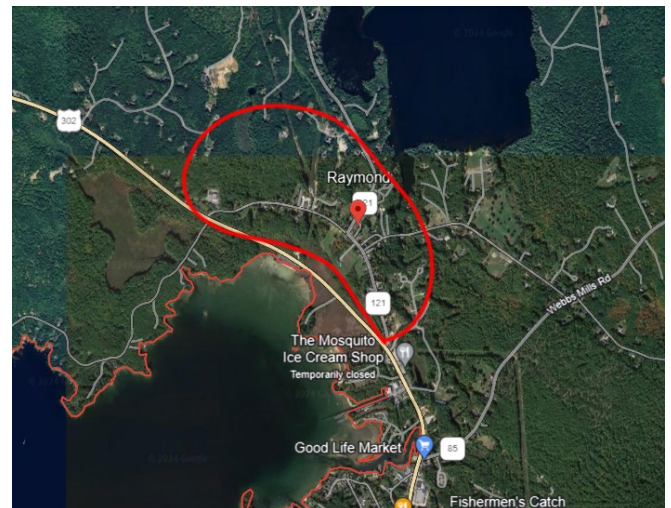
- More sidewalks and trails to connect the parks and water access points
- A music venue at the waterfront park
- Playground
- More picnic tables

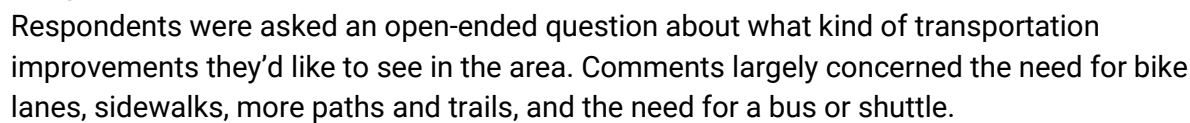
Raymond Village

This is Raymond's historic Main Street. Raymond's library and some businesses are located here, but the area is mostly residential.

Respondents were asked what kind of development they would like to see in this area. The top response was neighborhood stores and small businesses, single family homes, and a community center. The least selected response was office buildings

In the "other" category, responses included senior housing (2), parks and trails (3), and comments that no new development should happen in this area (10.) Additional ideas included more trail connections in this area, that townhomes could be appropriate housing here, and suggestions for a music venue and a skate park.



[illegible]

35

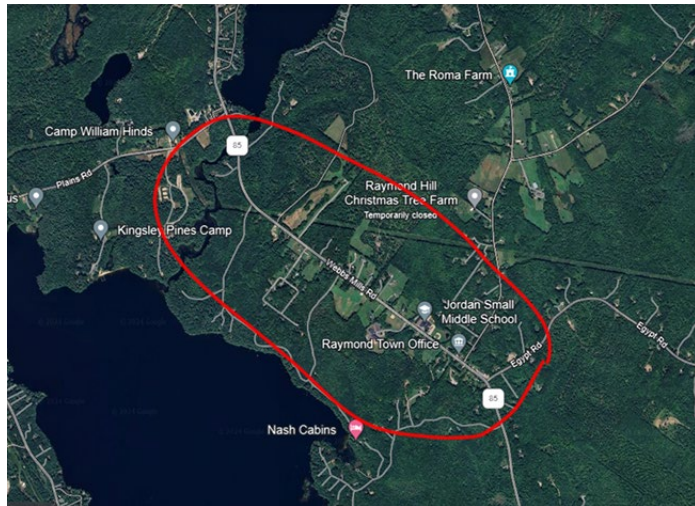
architecture (10), the library and community buildings (9), and the area's open space/natural areas/wetlands (8.)

Respondents were asked what green spaces, parks, natural areas, or water access points that should be conserved in the Raymond Village area. The most popular response was protecting water quality (8), the Mill Street fields and area parks/athletic facilities (8), followed by Panther Pond/Panther Run (7), and the Mill Street Dam/water access (5.)

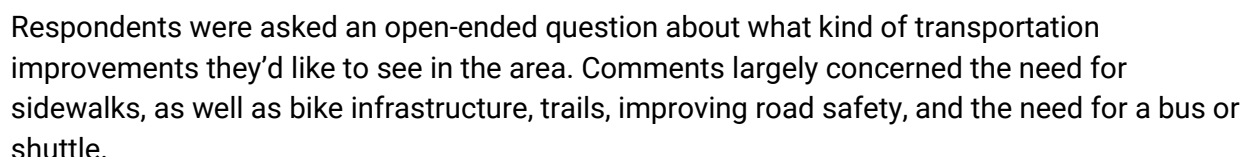
Webbs Mills

This area surrounds Raymond's municipal facilities and schools. Historically, this was one of Raymond's villages.

Respondents were asked what kind of development they would like to see in this area. The top response was a community center, followed by single family homes, and neighborhood stores and small businesses. The least selected response was office buildings



In the "other" category, responses included nothing (6), a park (2), reuse of the middle school building (2), more trails, a music venue, and a skate park or other places for kids to hang out.

[illegible]

37

middle school open (8), turning the middle school into a public facility (8), area natural resources (7), the rural look and feel (5), and the views (4.)

Respondents were asked what green spaces, parks, natural areas, or water access points that should be conserved in the Webbs Mills area. The most popular responses were everything (7) and Crescent Beach/Crescent Lake (7.) Additional suggestions included the need for a new park or playground in this area (6 mentions), protecting natural resources (5), and more trails and trail connections (3.)

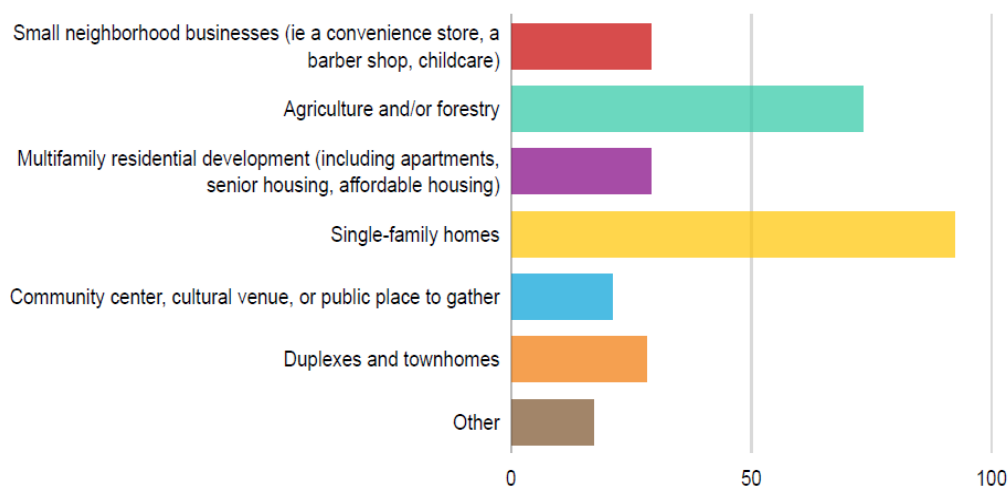
North Raymond

This area of Raymond is rural, with many conserved lands and large, undeveloped areas, and primarily single-family homes on large lots.

