

Comprehensive Plan
For
The Town of New Gloucester

Adopted by New Gloucester Voters 6/8/21



Table of Contents

Vision Statement	2
Introduction.....	3
Development of the Plan and Public Participation	5
Topic Area Data Review.....	13
Population and Demographics	14
Aging in New Gloucester	17
Housing.....	19
Agriculture and Forestry Resources	22
Economy	26
Recreation	29
Natural Resources	34
Water Resources	39
Transportation.....	43
Public Facilities and Services	54
Fiscal Capacity	59
Historic and Archeological Resources	62
Current Land Use.....	68
Future Land Use.....	74
Goals and Strategies	80
Appendix A: Residential Build Out Analysis.....	91
Appendix B: Town History	95
Appendix C: Capital Improvement Planning.....	103
Appendix D: List of Town Buildings, Equipment and Other Assets.....	121
Appendix E: Survey Questions.....	127

Vision Statement

New Gloucester is a community shaped by its land, history, and people. Its rolling hills, clean waters, historic centers, active fields, and swaths of unbroken forest are all sources of prosperity and pride. The town will work with landowners to maintain this scenic landscape by continuing our rich history of active and responsible stewardship. Equally important is the community of people that has been shaped by and drawn to this land. The town will work to keep an active and engaged citizenry by being accessible and welcoming to people of all ages, incomes, and backgrounds. Central to both the land and community are the local businesses that are tied to our land, steeped in our history and arise out of the hard work and creative minds of our residents. The town recognizes that these businesses are not only an economic base but also drivers of our culture. They shape the land and community of New Gloucester. With its rural feel, the town is a desirable location for both residential and commercial growth. We are committed to carefully managing that growth. Through a commitment to resilience and the strategies outlined in this plan we will ensure that all growth will be respectful of the history, aesthetics, current uses, and natural environment that the residents of New Gloucester hold dear.



Introduction

With this Comprehensive Plan, the Town of New Gloucester has taken an inventory of itself and examined where it wishes to be in the future. New Gloucester is a rural town in many ways, with our strong agriculture and forestry based history, volunteer driven government and community, and scenic natural landscape. Over the years, as the town and region have grown, our economic position has come to resemble a more suburban profile with its close ties to the larger urban communities of greater Portland, Lewiston/Auburn, and Brunswick, and with most residents commuting out of town for their jobs.

This Plan will serve as a guiding document over the next decade. It identifies shared values and priorities that shape who and what the Town of New Gloucester is along with goals for what we want to be in the future. The Plan outlines potential strategies for achieving these goals, with local champions responsible for ensuring that they will be pursued. This Plan is not etched in stone, unchangeable; it is intended to be a starting point, not an end in itself. There will always be shifts and unexpected events. The ideas in this plan will be evaluated for effectiveness and appropriateness as they are implemented.

During the development of this plan the world has experienced a nearly unprecedented event in the COVID-19 pandemic. In response, the Town has had to make adjustments and take actions that could not have been envisioned even a year ago, let alone on a 10-year horizon such as the one this Plan has. The values outlined in this plan will be invaluable in guiding us through any challenge with confidence and the specific strategies will always be vetted for appropriateness as they are implemented.

The town has identified five core pillars that need to be considered and addressed in all plans for the future of New Gloucester. These pillars cover the identifying characteristics of the town, the important practical elements of how the town supports itself, and the governing body through which we can enact change. Related and overlapping, these pillars are what we, as a town, need to be considering in order to remain true to our identity while growing and adapting in the future:

- **Natural Resources** – The natural setting of New Gloucester is integral to its identity and is of importance well beyond our boundaries. The scenic vistas of our rolling hills, the undeveloped habitat blocks and healthy waterways that support wildlife and recreation, and the agricultural and forestry uses that have historically supported us are what provide much of what we as a community value in our town. Protecting these resources and the uses that intertwine with them, including public recreational access, is how we can retain our sense of place as we move forward.
- **People and Culture** – New Gloucester has a storied and living history and an engaged community of residents. Respecting and protecting our history will keep us grounded and will guide future growth in keeping with the patterns and experiences that we hold dear. The town values a diverse and inclusive community and welcomes people of all races, religion, ethnicity, orientation, and ages. The town will continue to work to create and support an age-friendly, livable, inclusive community with housing, services, and opportunities for people of all ages, abilities and income. The town will work with residents to create a variety of housing stock and to allow for flexibility in use of properties so as to meet different needs and ensure that all people can make or keep a place in New Gloucester.

- **Economy** – Economic activity is the life blood of any community. New Gloucester is home to a wide range of businesses, from individual craftspeople and small family farms to manufacturing facilities and offices. These endeavors support our residents with income and our town through taxes. Active agriculture and forestry operations have long shaped the town visually and culturally beyond their direct economic impact while the creative economy of artists and craftspeople is a source of pride and a draw for visitors. Supporting and connecting these diverse businesses and the interrelated needs of residents and visitors will help protecting our natural resources and historic character while maintaining an economically robust town.
- **Transportation and Infrastructure** – Maintaining and improving the safety of our streets for all users directly impacts every resident and visitor of New Gloucester. Improving the safety of non-vehicular modes of travel through road improvements, trail networks, and public transit will reduce traffic and conflicts, provide desirable recreational opportunities, and support vulnerable populations. Utility, communication and other infrastructure systems support the community and provide opportunities for managing growth, minimizing climate impacts and broadening the economic base of the town.
- **Local Government** – New Gloucester’s town government provides valued services and is the instrument through which the visions of this Plan can be enacted. It will continue to provide much used and valued services, including but not limited to recreational programs, the library, the transfer station, and town hall. The town will serve as a model of fiscally and environmentally sustainable practices in all aspects of its work.

Ensuring that our government continues to be an accessible and accountable body that serves as a central node in the local community will allow it to continue to serve these roles well into the future.

On top of, in addition to, and inherent within these pillars is a commitment to representing and supporting everyone that lives, works, and visits New Gloucester. Maintaining a strong community requires accepting all its members, welcoming newcomers, and providing a framework to ensure that all are heard and all have an equal chance to succeed. To this end the Town of New Gloucester is committed to Diversity, Equity, and Inclusion defined as follows:

- Diversity is the presence of differences within a given setting, collective, or group.
- Equity is the process of developing, strengthening, and supporting policies and procedures that distribute and prioritize resources to those who have been historically and currently marginalized.
- Inclusion is intentionally designed, active, and ongoing engagement with people that ensures opportunities and pathways for participation in all aspects of group, organization, or community, including decision making processes.

All actions taken in the implementation of this plan should keep in mind this commitment and attempt to consider how diversity, equity, and inclusion are considered and/or impacted by every action the town undertakes.

Development of the Plan and Public Participation

The Committee

The New Gloucester Selectboard created the Comprehensive Plan Update Committee on the recommendation of the Land Management Planning Committee and put out the call for committee members in November of 2017. In December of 2017 the selectboard chose to include everyone that had expressed interest in being on the committee and appointed 14 residents and one selectboard liaison to the committee. The committee met at least once a month starting in January of 2018 with the exception of March and April 2020 when all committee meetings were on hold due to the global pandemic. The following people were members of the committee for at least a portion of the plan development process:

Stephen Chandler
Linda Chase
Sam Coggeshall
Ben Davison
Caitlyn Davison
Terry DeWan
Julie Fralich
Rebecca Klotzle
Donald Libby
Jean Libby
Barbara Seaver
John Shattuck
Debra Smith
Ben Tettlebaum
Peter Bragdon– Selectboard Liaison
Steve Libby – Selectboard Liaison
Karen Gilles – Selectboard Liaison

Thank you!

The committee would like to extend special thanks to the following people and groups for their help and input during the creation of this plan:

New Gloucester Selectboard
New Gloucester Environmental Resource Committee
New Gloucester Economic Development Committee
New Gloucester Parks and Recreation Committee
New Gloucester Land Management and Planning Committee
New Gloucester Capital Improvement Plan Committee
New Gloucester Cable TV Committee
The New Gloucester Historical Society
The Greater Portland Council of Governments
MSAD 15
The Libra Foundation
The Royal River Conservation Trust
The United Society of Shakers
The Sabbathday Lake Association
The Cumberland County Soil and Water District
NGXchange
Zark VanZandt
Jackie Cattabrigia

And thank you to everyone who attended a meeting, submitted comments, filled out surveys, or provided your thoughts to the committee or staff. Without that input this plan would not have been possible!

Public Participation

The committee made an early and ongoing commitment to seek as much public input as possible. A comprehensive plan is only meaningful and impactful if it accurately reflects the goals and values of the residents of the town.