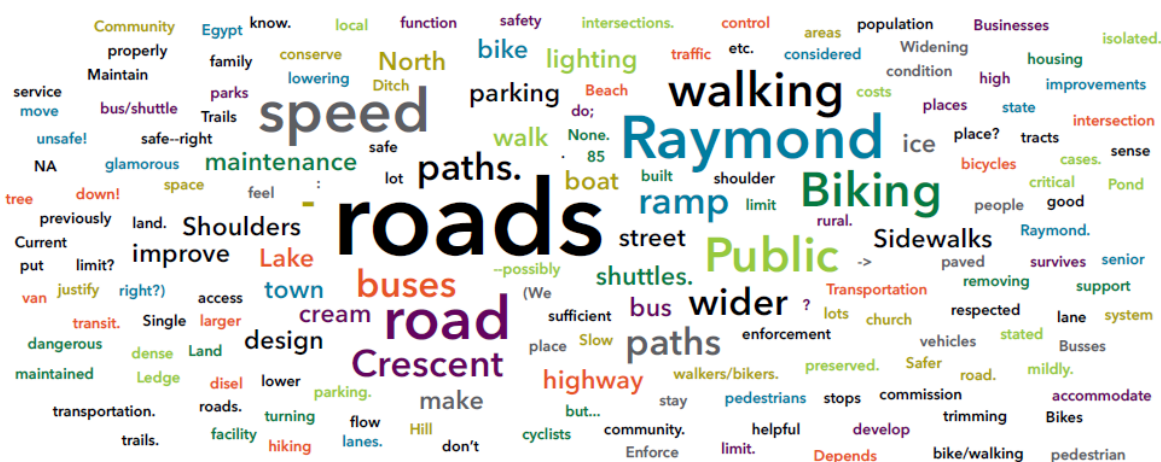
Respondents were asked what kind of development they would like to see in this area. The top response was single family homes, followed by agriculture and forestry. The least selected response was a community center.

In the “other” category, responses included open space and conserved land (8), organic agriculture, a solar farm, and wind turbines. Another comment said there should be no solar farms. 5 comments discussed how there is a lot of land in North Raymond and therefore some more development might be appropriate for the area. One commenter suggested clustering development to preserve natural resources, while another said they do not want to see clustered development.





Respondents were asked an open-ended question about what kind of transportation improvements they'd like to see in the area. Comments focused on the need to improve roads and address speeding, as well as infrastructure for safer biking and walking



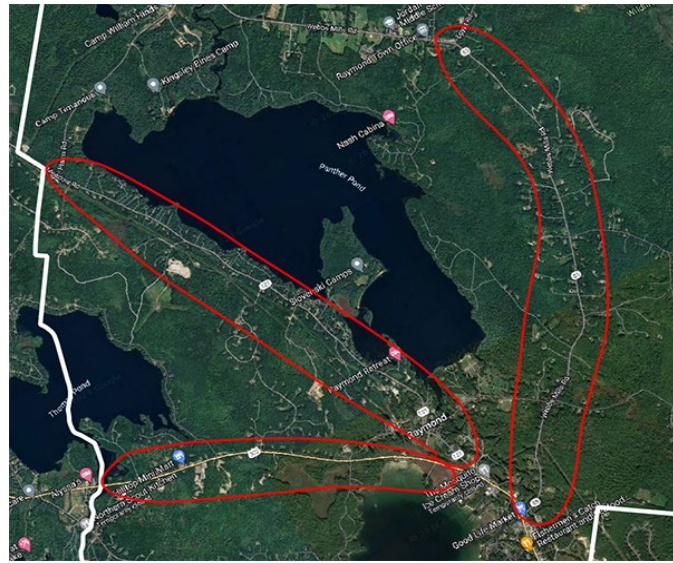
Respondents were asked what places in the North Raymond area should stay the same as they are today. The most common response was everything (23 comments), followed by natural resources (17.)

Respondents were asked what green spaces, parks, natural areas, or water access points that should be conserved in the North Raymond area. The most popular responses were everything (26). Other responses included large undeveloped blocks of land (7), creating more trails (7), more water access (5), and natural resources (5.)

Transportation Corridors

These are the primary transportation corridors that connect and take people through Raymond. In general, the development along these corridors is residential. Raymond's two existing industrial zones are located off Route 302 and Route 121 (Meadow Rd.)

Respondents were asked what kind of development they would like to see in this area. The top response was single family homes, followed by neighborhood stores and small businesses. The least selected response was regional chain stores.



In the “other” category, responses included offices or industrial development that could support Raymond's tax base (3), a pharmacy, senior housing, sidewalks, wider road shoulders, and residential subdivisions set back from main roads.

What type of development would you like to see in these areas?



Respondents were asked an open-ended question about what kind of transportation improvements they'd like to see in the area. Comments focused on the need to improve roads, with sidewalks and shoulders for walking and biking, as well as traffic calming methods to improve safety and reduce speeds, and the lack of a bus.

- o What kind of transportation improvements would you like to see in this area?