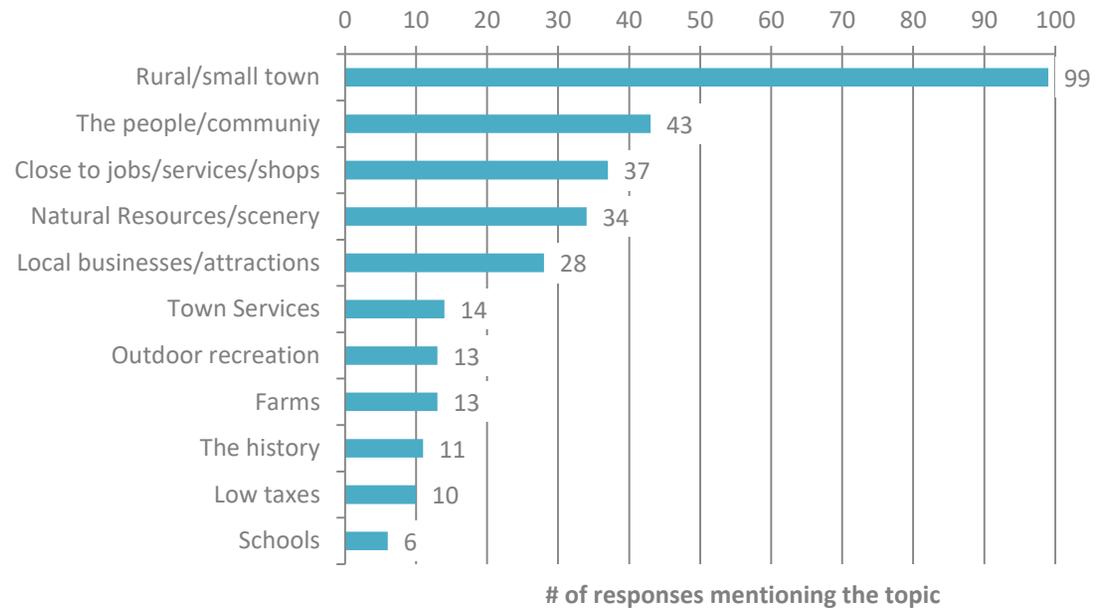
All committee meetings were open to the public and included a dedicated time for members of the public to address the committee on any topic. Meetings were live broadcast on the local access television channel and recordings were made available to stream over the internet. Residents and other stakeholders were invited to subscribe to regular email updates. By the end of the plan development process these updates were being sent out to over 330 people.

To inform the plan development, the committee conducted two surveys. The first survey was conducted in the fall of 2018 and the second survey was conducted in the spring of 2019. These surveys were available as digital forms online and as hard copies available at town hall and at in person events.

Survey One – Visioning and Values

The first survey was intended to guide the committee’s discussion by establishing a broader idea of what residents valued about New Gloucester, what challenges they saw the town facing in the coming years, and what visions they had for the future of the town. There were 156 unique respondents to the survey. Respondents indicated they were mostly year-round residents and came from a wide

Topic areas in the answers to “What do you like about New Gloucester?”



These topics were not provided and this list does not reflect everything that was mentioned. Answers often included more than one topic and each topic mentioned was counted.

range of ages, though no responses were received from people in the 0-18 age bracket.

The survey asked, “What do you like about New Gloucester?” and allowed free-form, short answer responses. The answers to this question covered a wide range of topics but by far the most common answer was the small town feel and/or rural character of the town, with almost two thirds of answers mentioning that idea. The idea of rural character means different things for different people, so a closer look was taken at the 99 responses in this category to see what other elements they mentioned. Looking at these responses together, respondents felt a strong connection to the people, history, and physical landscape of New Gloucester. The undeveloped natural areas,

active farmland, and historic development patterns combine for a distinct mental image of the town to its residents.

The survey also asked respondents to think of the future of the town and reflect on what challenges we will face and what they hoped would happen to the town in the next ten years. By far the most frequently mentioned challenge was that of growth. Respondents felt that there was likely to be growth and that responsible management of that growth would be needed. Closely tied to this topic, and the second most mentioned challenge, was maintaining the character of the town as rural, with all the elements brought up in the previous question. Respondents also saw rising expenses (both personal and municipal) including rising taxes, political and social divisions, and a lack of economic activity as pressing challenges facing the town in the coming years. These themes were continued in what respondents stated were their hopes for the town's future. The most common hope for the town was that we would retain our scenic, historic, and social character. This was closely tied to a hope that the town would manage growth to avoid impacts to this character. The single most common thing which respondents did not want to happen in New Gloucester was commercial chain development. The other major themes involved hopes that the town would remain affordable for its residents and their children to live in, with a primary focus on keeping taxes from going up.

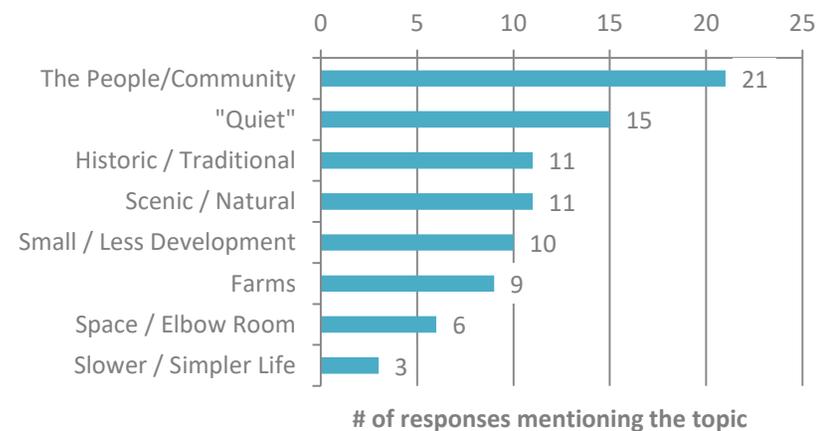
Survey Two – Issues and Tradeoffs

The second survey was developed after the committee took an initial review of the data and trends impacting New Gloucester. This survey was aimed at getting a more nuanced idea of the residents' thoughts on the issues and concerns identified in that review. There were 175 unique respondents to the survey. Respondents indicated they were primarily year-round residents and came from a wide range

of ages, though again younger residents were underrepresented, with only one respondent in the 0-18 age bracket. All portions of the town were represented.

Respondents were asked to say if they agreed or disagreed with a series of statements about positions and actions the town could take. Responses showed broad support for the town taking action to maintain existing land use patterns by protecting and preserving environmentally sensitive land as well as land in agriculture and forestry uses. The strongest support was for regulatory protections but more proactive measures such as land acquisition for environmental protection and recreation use also received broad support. Respondents showed more mixed opinions on statements that would have the town taking a stronger, more active role in economic development or in the development of different housing types. The survey also asked respondents to rank their interest in transit connections between New Gloucester and nearby metropolitan areas with mixed responses on both buses and trains, though answers showed more interest in trains, with approximately half of respondents indicating they were "very interested".

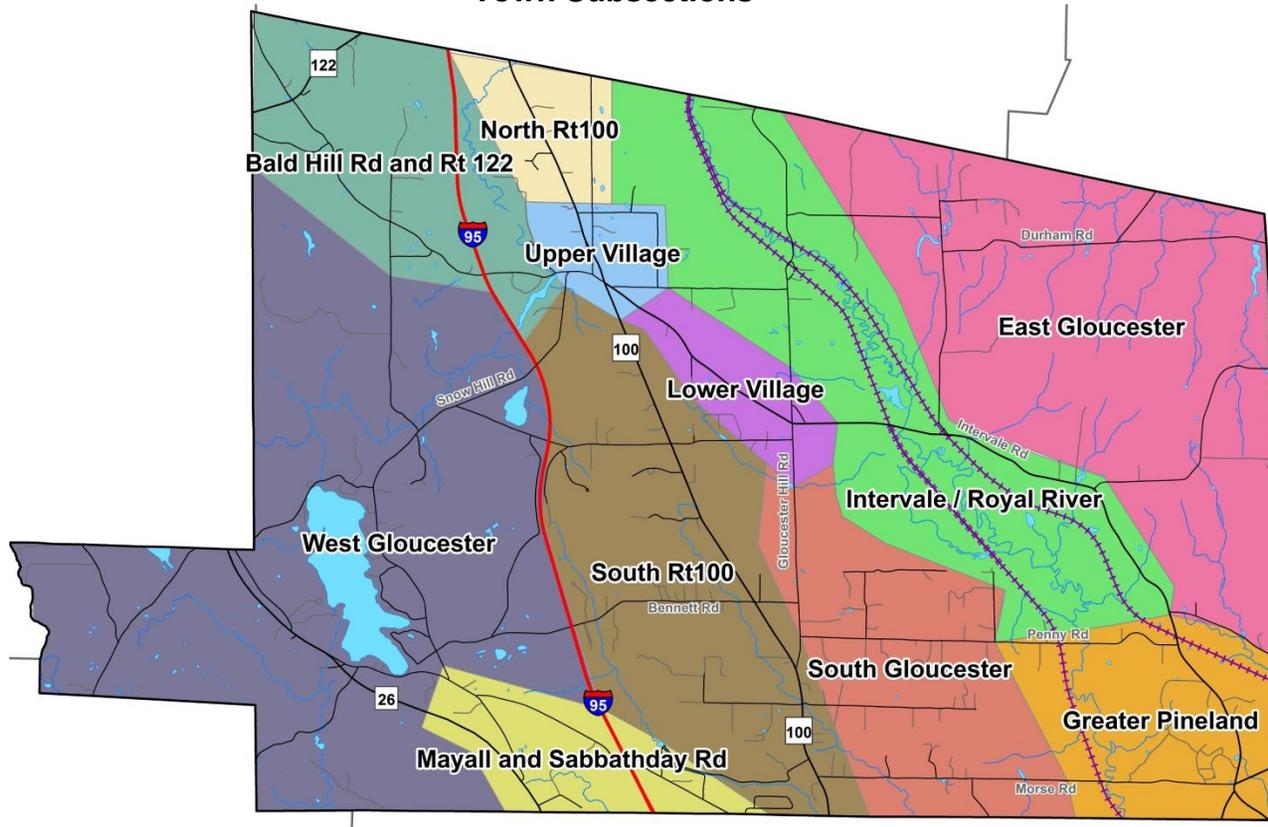
Elements of "Rural Character"



A series of questions were asked about walking and biking in New Gloucester. Just under two-thirds of respondents stated that they walked in town, while just over a quarter said they biked. The most popular walking destinations were Pineland and the fairgrounds, though those respondents that said they walked generally did so on the local roads around where they live, while the more heavily travelled roads were viewed as unsafe. Respondents who indicated they biked in town were mostly confident on all roads in New Gloucester, while those that did not bike in town were uncomfortable on all but the smallest roads.

To begin to understand residents' positions on future development patterns, the town was divided into 11 subsections. These areas reflect existing development patterns and natural or manmade divides. These areas have not gone through a public zoning process and the boundaries are not meant to reflect hard divisions but instead are providing a shared baseline of terms and general areas for discussing different parts of town. General use categories were defined and respondents were asked to indicate which uses they envisioned as appropriate for each part of town. The map of these subsections, the uses and their definitions, and the results can be seen on the next page.

Town Subsections



Defined Uses

Neighborhood Residential: Smaller lots; you can wave to your neighbors from your front door.

Larger Lot Residential: Medium lots; you know your neighbors but it's hard to know what they're up to.

Local/Small Business: Small and/or shared lots; you know what they do and might stop in.

Large Commercial/Industrial: Larger buildings on larger lots; maybe you know someone who works there but the business isn't expecting you to go there.

Agriculture/Forestry: Very large lots; use is more about the land, not about what is built on it.

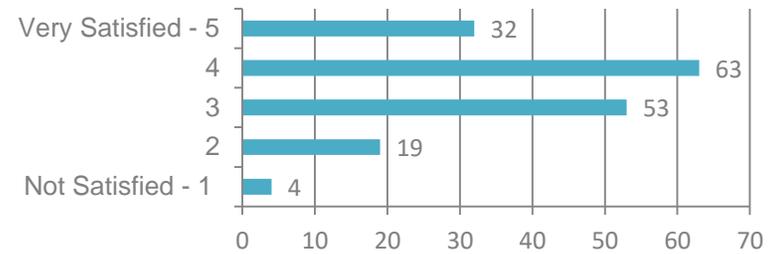
Where Each Use Was Mentioned as Appropriate the Most and the Least

	Most Mentioned	Second Most	Third Most	Least Mentioned	Second Least	Third Least
Neighborhood Residential	Lower Village	Upper Village	Mayall Rd. and Sabbathday Rd.	North Rt 100	The Intervale/Royal River and East Gloucester (tie)	
Larger Lot Residential	East Gloucester	Bald Hill and Rt 122	West Gloucester	Upper Village	Lower Village	North Rt 100
Local/Small Business	Upper Village	North Rt 100	Lower Village	East Gloucester	The Intervale/Royal River	Bald Hill and Rt 122
Large Commercial/Industrial	North Rt 100	South Rt 100	Greater Pineland	Lower Village	The Intervale/Royal River	East Gloucester
Agriculture/Forestry	Greater Pineland	The Intervale/Royal River	East/West Gloucester (tie)	Upper Village	Lower Village	North Rt 100

The survey also asked respondents about town services. A majority of respondents (55%) viewed town services positively rating their satisfaction as a 4 or 5 on a 1-5 scale. Respondents were then asked what, if any, new services they would like to see the town provide. A majority of respondents (107) answered “no” or left the question blank. Of the 66 respondent that did note services they would like the town to provide, the top topic mentioned was expansion of solid waste services, with 17 mentioning curbside pick-up and/or single sort recycling. The second most mentioned was expanded recreation programming and facilities (11 mentions). Later in the survey respondents were specifically asked to weigh expansion of services against the potential for increased taxes. Answers were split almost evenly with 51% stating that the town should consider expanding services in general or for specific items even if providing those services resulted in higher taxes while 49% felt that keeping taxes low should be the town’s priority over providing new or expanded services. Respondents who indicated that there were specific services that may warrant a tax increase were asked what those services would be. Responses followed the same trend as the previous question about new services with solid waste and recreation being the most mentioned responses. One difference was that improvements to schools was mentioned significantly more in this question than the previous question coming in as the third most mentioned service worth a potential increase to property taxes.

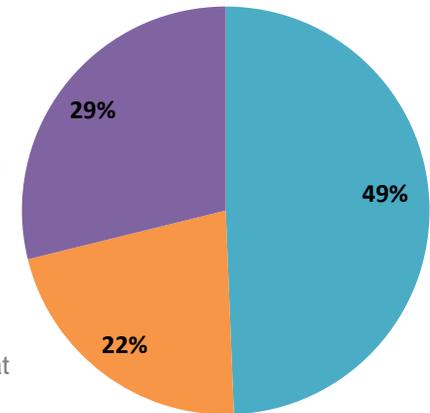
Finally, respondents were asked if there were any disadvantages to living in New Gloucester. Half of the respondents answered “no” or left the question blank. In the 88 responses that did cite disadvantages, the most mentioned were the lack of local businesses and the distance from service centers (37 mentions). The businesses most often mentioned as being missed in town were: restaurants/coffee shops, banks, grocery stores, and pharmacies; while the most cited issues for distance were healthcare providers and

How satisfied are you with town services



Which statement do you most agree with?

- I feel the town should focus on keeping property taxes low, not providing new services.
- There are specific services that I feel warrant an increase in property taxes.
- In general I feel that the town could offer more services even at the cost of increased property taxes. (all changes would have to go through the budget/town meeting process)



shopping centers. The second most mentioned issues were transportation related, with speeding and lack of safe areas to walk/bike, both being mentioned 10 times.

High School Workshop

In order to address the lack of responses from residents under 19 years of age we went to the Gray/New Gloucester High School and

sat down with the New Gloucester students to get their input on the town's future. Students were asked to attend the session during a homeroom period in the school day and they self-sorted into 32 groups with a total of approximately 145 students being involved. The students were asked if they would like to live in New Gloucester in the future, either staying here or returning after a period away. Approximately a quarter of them indicated they would, while approximately three quarters did not see themselves living in New Gloucester in the future.

The groups were asked what they felt were the best parts of living in New Gloucester. The overwhelming top response, showing up in 21 of the 32 groups' answers, was that it is a quiet, rural, small town. This was followed by the natural environment, the community, and local businesses, which were each mentioned nine times. These answers are similar to those in the first town-wide survey which asked a similar question. The largest divergence between the high school students' answers and that of the rest of town was that seven of the groups specifically mentioned that one of the best parts of living in New Gloucester was how safe it was. Safety was not mentioned at all in the answers to the similar question asked in the first survey. The groups were then asked what they disliked about living in New Gloucester. The most mentioned answer was a lack of business and things to do with 16 mentions. The next most mentioned issue was poor road conditions with 14 mentions. This exact question was not asked in the town-wide surveys, but answers to questions about the disadvantages and challenges of living in New Gloucester also mentioned the lack of local business/services more than any other topic. Road conditions were also mentioned in answers to these questions but not as often as they were in the responses from the high school student groups.

The groups were then asked about what they saw in New Gloucester's future, starting with what challenges they felt the town

would face. Most commonly mentioned (by 12 groups) were concerns that the town would face a lack of people due to younger residents leaving town. Other frequently mentioned challenges were the lack of economy/businesses and unchecked growth. Concern about decreasing population was not a common response, however, in the town-wide surveys, with only seven mentioning the aging population and four mentioning attracting young people when asked about the challenges New Gloucester will face in the future.