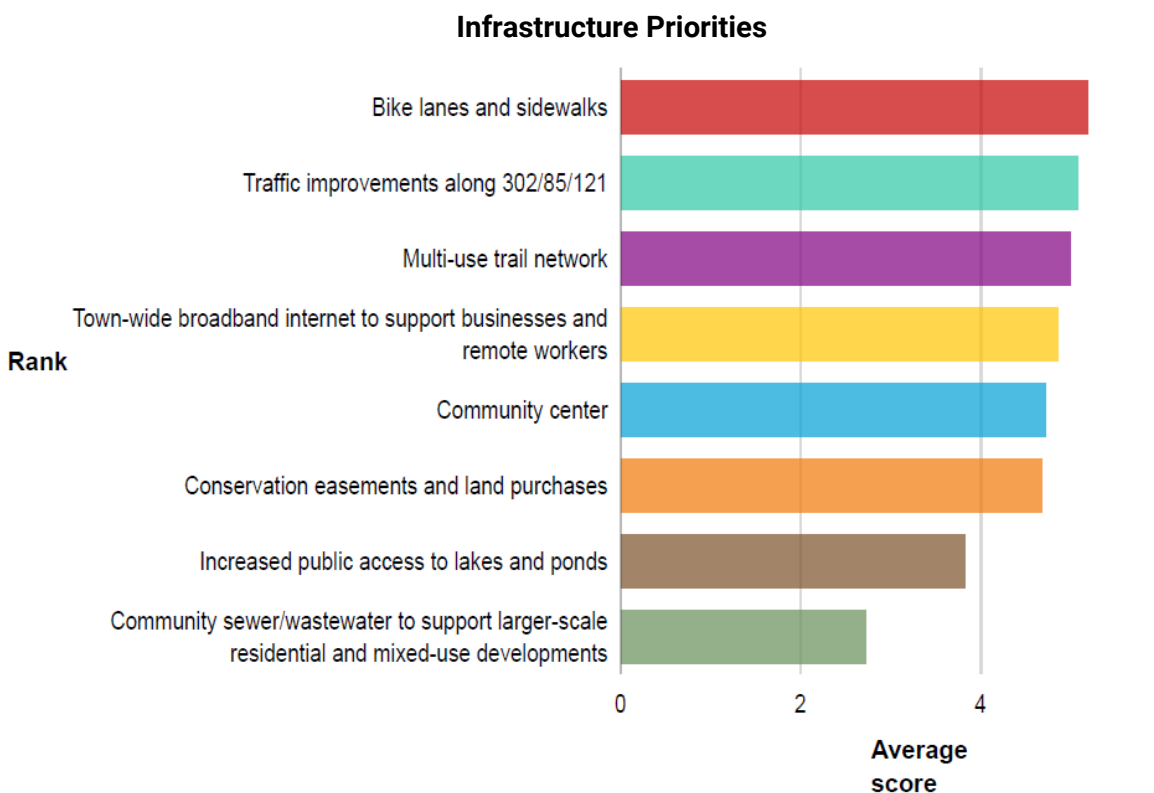


Respondents were asked what places along the transportation corridors should stay the same as they are today. The most common response was everything (26 comments), followed by natural resources (8.)

Respondents were asked what green spaces, parks, natural areas, or water access points that should be conserved along the transportation corridors. The most popular responses were everything (20). Other responses included water access points (7), water quality protection (3), and trails (2.)

Other Questions

Respondents were asked to prioritize a list of infrastructure improvements for the town of Raymond. The top-ranked improvement was bike lanes and sidewalks. Traffic improvements and a multi-use trail network were closely ranked second and third. The lowest ranked priority was community sewer/wastewater system to support denser development.



Respondents were asked if there are other places in Raymond appropriate for growth. About 20 responses said no growth at all is appropriate. Other responses included the areas mentioned in the survey, as well as additional locations.

Specific places cited for growth included:

- North Raymond Rd (2)
- "Near Kindred, farther north near Gray"
- "Along Rt. 85 adjacent to 302 for residential, multifamily housing, apartment, affordable, senior, etc."
- "Possible off 121 and RT 85 like the new Holly hill development which is hidden back from the road and is a lovely development"
- "Possibly along Rte. 85 and Rte. 121 areas"
- 302 corridor
- "Create community hub by schools and likely future community center at JSMS. Link to other parts of town via improved bike and walking trails. Develop 302 corridor north of 121 intersection."
- "Focus should be on 302/Main St/Mill St/Webs Mill"
- "I would like to see the core 302 area improved in terms of small businesses (more diversity). I would like to see the Webbs Mills area be the place for mixed use, a community center added, and additional small businesses (retail) and office space"
- "The east or non lake side of route 302 is the natural and logical area for growth."
- "I hope ER Clough's can be transformed to serve the community as a community center or other third space, such as a café"

- “The area along Main Street has a lot of potential to be a walkable commercial area.”
- “East Raymond, near fire department”
- The more rural areas of town so that growth is spread out and not concentrated to areas that are already congested.

Respondents were asked if there are other places in Raymond that should be preserved or protected. The majority of responses cited natural resources and water bodies generally. Specific answers included:

- All lakes
- Large undeveloped areas
- Rattlesnake Mountain
- Tenney River
- Hawthorne House
- The rural area around Clearwater drive

Finally, respondents were asked if there were any other ideas they wanted to share. Out of 79 responses, 26 (33%) were about limiting development in general and keeping Raymond the way it is. Other responses included diverse ideas.

Community

- Another town event/festival, like a summer event called “Everybody Loves Raymond”
- Gathering place for seniors
- Community center

Transportation

- A bike/running path that runs the length of Cape Road (3 mentions)
- Bike paths throughout town
- Traffic speed on North Raymond Rd, Raymond Hill Road, Ledge Hill Road, Valley Rd, Spiller Hill.

Economy and Infrastructure

- Support for small businesses
- More small businesses, maybe on Main St
- Support home business owners, hold meet-ups
- Improve cell phone transmission towers; coverage here is terrible.

Natural Resources

- Water access in the Cape

Town Resources:

- More funding for Fire/Rescue
- Better town communications

Growth and Housing

- Develop village residential off Route 85 and around Mill Street, and make it more walkable and safe for kids to ride bikes
- Require more trees/buffers in new development
- Limits on seasonal homes/short-term rentals
- I'd like to see our Main Street area become more of a mixed use residential/commercial area w. coffee shops and art galleries--a place to walk around and to enjoy.
- Stricter private road standards

Conclusions

Confirming the conclusions of the visioning work, Raymond residents highly value their town's natural resources and water bodies, the rural look and feel, and the small-town community, and feel strongly about the need to protect and preserve these aspects. Protecting open space and forested areas, especially in the town's large undeveloped blocks, and protecting water quality, must be prioritized.