The groups were then asked what they wanted to see in New Gloucester in the future. By far the most mentioned was more to do in town, with 19 groups mentioning shops, restaurants, and other businesses and 12 groups mentioning recreational or social activities/facilities (Note that many groups mentioned both). There is not a direct comparison between this question and the questions in the town wide surveys, but there is a clear shared desire for more businesses and recreational opportunities. It should be noted, though, that the town-wide survey answers were explicit in their desire for small, local offerings while many of the high school answers listed specific regional and national chains that they hoped would locate in town.

Informational Forums

Working with the New Gloucester Economic Development Committee, the town hosted a series of informational forums to learn more about topics tied to the economic and development future of the town. Each forum had a panel of speakers experienced in the topic from their work in New Gloucester or the state of Maine. Each forum was advertised and open to the public and included a question and answer session for attendees to directly interact with the presenters on the topic. All forums were recorded and then made available online through the town's website. The forums covered the following topics:

- The regional economy of Southern Maine – Richard Barringer and Joseph McDonnell of the Muskie School of the University of Southern Maine presented on the larger trends and issues in Southern Maine’s economy and specifically how those trends are impacting the more rural towns.
- The Creative Economy - Julie A. Richard of the Maine Arts Commission, Jen Hutchins of the Maine Association of Nonprofits, and Tammy Ackerman of Biddeford’s Engine spoke about state and local initiatives to foster and support the creative economy across Maine and the role that smaller, creative enterprises can have in driving local economies.
- Agriculture 1 – Justin Gray of Pineland Farms and Cheryl and Rick Haas of Lazy Dog Farm spoke about the challenges of operating agricultural businesses in New Gloucester. Then Barbara Seaver spoke of her experience working with the Maine Farmland Trust to preserve her family’s farm property.
- Agriculture 2 – Stephanie Gilbert of the Maine Department of Agriculture, Conservation and Forestry and Nina Young of the Maine Farmland Trust spoke about state efforts and regulatory options to preserve, protect, and support agricultural operations in Maine.
- Eco-Tourism – Matt Sabasteanski of Pineland Farms, Michael Graham of the Shaker Museum, Mark Power of the Royal

River Conservation Trust, Andrea Segars of the Royal River Riders Snowmobile Club, and Rob Lavoie of the New England Mountain Biking Association spoke about local recreational opportunities, recreational-based businesses, and recreation as an economic driver for local economies.

Public review of the Draft Plan

An initial draft of the Plan was circulated through the town in the fall of 2020. It was announced through an every door mailer, on the town website, through the local news website, and through the email list developed during the plan process. Town committees and major stakeholders were directly contacted for their input. Residents provided input in writing and were explicitly invited to speak at the committee’s December meeting. At this meeting the board reviewed the in person and written comments received and proposed changes to the plan to better reflect any concerns.

A revised draft was circulated in January. An informal public hearing (posted to website, advertised to the interested parties email list) was held in February to make sure that the changes adequately addressed the public’s concerns for the last fine tunings. A formal public hearing, meeting the State notice requirements for the comprehensive plan process was held March 18th.



Topic Area Data Review

Population and Demographics

Population growth and projections

Population trends are a primary driver of a town's development and service needs. An understanding of these trends is the basis for any planning efforts a town may undertake. There are two major contributors to population changes: the natural cycle of births and deaths and the migration of people moving in and out of a community. There are cyclical trends in births and deaths that are important to understanding ebbs and flows in demand for age-specific services (such as school enrollment and elderly care), but the primary driver of local population change is the movement of people for personal and economic reasons.

Since 1900, the population of New Gloucester has grown from just over 1,100 residents in 1900 to over 5,700 in 2018. In 2018, New Gloucester had a population density of approximately 120 people per square mile. With the exception of the 1960's, when the town lost

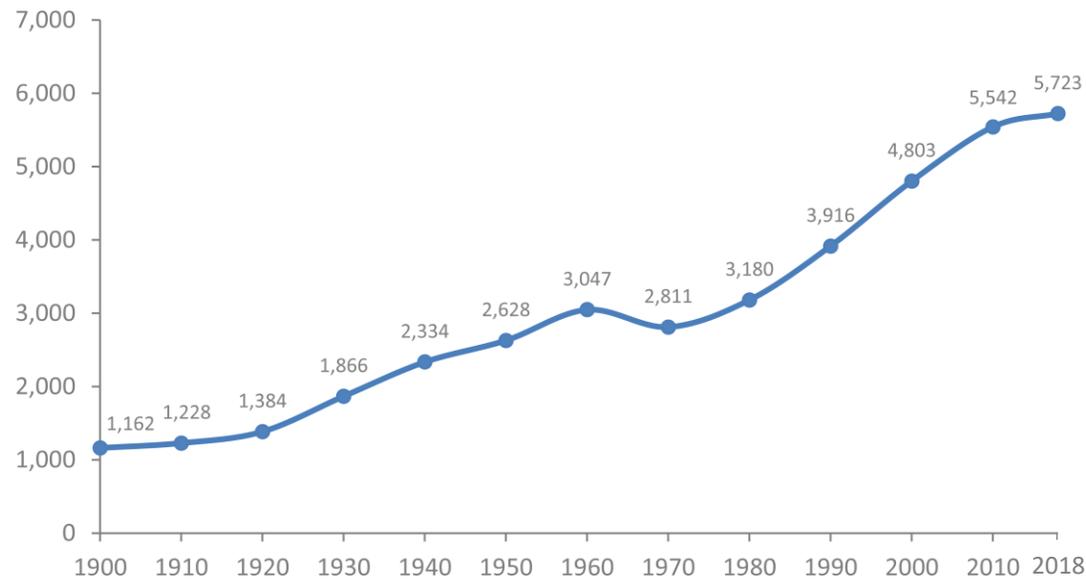
population, there has been a steady 12%-25% growth in population every decade between 1950 and 2010.

The later decade between 2000 and 2010 saw the town grow by 15%. This was significantly more than the State of Maine (4%) and

Cumberland County (6%). New Gloucester was one of the fastest growing towns in Maine at that time and constituted 4.5% of Cumberland County's population growth. Some regional pressure contributed to this large growth rate with the neighboring towns of Gray, North Yarmouth, Durham, and Poland all experiencing over 10% growth between 2000 and 2010.

Between 2010 and 2018 population growth dramatically decreased throughout Maine. In this period, New Gloucester grew by only 3.27%, more than the state as a whole, which grew by 0.34% and about the same as Cumberland County, which grew by 2.7%.

New Gloucester Population 1900-2018



Source: US Census 1900-2010, ACS 2018 5 year estimate

The Maine Office of Policy and Management generates population projections based on aging, birth/death rates, and migration rates at the county level and then allocates this growth to towns within the county based on their percentage of the county's growth. Their projections for New Gloucester show a slowing rate of growth going forward resulting in a net loss of population starting in the 2024-2029 period. These projections were generated in 2016 and are influenced by the low overall growth rates of the 2010-2015 period. A national recession in this time period may have suppressed migration flows, particularly the movement of younger families into more suburban areas as they buy homes. This trend was reflected in a decreased amount of new dwelling unit building permits issued in New Gloucester in this time period. There have been increases in both new dwelling unit building permits and subdivision review applications in 2017 and 2018. This could mean that an improved economy and an increasingly tight housing market in greater Portland and coastal Cumberland County may be pushing more growth to New Gloucester.

Age Distribution

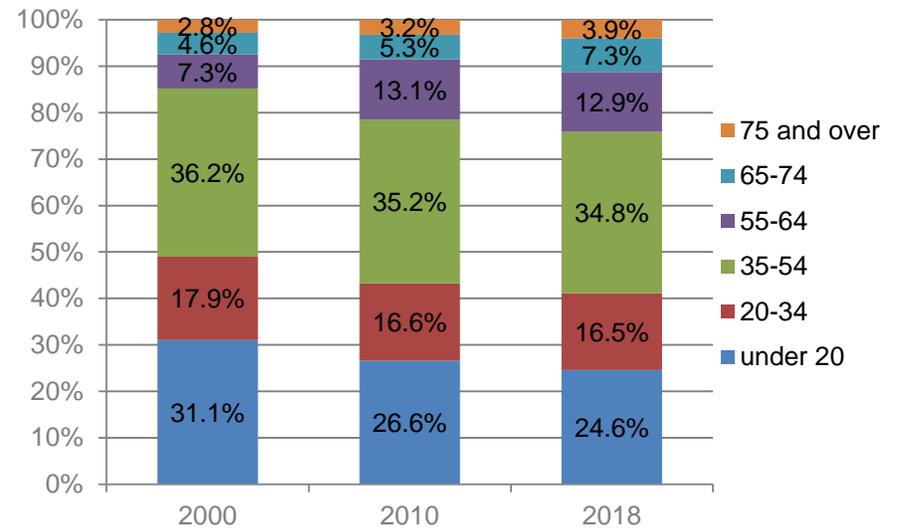
In 2018 Maine had a median age of 44.6, the oldest of any state in the country. New Gloucester was below this, with a median age of 40.8, which was also below Cumberland County's median age of 42.1. Since 2000, New Gloucester's population has aged dramatically from a median age of 35.5. Between 2000 and 2018, New Gloucester

experienced a 6% decline in its population under the age of 20 and a 94% increase in its population over the age of 55. These numbers follow state and national trends at this moment, particularly for non-urban areas. In general, as more people live

For more information:

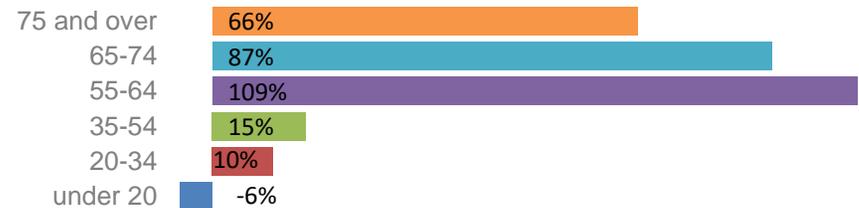
- MSAD 15 enrolment numbers can be found on page 56.

New Gloucester Population by Age



Source: US Census 2000, 2010. ACS 2018 5 year estimate

Age group population change 2000-2018



Source: US Census 2000, 2010. ACS 2017 5 year estimate

longer and as the “baby boomer” generational wave ages, communities across the nation are seeing notable growth in older populations. Similarly, national growth in younger populations has increasingly been concentrated in urban areas while rural areas like New Gloucester see declines. Enrollment in the school district (MSAD 15) has reflected the population trends, with a slight but consistent decline in enrollment between the 2013 and 2017 school years, resulting in a total reduction of 46 students.

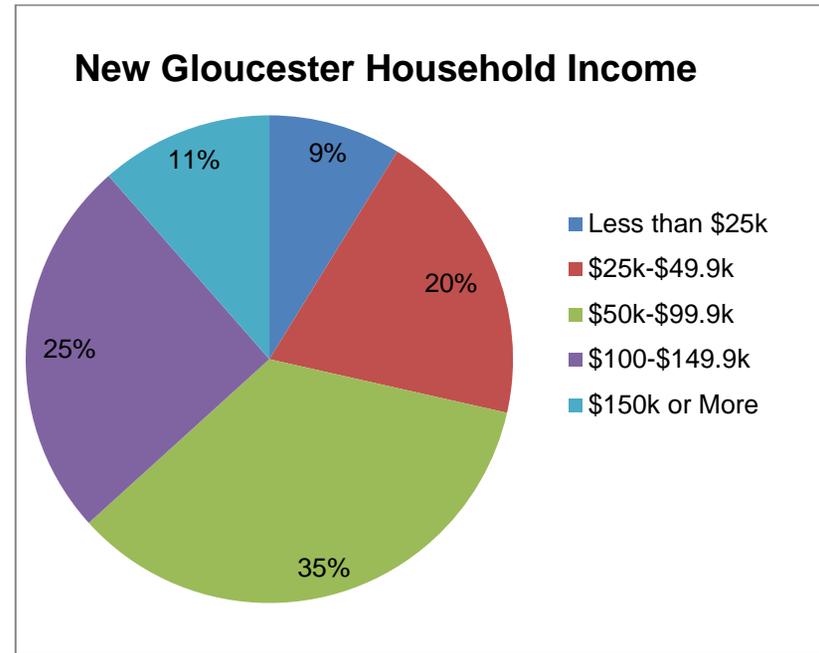
Household Demographics

Household sizes have been decreasing nationally for the last few decades and New Gloucester has followed this trend, with the average household size decreasing from 2.96 in 1990 to 2.66 in 2018. This figure is notably higher than Maine and Cumberland County which in 2018 had average household sizes of 2.33 and 2.36 respectively.

New Gloucester had a median household income of \$70,081 in 2018 according to the American Community Survey 5 year estimate. This figure is significantly higher than Maine, which had a median household income of \$55,425 and similar to Cumberland County's median household income of \$69,708. In 2018, 9.4% of New Gloucester residents' income put them below the poverty level. This is more than in 2010 when 5.6% of residents were below the poverty level. Maine and Cumberland County had higher poverty rates with 12.5% and 9.7% of their residents below the poverty level in 2018 respectively.

Seasonal Population

New Gloucester has traditionally had a small but significant seasonal population centered on Sabbathday Lake. In 1980 there were 132 seasonal dwelling units in New Gloucester, representing approximately 12% of the housing stock. Conversion of camps to year-round residences reduced this number to 83 units in 2000 (4% of the housing stock). Recent years have seen an increase in seasonal homes, with 109 in 2010, approximately 7% of New Gloucester's housing stock. These numbers represent "occasional" and "seasonal"



Source: ACS 2018, 5 year estimate

housing vacancies and so do not differentiate between occasional use camps and "snowbirds" who split their time between New Gloucester and another residence. This conflation makes it hard to fully evaluate seasonal population changes but if we apply the average household size of 2.66 there is potential for a seasonal flux of approximately 290 people.

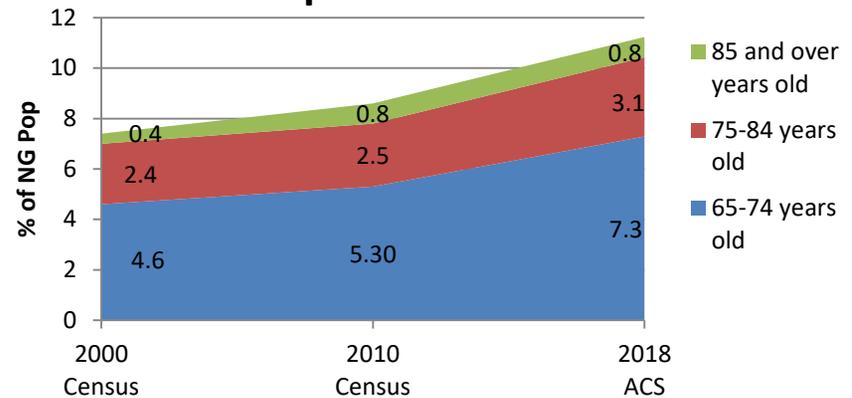
Aging in New Gloucester

New Gloucester, following state trends, is seeing its population get older. People are living longer and staying in their own homes longer. According to the American Community Survey, New Gloucester’s median age in 2018 was 40.8, which is below that of Cumberland County (42.1) and the state of Maine (44.6). In 2018 11.2% of New Gloucester residents were 65 or older. This percentage is below that for Cumberland County (17.3%) and the state of Maine (18.4%), which is likely due in part to the fact that there are no dedicated senior housing facilities and limited elderly services available in New Gloucester.

As New Gloucester’s population ages, we are seeing an increase in households with at least one person over 60 and people over 65 living alone. According to the American Community Survey, the percentage of households in New Gloucester with at least one resident over 60 years of age has gone from 20.5% in 2010 to 27.4% in 2018 and the percentage of households that consist of a person 65 or older living alone has gone from 2.1% to 5.7%.

These numbers represent an increase in a potentially vulnerable population that may need additional support to stay in their homes and in the town of New Gloucester. The American Community Survey has recently begun to identify numbers of people with disabilities. While the definitions of disabilities are nuanced and based on multiple survey question responses, they can be summed up as physical or mental conditions that impact a person’s everyday life in a way that cannot be easily accommodated. For example, the question about visual difficulty is: “Is this person blind or does he/she have serious difficulty

Percentage of New Gloucester Population over 65



Source: US Census 2000, 2010. ACS 2018 5 year estimate

	2010		2017	
	% of total households One or more person over 60	% of total households 65 or older living alone	% of total households One or more person over 60	% of total households 65 or older living alone
New Gloucester	20.5%	2.1%	27.4%	5.7%
Cumberland County	32.4%	10.5%	39.7%	12.0%
Maine	35.5%	11.1%	43.7%	13.0%

Source: ACS 2010 and 2018, 5 year estimates

seeing even when wearing glasses?” In 2017 an estimated 10.8% of New Gloucester was identified as having a sensory, mental, or mobility disability. This rate is significantly higher in older populations with approximately 31.7% of New Gloucester residents over 65 being identified as having a disability.

Living on fixed or reduced incomes, seniors also have notable economic challenges to staying in their homes and in the community.