Transportation is a town-wide issue, with residents commenting on the need for better road safety in response to all scenarios and questions about areas throughout Raymond. Walking and biking infrastructure should be improved throughout town, with sidewalks and bike lanes or wide road shoulders, depending on context.

Residents overwhelmingly support Raymond's small business community, like the Good Life Market and the Mosquito, and prefer to see continued encouragement of small businesses in Raymond's commercial areas. These local businesses set Raymond apart from Windham with its big box stores and regional chains. Small business and restaurant growth may be appropriate in the town's historic village areas and rural crossroads, providing places to go that are not on the busy 302 corridor.

Raymond residents are generally interested in having more community gathering spaces or public spaces in town.

In the online survey, about 25% of responses to each question reflected the desire to limit new development or disallow any new development. These concerns should be taken into account when developing the Future Land Use Plan. People like Raymond the way it is, and while change is inevitable, preserving Raymond's most important features must be a priority.

Future Land Use Areas

The 302 corridor is a persistent problem for many Raymond residents, with traffic issues that escalate during the summer months, crowding that impacts locals, and concerns about Sebago Lake water quality issues due to development close to the lake. At the same time, the 302 area

has existing infrastructure and zoning that makes it a logical place for commercial and mixed-use development to continue to occur here. The Future Land Use Plan should prioritize investment and improvement in this area for traffic calming, bicycle and pedestrian access, connections between parks and water access points, and water quality protection.

Raymond Village has a treasured village feel, with valued historic architecture and anchored by gathering places like the library and the community garden. The historic village environment here should be preserved as well as supported, and could be appropriate for more neighborhood stores as a historic village would have had in the past. The parks, water access points, and athletic facilities in this area should be protected and could be improved through better connections for pedestrians and bicyclists.

The Webbs Mills Road area, where the town office, public works building, and elementary and middle school campuses are, is also the site of a historic village. Residents value the historic buildings in this area as well as the rural feel and the scenic views. Webbs Mills could be appropriate for some small neighborhood businesses, as were located here historically. The presence of municipal buildings makes this a good place for additional community gathering spaces or public spaces. If Jordan Small Middle School closes, it could present an opportunity for reuse in this way.

North Raymond's rural landscape, habitat, and natural resources are important to protect and preserve. Some respondents suggested that because this area contains lots of undeveloped land, it might be a good place for appropriately-scaled residential development, possibly in a village style clustered to protect open space. Others strongly opposed such ideas.

Along Raymonds transportation corridors - Route 121 and Route 85 - respondents indicated they don't want to see much change here from the existing pattern of single-family homes. Some respondents indicated this is a good area for residential growth in subdivision off of main roads. Others mentioned the existing industrially-zoned property in this area and suggested that area could be a good location for additional office or industrial use.



JANET T. MILLS
GOVERNOR

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
BUREAU OF RESOURCE INFORMATION & LAND USE PLANNING
93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

AMANDA E. BEAL
COMMISSIONER

December 13, 2024

Susan L Look, Town Manager
401 Webbs Mills Road
Raymond, ME 04071

Dear Ms. Look,

The Department of Agriculture, Conservation & Forestry thanks the Town of Raymond for submitting its Comprehensive Plan for review for consistency with the Growth Management Law in accordance with our Comprehensive Plan Review Criteria Rule (the Rule).

As soon as the plan was accepted for review, we invited other state agencies, neighboring municipalities, and your regional planning organization to review it and submit written comments. By the end of the comment period, we received written comments from the Maine Drinking Water Program, the Maine Department of Transportation, and the Beginning with Habitat Program. Those written comments are attached to this letter. The comments contain suggestions for improving and strengthening the plan. We urge the Comprehensive Planning Committee to consider how the plan might be revised to incorporate the suggestions found in the comments.

We are happy to report that we find the Town of Raymond 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 Law.

Our finding of consistency is not conditional. Per Chapter 208 the town may incorporate the agency comments without resubmitting the Plan to the state.

We appreciate the efforts of community members and municipal staff who contributed to this plan. All involved clearly dedicated a lot of time and discussion to draft this very complete 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 (207) 458-8860 or abe.dailey@maine.gov if you have any questions.

Sincere Best Wishes,

MUNICIPAL PLANNING ASSISTANCE PROGRAM
22 STATE HOUSE STATION
18 ELKINS LANE, HARLOW BUILDING
AUGUSTA, ME 04333



PHONE: (207) 446-4509
WWW.MAINE.GOV/DACF/MUNICIPALPLANNING

Abe Dailey

Abe Dailey, Senior Planner
Municipal Planning Assistance Program

Attachments:

- Public comments (3)

cc: Ben Smith, Consultant
Kate Burch, Consultant
Samantha Peikes, Consultant
Christian Roadman, GPCOG



To: Abe Dailey, Senior Planner, DACF
From: Ashley Hodge, Source Water Protection Coord., Maine CDC Drinking Water Program
Re: Review of 2024 Town of Raymond Comprehensive Plan
Date: December 12, 2024

On behalf of the Maine CDC, Drinking Water Program (MEDWP), I have reviewed the Town of Raymond's 2024 Comprehensive Plan and have provided the following comments.

As you are aware, The Drinking Water Program works to ensure safe drinking water in Maine, to protect public health, by administering and enforcing drinking water and subsurface wastewater regulations, providing education and technical and financial assistance.

I. Specific Comments:

- a. On PDF page 68 (document page 2-14), second paragraph under 'Public Drinking Water', first sentence: consider replacing 'completes' with 'completed'. The Maine Drinking Water Program (DWP) administered the Maine Source Water Assessment Program (SWAP), as required under the 1996 Amendments to the Federal Safe Drinking Water Act (SDWA). Under the SWAP, the DWP completed an assessment of the risk of contamination for each public water supply source and published the results for the benefit of the operators of each system and their customers. This work was completed in the early 2000s. The DWP continues to offer drinking water source protection technical assistance to public water systems and their municipalities.
- b. On PDF page 68 (document page 2-14), in the chart: Northern Scout Kitchen (ME00092790) and Wohelo-Luther Gulick Camps (ME0000877) are now inactive public water systems.
- c. On PDF page 69 (document page 2-15), second sentence under section titled 'Public Water Supply Data': there are now 18 public water systems in Raymond.