According to the American Community Survey, households where the head of household was over 65 were slightly more likely to be cost burdened by their housing. In 2018, 29.8% of this population in New Gloucester had housing costs greater than 30% of their income compared to 17.9% of all households in New Gloucester. Despite this, residents over 65 are slightly less likely to be below the poverty level with 5.4% being below the poverty level in 2018 compared to 9.4% of all residents in New Gloucester.

Transportation is a significant issue for aging residents of rural communities such as New Gloucester. Nearly all healthcare needs and most shopping needs require a trip out of town, so as residents become uncomfortable or unable to drive, they frequently must move out of town. There is no scheduled transit service in New Gloucester but there are two on-demand services that explicitly serve New Gloucester:

- Lakes Region Senior Service INC: Medical trips for people who do not qualify for MaineCare and have a financial need. <http://www.lrssstp.nzfreeservers.com/>
- Regional Transportation Program: No age, purpose, or income limits. Rides for low income and those over 60 years old may be subsidized or covered by MaineCare, while other rides are charged a fee. <https://rtprides.org/>

Private rideshare services have been able to fill gaps in service for some residents. Due to the “gig” employment structure of these services, they can be unreliable for rural areas, longer trips, and odd hours, but as they become more prevalent they can be an important part of the transportation network, especially for trips that do not fall within the service areas of more narrow on-demand services.

Housing

Housing Stock and Occupancy

New Gloucester had 2,345 dwelling units according to the 2018 American Community Survey, up from the 2010 census count of 2,295 and the 2000 census count of 1,889. Over the 17 years between 2000 and 2018 this was a 24% increase in the housing stock. This is a higher growth rate than most nearby towns, Cumberland County, and the state, though the neighboring towns of Durham and Gray grew at similar or faster rates.

In 2018, 91.2% of New Gloucester’s housing stock was occupied. This figure is down from 2000 when 93% of units were occupied. In 2018, 62% of the vacant housing units were vacant due to seasonal use, with the remaining 38% being temporarily vacant for sale, renovation, or other reasons. New Gloucester’s housing stock is

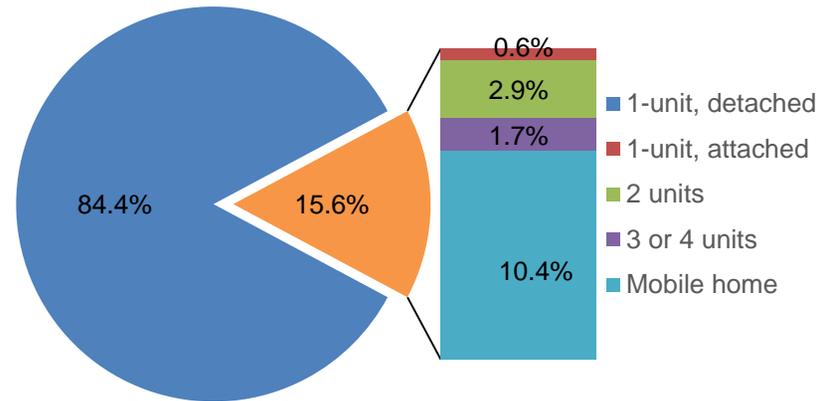
predominately owner occupied, with 18% of occupied dwelling units being rented in 2018. This is a typical number for neighboring, rural communities. Vacancy rates for rental housing in New Gloucester are hard to measure due to the small sample size but have consistently been below

Regional Housing Growth

	2000-2018 % change
<u>New Gloucester</u>	24%
<u>Durham</u>	31%
<u>Gray</u>	25%
<u>North Yarmouth</u>	24%
<u>Poland</u>	17%
<u>Pownal</u>	15%
<u>Raymond</u>	17%
<u>Cumberland County</u>	19%
Maine	15%

Source: US Census 2000,
ACS 2018 5 year estimate

Housing Types in New Gloucester



Source: ACS 2018, 5 year estimate

1% as measured by the 2010 census and ACS 5 year estimates.

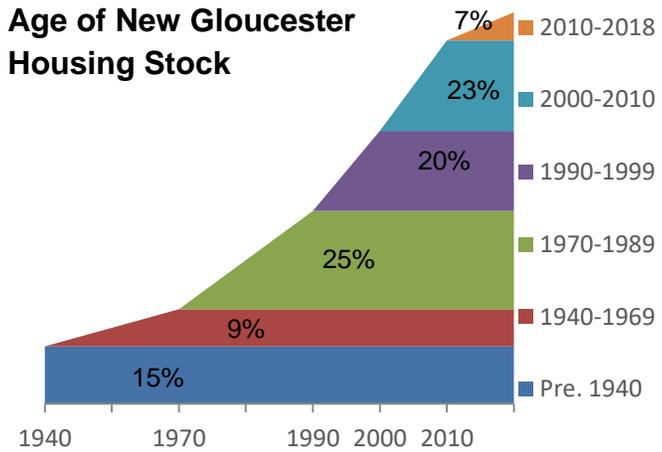
The Maine Office of Policy and Management’s population projections for New Gloucester are modest in the near term and negative in the long term. Despite these projections, demographic trends such as decreasing household sizes and increasing numbers of people living at home longer will likely mean that there will be demand for more housing in New Gloucester over the next decade, even if population does not grow. Outside pressures, such as land becoming less available and more expensive in the towns closer to Portland and the coast, could also result in an unexpected surge in growth.

Housing Characteristics

In 2018, the housing stock in New Gloucester was 84.4% detached single family homes. Mobile homes were the next most common housing type representing 10.4% of dwelling units.

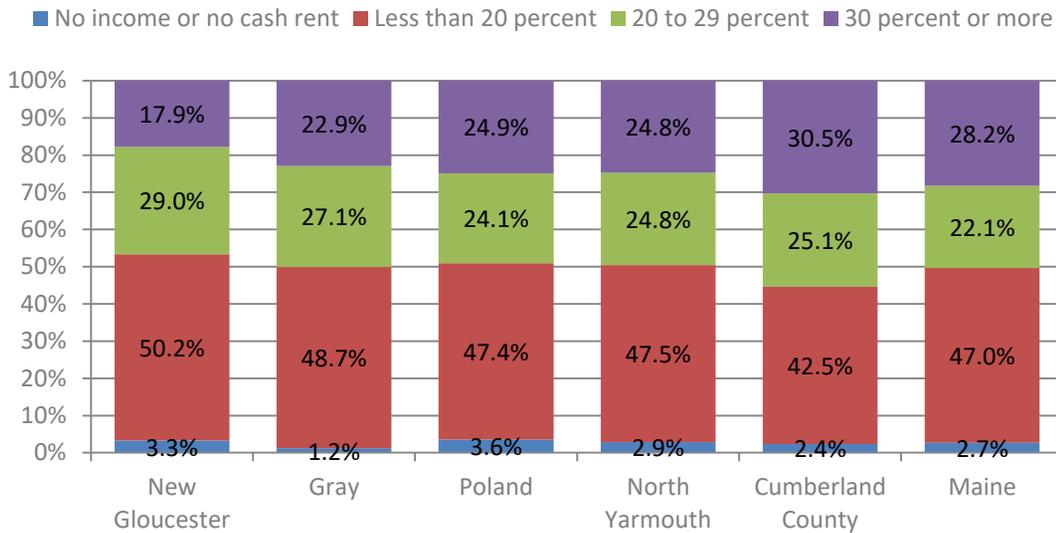
Despite its long history, New Gloucester’s housing stock is relatively young with 50% of all housing units being in buildings built since 1990, based on local records. Of the current housing stock 24% was built pre-1970. Many of these older homes have been renovated, with local records showing at least 26% of the pre-1970 homes having undergone significant renovation since 1990.

Age of New Gloucester Housing Stock



Source: NG Assessing Database, 2018

Housing Costs as a % of Household Income



Source: ACS 2018, 5 year estimates

Housing Affordability

The US Department of Housing and Urban Development considers housing affordable if the total costs (rent/mortgage, taxes, utilities, homeowners insurance, and heating) are less than 30% of household income. As of 2018, 17.9% of New Gloucester households were paying more than 30% of household income in housing costs. New Gloucester households are less likely to be cost burdened than Cumberland County as a whole and the State, with 30.5% and 28.2% of households respectively being cost burdened. In New Gloucester, renters were more likely to be in unaffordable housing, with 28.8% paying over 30% of household income in housing costs compared to 15.5% of owner households.

The following workforce housing and housing assistance programs including New Gloucester:

- Opportunity Alliance – the Opportunity

alliance oversees the town's general assistance program and also provides programs on heating assistance, and energy efficiency improvements, and a homeless prevention program.

- Cumberland County – The county operates a HOME Investment Partnership Program to create affordable housing across the county.

Housing Regulations

New Gloucester does not restrict where manufactured or mobile homes may be sited in town and allows both on any site where a single family home would be allowed. New mobile home parks are allowed in particular areas as identified by the Mobile Home Park Overlay.

To encourage development of affordable housing the town allows for a density bonus such that for every affordable unit created an additional affordable unit may be created up to a total density of 10% above that allowed in the base zone (see §5.1.3 of the Zoning Ordinance). Where allowable this bonus stacks on top of the Transfer of Development Ordinance to allow additional density.

The town also allows for additional density for developments providing housing to the elderly (§5.1.11 of the Zoning Ordinance) and for live in health care facilities (§5.1.36 of the Zoning Ordinance). By meeting certain qualifications and performance standards these developments may be allowed up to 20 beds (either in shared facilities or single/double bedroom units) per acre for elderly housing or 10 beds per acre for live in health care facilities.

Agriculture and Forestry Resources

Forest Resources

Forestry has long been an important resource in New Gloucester. The town is heavily treed with mostly second growth forests. According to numbers compiled by the Department of Agriculture, Conservation, and Forestry, an average of 540 acres of timberland has been harvested over the 11 years from 2008-2018. A significant outlier, was 2014, with almost 2,500 acres harvested in that year alone. Removing that year, New Gloucester averages 344 acres a year over that time period. The town is also home to multiple long-standing lumber and other forest industry businesses.

The major threat to active forest land is the encroachment of development. The State of Maine’s Tree Growth tax program aims to encourage landowners to retain and manage their forested land. As of 2020, New Gloucester had 156 parcels that

New Gloucester Tree Growth

	2010 Acres	2020 Acres	% Change
Softwood	2,053	1,904	-7.3
Mixed wood	2,732	2,899	6.1
Hardwood	2,145	1,986	-7.4
Total	6,930	6,789	-2.0

Source: NG Assessing Database

Timber Harvesting in New Gloucester

	Selection Harvest	Shelterwood Harvest	Clearcut Harvest	Total Harvest	Change of Land use	Active Notifications
2008	572	0	0	572	0	20
2009	391	3	0	394	25	18
2010	352	20	0	372	0	21
2011	329	0	0	329	1	18
2012	274	25	0	299	1	19
2013	312	0	0	312	8	23
2014	2,478	10	0	2,488	12	26
2015	283	0	0	283	33	26
2016	207	1	0	208	8	21
2017	170	10	0	180	0	13
2018	467	25	0	492	3	13
Total	5,835	94	0	5,929	91	218
Average	530	9	0	540	8	20

have at least a portion of their area in the State of Maine’s Tree Growth tax program, with a total of 6,789 acres of land in the program. This area is approximately 22.4% of all land in New Gloucester. Parcels enrolled in this program must be at least 10 acres in size and must develop and follow a management and harvest plan. While the tax credit helps

property owners retain active forest land, it is not a strong protection from development as an owner can remove their land at any time if they pay a penalty. The Maine Woodland Owners, a land trust committed to actively managed and harvested forest land, has permanently conserved over 2,000 acres of land in New Gloucester for active forestry use.

Agriculture

New Gloucester has a long history of being a primarily agricultural community up to the pre-WWII decline in farming across the region. Overall, agricultural activity continued to decline in the second half of the 20th century in New Gloucester and across the region. However, some prominent family agricultural operations have been active consistently up through the present day. These visible and active farms have been central to the identity of New Gloucester.

Recent years have seen a renewed interest in local foods, small farms, and agricultural adjacent business that has in turn allowed for renewed and increased use of agriculture land in the town. This use includes the large and diverse agricultural activities of Pineland Farms and the businesses that operate on that property. The town has recently hosted a weekly farmers market at the Fairgrounds but had to put that work on hold in 2020 due to the COVID-19 Pandemic.

Maine’s current use tax program gives landowners a tax

New Gloucester Farmland Tax Program Land

	2010 Acres	2020 Acres	% Change
Total Active Farmland	1,013	1,179	16
Total Forested Farmland	2080	2,482	19
Softwood	155	256	65
Mixed Wood	1449	1675	16
Hardwood	476	551	16
Total Land	3,093	3,661	18

Source: NG Assessing Database

incentive for land kept in active farm use. In New Gloucester, 61 parcels have a portion of their area enrolled in this program as of 2020. In total 1,133.32 acres are reported in active agricultural use.

An additional 2,165.98 acres are classified as farm woodland under this program. Not all land in agricultural use is enrolled in this program. Pineland Farms (owned by October

Corporation), for example, owns approximately 1,400 acres of land in New Gloucester and has not enrolled any of their land in this program. While not all of their land is devoted to agriculture, Pineland grows produce and breeds livestock in town as well as running a variety of agriculture adjacent food processing and education operations.

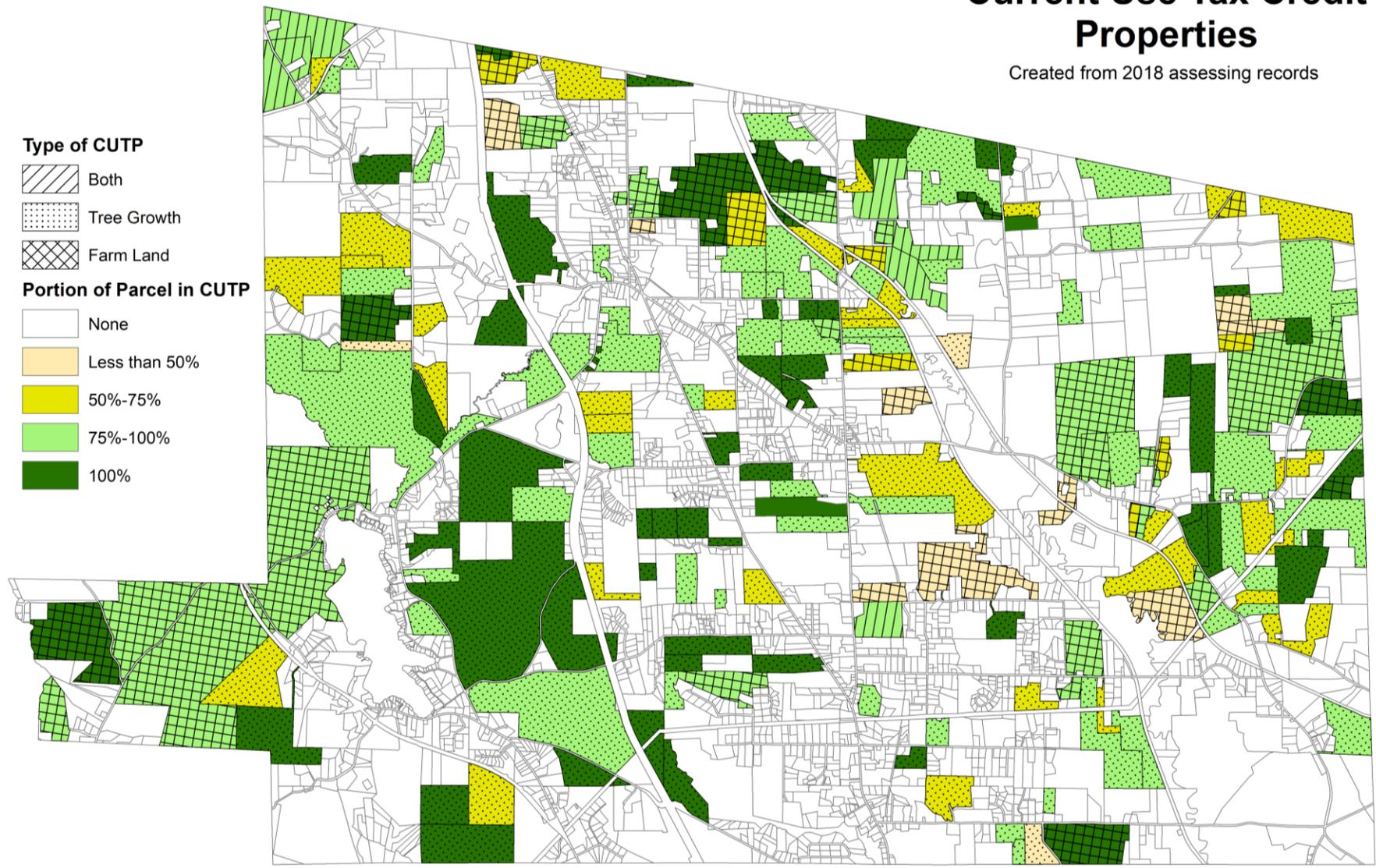
The primary threat to agricultural lands in New Gloucester is the encroachment of development. Prime farmland is frequently prime developable land, as well, and as land values go up, economic pressures to sell farmland for development increase. Residential development can also lead to conflict as new landowners may see farm noises and odors as undesirable. To protect farmland from developmental pressure, Maine Farmland Trust and the Royal River Conservation Trust have worked with farm properties in New Gloucester to create easements ensuring that they will stay in agricultural use. The 427-acre Waterhouse Farm is an active cattle farm and the recently protected 232-acre Marribrook farm is a goat farm and creamery. Similarly, the United Society of Shakers has also preserved their land in a way that explicitly enshrines its agricultural use. There are multiple large agricultural lands in town that do not have any formal protection from development, with the most visible being the multiple large farms on Intervale Road between Pineland Farms and the Lower Village.