II. General Comments:

- a. Currently, there are a total of 18 Public Water Systems (PWSs) in the Town of Raymond (*please see below for a screenshot of all currently active PWSs for Raymond*). This includes: 13 Non-Community (NC) Water Systems, 1 Community (C) Water System, and 4 Non-Transient, Non-Community (NTNC) Water Systems.

Water System No.	Water System Name	Type	Status	Pri. Cnty/City Served	Pri. Src. Water Type
ME0000752	CAMP AGAWAM #1 CET FIT	NC	A	CUMBERLAND	GW
ME0100752	CAMP AGAWAM #2 CET FIT	NC	A	CUMBERLAND	GW
ME0100874	CAMP CRESCENT COVE CET FIT	NC	A	CUMBERLAND	GW
ME0000879	CAMP WAWENOCK CET FIT	NC	A	CUMBERLAND	SW
ME0100873	CAMP WILLIAM HINDS-MAIN CET FIT	NC	A	CUMBERLAND	GW
ME0000871	GANDER BROOK CHRISTIAN CAMP CET FIT	NC	A	CUMBERLAND	GW
ME0092761	HAWTHORNE COTTAGES CET FIT	NC	A	CUMBERLAND	GW
ME0000529	JORDAN-SMALL MIDDLE SCHOOL CET FIT	NTNC	A	CUMBERLAND	GW
ME0100870	KINGSLEY PINES CAMP CET FIT	NC	A	CUMBERLAND	GW
ME0006287	KOKATOSI CAMPGROUND- BATHHOUSE CET FIT	NC	A	CUMBERLAND	GW
ME0206287	KOKATOSI CAMPGROUND- GROUP AREA CET FIT	NC	A	CUMBERLAND	GW
ME0106287	KOKATOSI CAMPGROUND- KITCHEN CET FIT	NC	A	CUMBERLAND	GW
ME0094169	RADIODETECTION CET FIT	NTNC	A	CUMBERLAND	GW
ME0094729	RAYMOND ELEMENTARY SCHOOL CET FIT	NTNC	A	CUMBERLAND	GW
ME0092307	RAYMOND WOODS TOWNHOUSES CET FIT	C	A	CUMBERLAND	GW
ME0194318	SABRE YACHT FACILITY CET FIT	NTNC	A	CUMBERLAND	GW
ME0000872	SLOVENSKI CAMPS CET FIT	NC	A	CUMBERLAND	GW
ME0006280	WIND-IN-PINES LLC CET FIT	NC	A	CUMBERLAND	GW

- b. The town should continue to communicate and work with the Portland Water District, as well as other partners, to protect Sebago Lake and the surrounding watershed.
- c. There are many emerging factors working against safe drinking water in Maine (and nation-wide) including groundwater contamination from per- and polyfluoroalkyl substances (PFAS), impacts of extreme weather events (flooding, drought, etc.), supply chain disruptions, etc. The city should continue to work with PWSs towards mitigating these factors in support of safe drinking water.
- d. The town should continue to maintain, enact, and/or amend protections for all public wellheads, groundwater, and aquifer recharge areas in the Town of Raymond. Taking proactive measures to protect Raymond's wellheads, aquifers, and groundwater will continue to support safe drinking water now and in the future.

Please feel free to contact me should you have any questions regarding this information.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

November 27, 2024

Abe Dailey
Senior Planner
Maine Office of Community Affairs
Augusta, ME 04333

Dear Abe,

MaineDOT finds the 2025 Town of Raymond Comprehensive Plan consistent with its mobility and transportation policies and goals. The Plan's transportation chapter is intelligent, clearly written and makes transportation infrastructure information accessible to residents without being overly detailed or technical.

The upshot on transportation in Raymond is that it is a town-wide issue with a need for better road safety and walking/biking improvements throughout. MaineDOT can speak to two general conclusions from the Plan. First, that small-scale business and residential growth should be directed towards Main Street with the town developing a walkable "center of town" area. This intention meets an aspiration that resonates throughout the Raymond comprehensive plan. Second, the Plan notes a possible "Future of Rt. 302" partnership with MaineDOT. The agency is engaged in a major traffic safety and congestion mitigation project on Rt. 302 in Windham, so attention to roadway planning in adjoining Raymond is logical.

Either the village or highway planning efforts could be initiated through matching Community Planning Initiative grants with MaineDOT <https://www.maine.gov/mdot/pgc/chi/>. The Village Planning Initiative (VPI) offers transportation planning expertise for village and downtown settings and the Planning Partnership Initiative (PPI) provides the same capacity for state roadway improvements. Additionally, these efforts position towns to successfully compete for transportation design and construction funding. When Raymond is prepared to undertake this work, I hope the town will reach out to MaineDOT.

Thank you for the opportunity to review Raymond's new comprehensive plan.

Sincerely,

Stephen Cole
Regional Planner, Southern & Midcoast Maine



STATE OF MAINE
BEGINNING WITH HABITAT
DEPARTMENT OF INLAND FISHERIES & WILDLIFE
41 STATE HOUSE STATION
RAYMOND ME 04333-0041



Date: December 12, 2024

To: Abe Dailey, Municipal Planning Assistance

From: Greg LeClair, MDIFW and Lisa St. Hilaire, MNAP

Re: Raymond Comprehensive Plan Review

On behalf of Beginning with Habitat (BwH), the Maine Department of Inland Fisheries and Wildlife (MDIFW) and the Maine Natural Areas Program (MNAP), we have reviewed the town of Raymond's 2024 Comprehensive Plan.

Beginning with Habitat equips Maine communities, landowners, and conservation partners with tools to protect, restore, and connect important habitats and ecosystems in a changing climate. Housed within the Maine Department of Inland Fisheries and Wildlife, Beginning with Habitat staff work with species experts, ecologists, and conservation partners to translate biodiversity information into conservation action at both a local and statewide scale.

Comments provided below represent two BwH public agency partners (MDIFW and MNAP) but are guided by the overall conservation principles of the BwH program. Feedback and recommendations included in this memo are based on the Maine Municipal Planning Assistance Program at the Department of Agriculture, Conservation and Forestry (DACF) instructions for agency comments.

Appropriate Use of Data Provided by BwH

MDIFW and MNAP data were appropriately used in the Raymond Comprehensive Plan and the plan is thus found complete. We provide suggestions below for correcting and editing language in natural resources discussion. BwH provides natural resource data to all Maine municipalities on behalf of MNAP and MDIFW. Information regarding rare plants and natural communities is provided by MNAP within DACF. MDIFW data depict high-value animal occurrences, wildlife habitats, and Critical Natural Resources.

Beginning with Habitat recommends updating maps on an annual basis to ensure that land use decisions are based on the best available information. The Town may request updated paper and digital BwH maps from MDIFW as often as needed during Plan completion and implementation at the following link:

<https://www.maine.gov/ifw/fish-wildlife/wildlife/beginning-with-habitat/request-form.html>

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/>



JUDITH CAMUSO
COMMISSIONER

AMANDA E. BEAL
COMMISSIONER



Consistency of Plan with BwH Programs and Policies

The policies and implementation strategies proposed are consistent with BwH programs and policies. Beginning with Habitat staff would be happy to provide further assistance as the Town works to implement the Plan, such as providing updated maps, education about natural resources, technical assistance with ordinance revisions, or open space planning. We have included suggestions below that are intended to help improve the policies and strategies outlined within this Plan.

Critical and Important Natural Resources

Critical and Important Natural Resources were largely properly addressed though need some important updates to inventories and language to reflect accurate regulatory positions of some species. Beginning with Habitat is available to work with the town to plan and implement conservation strategies for these species and areas. A fisheries memorandum is provided in Appendix I to provide a full inventory of stocked waters as well as other important fisheries information.

Required Natural Resource Plan Elements

All required elements listed in the Growth Management Act were found complete. We offer comments to improve the language and correct errors below.

Detailed comments:

Specific Plan comments and recommendations below are provided by the following staff:

- *Maine Department of Inland Fisheries and Wildlife: Gregory LeClair (Beginning with Habitat Municipal Planning Biologist, Nicholas Kalejs (Region A Fisheries Assistant Regional Biologist), Josh Matijas (Region A Wildlife Assistant Regional Biologist), Derek Yorks (Reptile/Amphibian/Invertebrate/Small Mammal Group Leader)*
- *Maine Natural Areas Program: Lisa St. Hilaire (Information Manager)*

Page/ Section #	Relevant Comp Plan Requirement	Topic or Plan element	Suggested Improvement or New Language for Plan;	Reviewer
General	Natural Resources	Significant Wildlife Habitat	For the significant wildlife habitat inventory, I think there needs to be some formatting to make it clearer that the protected habitats (inland waterfowl/wading bird habitat, deer wintering area, significant vernal pools) are separate from the things that come immediately after it (e.g., riparian habitat, brook trout habitat). The formatting currently implies that either a) these are all significant wildlife habitats under the NRPA, or b) that none of these are since none are listed directly within "Significant Wildlife Habitat" above these listings (they all appear separate with current formatting).	Greg LeClair
1-19, 1-35	Natural Resources	Public Access	Improving public access should be a collaborative process as suggested, but should also include state agencies (MDIFW, MDACF) as potential partners. Access improvements at the Mill St. Dam in particular should consult MDIFW as the dam owner.	Nick Kalejs
Section 1 p25 (27 of PDF)	Transportation	Funding	DOT now hosts the Municipal Stream Crossing Grants to help replace culverts. There are perhaps a dozen other grant resources, but DOT is definitely a good start.	Greg LeClair
1-42 (44th of pdf)	Natural Resources	Action Item 1D	When projects are at permitting stage, the applicant should consult the agencies (MDIFW, MNAP). BwH maps are for planning purposes not permitting.	Lisa St. Hilaire

1 – 42	Future Land Use	Ordinances	Note that some towns in Maine have begun to adopt more restrictive zoning around high-value natural resources (e.g., 100' riparian buffers around brook trout streams) consistently across development projects. This allows for easier review at both the municipal and state levels, and for better resource protections.	Nick Kalejs
2 – 10	Natural Resources	Water Inventory	The table entitled "Raymond's Lakes and Ponds" should include Sebago Lake. While discussed in text, Sebago Lake, its physical characteristics, and its fisheries should be noted here for consistency.	Nick Kalejs
2 – 10	Natural Resources	Water Inventory	Within the table entitled "Raymond's Lakes and Ponds," Nubble Pond should be listed as a "coldwater/warmwater" fishery. As of 2024 MDIFW has resumed a brook trout stocking program here.	Nick Kalejs
Section 2 p21 (p21 of appendix PDF)	Natural Resources	Inland Waterfowl/Wading Bird Habitat	A few small language changes - while there are tidal waterfowl/wading bird habitats in Maine, none are in Raymond, so remove mention of "coastal". Raymond has Inland Waterfowl/Wading Bird Habitats (IWWH) though, so I recommend specifying. Also remove swans - they're quite rare and don't breed in Maine, so are not the intended targets of this habitat type.	Greg LeClair
Section 2 p22 (p22 of appendix PDF)	Natural Resources	Significant Vernal Pools	I'm actually seeing two significant vernal pools - it was probably added after you received your comp plan data packet (it was added in 2023) so it is okay to not include it, but just letting you know and it's an easy edit if you want to include it.	Greg LeClair
Section 2 p22 (p22 of appendix PDF)	Natural Resources	Deer Wintering Areas	Just be aware that there was a remapping of deer wintering areas and there is only one now. Again, your data is recent enough that it passes, but just wanted to let you know about these changes!	Greg LeClair
2 – 23	Natural Resources	Fisheries	While most flowing water within Raymond represents potential brook trout habitat, see the addendum to the included memo for an inventory of brook trout streams confirmed through MDIFW sampling.	Nick Kalejs

2-23 (77th of pdf)	Natural Resources	Plant Species	Re-title this section to Rare, Threatened, and Endangered Plant Species (vs 'Plant Species')	Lisa St. Hilaire
2-23 (77th of pdf)	Natural Resources	Plant Species	Only 3 plant species for Raymond. Purple Clematis is in Casco. Change the second sentence to delete 'and exemplary' as well as 'features' and change 'features' to 'species'. It should read: 'The Maine Natural Areas Program (MNAP) has identified two Threatened and one rare plant species in Raymond' (versus 'The ...MNAP has identified four rare and exemplary plant features in Raymond').	Lisa St. Hilaire
2-23 (77th of pdf)	Natural Resources	Plant Species	The habitat listed for Fern-leaved False Foxglove is incorrect. It is a species of dry woods, clearings, and forests, not shores and tidal pools. Fern-leaved False Foxglove and Summer Grape are both at Pismire Mountain in similar habitat, so you could combine that info to read that both are species of dry woods and outcrops. You should note the status for Nodding Pogonia too. Nodding Pogonia grows in moist northern hardwood forests. No need to also say beech-birch-maple forest as this is another name for 'northern hardwoods forests'.	Lisa St. Hilaire
2-23 (77th of pdf)	Natural Resources	Plant Species	Strike Purple Clematis from the table and text. It occurs at Rattlesnake Mountain in Casco, not in Raymond.	Lisa St. Hilaire
2-23 (77th of pdf)	Natural Resources	Plant Species	Title the table to match the animal table. I suggest Rare Plant Species in Raymond and Rare Animal Species in Raymond for the two tables.	Lisa St. Hilaire
2-23 (77th of pdf)	Natural Resources	Plant Species	In the table, it is Vitis aestivalis , not <i>Vistis</i> .	Lisa St. Hilaire

2 – 23 (77 th of PDF)	Natural Resources	Endangered Species	Since there aren't any federally listed species in Raymond, you should remove language about federally listed species to prevent confusion and can replace the federal ESA definition with the Maine ESA.	Greg LeClair
2 – 23 (77 th of PDF)	Natural Resources	Endangered Species Table	Great Blue Heron is Special Concern, not least concern. Also edit the title of the table to indicate that it involves Endangered, Threatened, and Special Concern species.	Greg LeClair
2 – 23 (77 th of PDF)	Natural Resources	Endangered Species Table	Add a column for State Rank to match the plant table. You could combine these two tables if they had the same info in them. Great Blue Heron is S4B, Least Bittern is S2B, Spotted Turtle is S3, Spring Salamander is S3.	Lisa St. Hilaire
2-23 (77th of pdf)	Natural Resources	Fisheries	Along with Panther Pond as noted in the plan, landlocked salmon are also stocked in Crescent Pond and Sebago Lake, both partially within Town boundaries. See the included memo for a complete list of stocked water bodies in Raymond. Panther Run is also notable as the largest fall spawning run of hatchery-origin salmon around Sebago Lake, and supports MDIFW hatchery operations through an annual collection of landlocked salmon eggs.	Nick Kalejs
2-24 (78th of pdf)	Natural Resources	Invasive Species	The last sentence should be struck or re-written. There are multiple agencies in the state responsible for listing various types of invasive species, not just plants. The DEP is responsible for aquatic invasive plants, and they list 15 aquatic invasive plant species that are illegal to sell or transport in Maine.	Lisa St. Hilaire
2-24 (78th of pdf)	Natural Resources	Invasive Species	The Plan should include resources for the Town/readers. For Invasive Species, a good general resource is www.maine.gov/invasives as it links out to the various departments and programs.	Lisa St. Hilaire
Section 2 p24 (p24 of appendix PDF)	Natural Resources	Habitat Blocks	I'm a little confused - the block you indicated is indeed a large block that exists in Raymond, but there are larger ones (the one immediately north is the largest at 2935 acres). However, all of these large blocks exist partially in other towns, so only a portion of the area is in Raymond and that will result in inaccurate area calculations. The math also seems a bit off - by my	Greg LeClair

			calculations, there is about 21,000 acres in Raymond, so a 1600 acre block would actually be 13% of Raymond's land area (if it fell entirely inside Raymond's bounds).	
Section 2 p24 (p24 of appendix PDF)	Natural Resources	Critical Natural Resources	"There are no critical natural resources threatened by development" - be careful with that statement, as many of the critical natural resources (threatened/endangered species, significant wildlife habitats, lakes, etc) are species threatened by development and there are developments close to some of these resources (e.g., Least Bittern, Spotted Turtle, a significant vernal pool). I'd restructure this so it's less definitive	Greg LeClair
Section 2 p24 (p24 of appendix PDF)	Natural Resources	Conserved Lands	Something seems off with the MDIFW parcel counts – the most we count are 7, though only 4 are shown in online data. Make sure counts are correct.	Josh Matijas/Greg LeClair
Section 2 p25 (p25 of appendix PDF)	Natural Resources	Natural Resources Map	Consider removing "Rare Species" - it is somewhat obvious this is spotted turtle, and revealing locations of this sensitive species occasionally leads to poaching. The sighting is also a bit old (2003). If developments occur in this area, it will be flagged in our environmental review process so I wouldn't be too worried about removing it.	Greg LeClair
Section 2 p25 (p25 of appendix PDF)	Natural Resources	Spotted Turtle	Remove "rare animal" (spotted turtle) from map - perhaps without this feature mapped we make it clear on page 23 in in the Endangered and Threatened Species section that the location of this species was not mapped (and succinctly explain why – sensitivity of this animal to poaching) and that we can provide that location info to the town separately so that it can come with the appropriate messaging around data sensitivity	Derek Yorks
2 – 31	Recreation	Conserved Lands	The plan states that no proceeds from timber harvest at Morgan Meadow WMA go to the State of Maine, only to MDIFW. As a cabinet-level agency of the state, MDIFW is by definition part of the State of Maine. The referenced statement is inconsistent and the intention in its inclusion is unclear.	Nick Kalejs
2 – 72	Water Resources	Public Access	The map of recreational resources should include Mill St boat access to Panther Pond.	Nick Kalejs

2 – 76	Water Resources	Public Access	The inventory of public access sites should include parking capacity, amenities, type of access (carry-in vs. trailered), and any fees, where applicable. Panther Pond boat access should state that "limited access is provided at the outlet near Panther Run ...". Nubble Pond has a traditional, walk-in access site over private property which is open to the public and should be noted.	Nick Kalejs
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We appreciate the opportunity to comment on Raymond's 2024 Comprehensive Plan, and hope that these suggestions are helpful. Please reach out to Municipal Planning Biologist Gregory LeClair by email at Gregory.leclair@maine.gov or by phone at (207) 441-4167 should you have any questions. Additional staff contact information is included below.

MDIFW Regional Contact Information

Region A – Gray

15 Game Farm Rd
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 1; email: scott.lindsay@maine.gov

Joshua Matijas, Asst. Regional Biologist – email: josh.matijas@maine.gov

John Veale, Asst. Regional Biologist – email: john.veale@maine.gov

MNAP Contact Information

Lisa St. Hilaire, Information Manager – 207-287-8044; email lisa.st.hilaire@maine.gov

Kristen Puryear, Ecologist – 207-287-8043; email: kristen.puryear@maine.gov

APPENDIX I

Fisheries Memo

MEMORANDUM

Region A Fisheries

Maine Department of Inland Fisheries and Wildlife

15 Game Farm Road

Gray, ME 04039

Date: December 5, 2024

To: Gregory LeClair

From: Nick Kalejs

Re: Raymond Comprehensive Plan Review

The Fisheries Division of MDIFW has completed its review of Raymond's comprehensive town growth plan and we offer the following addendum to submitted line-item comments. The comments provided below identify key issues of importance in regard to ensuring consistency with MDIFW fisheries management programs.

I. Protection and Enhancement of Fisheries and Fisheries Habitat

The plan addresses some fisheries habitat protection issues and indicates that protecting natural resources is a priority and guiding principle of future town land use. Wild brook trout are present in Raymond and represent a species of special conservation importance in Maine. Multiple streams in Raymond have been inventoried by MDIFW with many flowing waters supporting wild brook trout; a list of these waters has been attached at the end of these comments and should be part of an inventory of important natural resources. Along with wild trout, waters such as Sebago Lake, Crescent Lake, Panther Pond, Nubble Pond, Thomas Pond, and the Jordan River all receive hatchery-raised salmonids annually. Stocking represents a significant investment of state resources and should be highlighted in any inventory of Town waters (see included list of stocked waters for details). Additional protection should be considered to protect these waters and other important natural resources when reviewing proposed development projects. Brook trout habitat is particularly vulnerable to a host of land-based activities, which often lead to a concurrent 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 Town should consistently 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.

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 should be consistent with those goals. For example, public access to public waters must not 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, formal boat access sites within Town boundaries exist at Sebago Lake, Crescent Lake, Thomas Pond, and Panther Pond outlet (Jordan River). Note that this list does not include waters with private, traditional access sites that are open to the public.

For all public access sites present, more information should be provided. The town plan should identify and describe the status of public access to all freshwater within the Town’s boundaries, including more detailed enumeration of parking capacity, amenities, facilities, and type of boat launch present, if applicable. Raymond encompasses or borders six Great Ponds: Sebago Lake, Crescent Lake, Panther Pond, Thomas Pond, Notched Pond, and Nubble Pond. The Town also contains miles of flowing waters. Waters such as Panther Run, Rolfe Brook, Farwell Brook, Sucker Brook, Hayden Brook, and Valley Brook may be of special interest to anglers. The plan does a good job of discussing the formal development of new access sites as a Town goal. The Town should continue to refine strategies to maintain or expand public access to additional water bodies. These strategies should help prioritize public access needs based on a variety of factors including existing access, fisheries present, water size, proximity to population centers, land availability and cost, existing waterfront development, and other related factors. Lastly, the Town should consider MDIFW and MDACF as potential partners in future public access projects. By working together Town and State agencies are more likely to be successful in achieving our common goal of improving public access.

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}. 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. Restrictive measures could 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., 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 and can accommodate use by all Maine citizens and not just Town residents.

III. Significant Habitats and Fisheries

The plan discusses some habitats and values for inland waters within the Town of Raymond and does a good job of highlighting the importance of native salmonids such as brook trout and landlocked salmon. However, the plan could further emphasize the importance of landlocked salmon to Raymond, including the role that salmon play in the town today. Along with the huge economic boost that the salmon fishery brings to the area, the fish trap operated on the Jordan River is essential to continuing MDIFW hatchery operations and is well-known

within the Town. Most hatchery salmon stocked into Sebago Lake return to spawn in the Jordan River and the collection of spawning material by MDIFW staff each fall is often well attended by the public. As one of the original landlocked salmon waters in the state, Sebago Lake represents one of the most significant fisheries present in the region. This fishery, and the role that the Town of Raymond has played in it, could be further emphasized in the plan.

¹ MAINE DEPARTMENT OF INLAND FISHERIES AND WILDLIFE, STANDARD ENVIRONMENTAL REVIEW RECOMMENDATIONS

Riparian Buffers Along Streams

We recommend that 100-foot undisturbed vegetated buffers be maintained along streams. Buffers should be measured from the edge of stream or associated fringe and floodplain wetlands. Maintaining and enhancing buffers along streams that support coldwater fisheries is critical to the protection of water temperatures, water quality, natural inputs of coarse woody debris, and various forms of aquatic life necessary to support conditions required by many fish species. Stream crossings should be avoided, but if a stream crossing is necessary, or an existing crossing needs to be modified, it should be designed to provide full fish passage. Small streams, including intermittent streams, can provide crucial rearing habitat, cold water for thermal refugia, and abundant food for juvenile salmonids on a seasonal basis and undersized crossings may inhibit these functions. Generally, MDIFW recommends that all new, modified, and replacement stream crossings be sized to span at least 1.2 times the bankfull width of the stream. In addition, we generally recommend that stream crossings be open bottomed (i.e. natural bottom), although embedded structures which are backfilled with representative streambed material have been shown to be effective in not only providing habitat connectivity for fish but also for other aquatic organisms. Construction Best Management Practices should be closely followed to avoid erosion, sedimentation, alteration of stream flow, and other impacts as eroding soils from construction activities can travel significant distances as well as transport other pollutants resulting in direct impacts to fish and fisheries habitat. In addition, we recommend that any necessary instream work occur between July 15 and October 1.

MDIFW 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..."

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.

MDIFW Inventory of Raymond Wild Brook Trout Streams (2024)

Stream Name:

- Edwards Brook
- Valley Brook
- Sucker Brook
- Sand Brook
- Hayden Brook
- Ai Brook
- Hyde Brook
- Rolfe Brook
- Unnamed Brook (approx. 44.0, -70.4)

MDIFW Inventory of Raymond Stocked Waters (2024)

Water Name (Species Stocked):

- Sebago Lake (landlocked salmon)
- Crescent Lake (landlocked salmon)

- Panther Pond (landlocked salmon
- Thomas Pond (landlocked salmon, brook trout)
- Jordan River (brook trout)
- Nubble Pond (brook trout)