For more information:

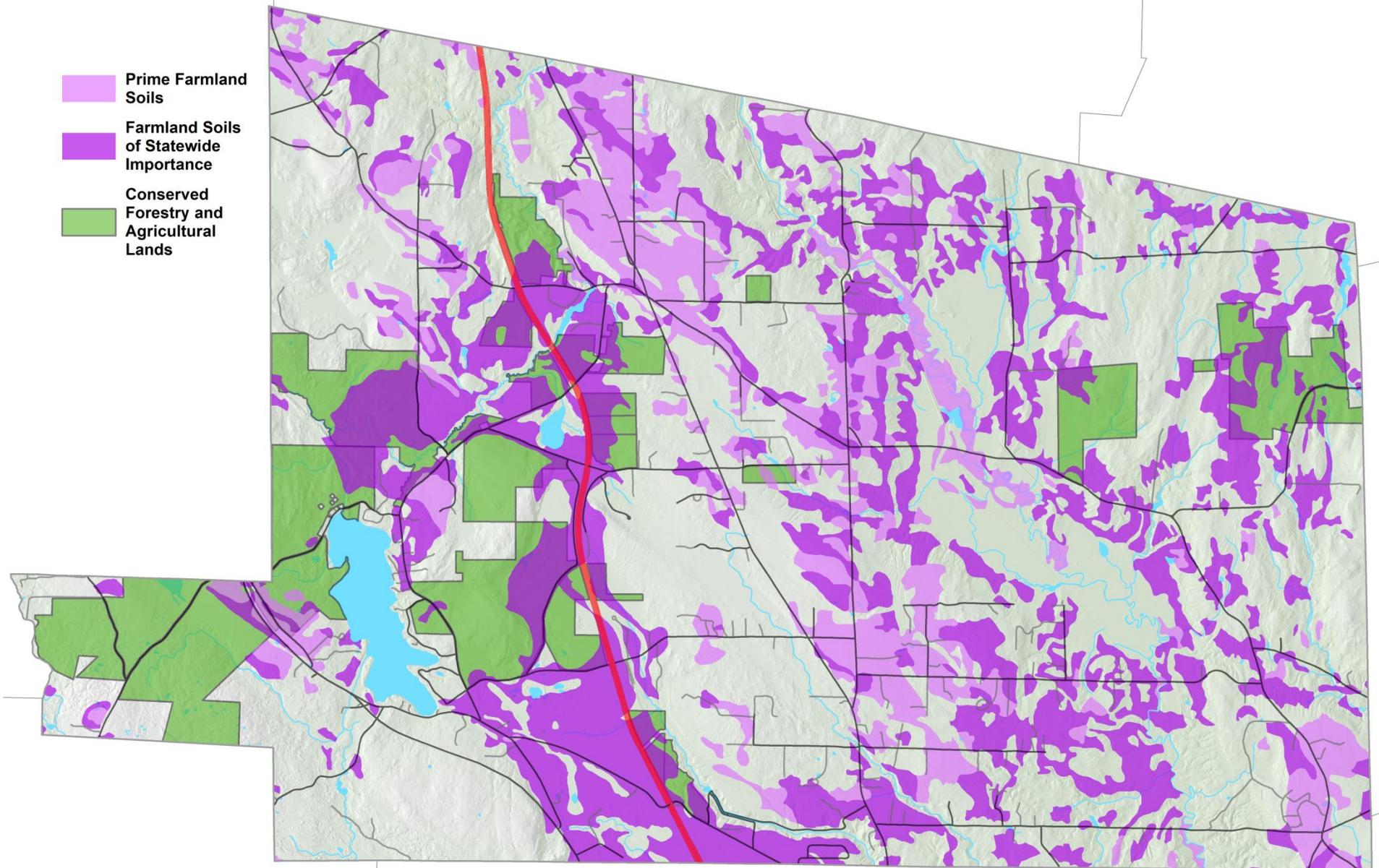
- A review of commercial agricultural operations can be found in the economy section on page 28.

Current Use Tax Credit Properties

Created from 2018 assessing records



New Gloucester Farmland Soils



Source: Maine Geological Survey

New Gloucester Commuting Patterns

Economy

New Gloucester has traditionally been a farming community but has increasingly become a suburban, bedroom community over the last few decades. By 2017, 94% of working residents of New Gloucester worked outside of New Gloucester. The town is located in easy commuting distance from Lewiston/Auburn, Greater Portland, and the Freeport/Brunswick area. New Gloucester has a major employment center at the Pineland Farms campus which, in addition to the operations of Pineland Farms itself, leases a large amount of commercial space to a variety of businesses and non-profits.

Unemployment

Members of the workforce are classified as unemployed if they are not currently working, are available to work, and are actively looking for work. According to the American Community Survey, New Gloucester had an unemployment rate of 3% in 2017, the same as Cumberland County and below that of the state, which had an unemployment rate of 5.3%. These rates are all lower than they were in 2010 when New Gloucester had an unemployment rate of 4.2%.

Commuting Patterns

In 2017, 94% of New Gloucester residents commuted to other towns for work, with the American Community Survey reporting a mean commute time of 31 minutes. New Gloucester has easy access to multiple employment centers, with 31% of residents working in Greater Portland (Portland, Westbrook, South Portland, and Scarborough), 15.2% working in Lewiston/Auburn, and 9.2% working in Freeport/Brunswick/Topsham. In 2017, 9.3% of employed New Gloucester residents worked from home according to the American

Where people who live in NG Work

	#	%
Portland	552	19.0%
Lewiston	258	8.9%
Gray	209	7.2%
Auburn	184	6.3%
New Gloucester	174	6.0%
Freeport	162	5.6%
South Portland	159	5.5%
Westbrook	107	3.7%
Brunswick	84	2.9%
Scarborough	82	2.8%
Other	936	32.2%

Where people who work in NG live

	#	%
New Gloucester	174	13.8%
Gray	92	7.3%
Portland	87	6.9%
Pownal	58	4.6%
Auburn	47	3.7%
Poland	43	3.4%
Lewiston	41	3.2%
North Yarmouth	38	3.0%
Durham	33	2.6%
Gorham	29	2.3%
Other	621	49.2%

Source: Census on the Map, 2017

Community Survey. This is a significant increase from 2010 when 2.3% worked from home.

Employment in New Gloucester

According to the Quarterly Census of Employment and Wages, the number of jobs in New Gloucester has fluctuated but ended up with a slight decrease over the last 10 years, with the 2008 yearly average being 1,394 jobs and the 2017 yearly average being 1,298. The QCEW reports the number of employers and number of jobs for municipalities, counties, and the state based on unemployment insurance filings and aggregates these numbers by NAICS industry codes. Their numbers do not include proprietors, unincorporated self-employed, and unpaid family members and so may not catch some of the small, home-based businesses in New Gloucester. The chart on the next page reviews the sector employment numbers for New Gloucester and compares those numbers to Maine's numbers.

NAICS Code	Industry Classification	Maine		New Gloucester			Location Quotient ¹
		Establishments	Average Employment	Establishments	Annual Average Employment	% of total jobs	
61	Educational Services	1,298	58,166	7	196	15.1%	1.6
23	Construction	5,571	30,858	44	156	12.0%	2.4
62	Health Care and Social Assistance	5,803	110,412	15	133	10.2%	0.6
56	Administrative and Waste Services	3,512	31,053	12	104	8.0%	1.6
44-45	Retail Trade	6,141	81,364	9	102	7.9%	0.6
81	Other Services, Except Public Administration	4,016	17,917	9	90	6.9%	2.4
51	Information	888	7,845	3	71	5.5%	4.2
52	Finance and Insurance	2,143	22,820	5	63	4.9%	1.3
31-33	Manufacturing	1,859	56,385	7	55	4.2%	0.5
54	Professional and Technical Services	5,831	26,081	22	40	3.1%	0.7
42	Wholesale Trade	3,338	19,569	10	40	3.1%	1.0
48-49	Transportation and Warehousing	1,874	21,747	9	26	2.0%	0.6
11	Agriculture, Forestry, Fishing and Hunting	1,325	6,603	7	25	1.9%	1.8
53	Real Estate and Rental and Leasing	1,700	7,082	6	21	1.6%	1.4
Not shown ²		9,281	111,231	11	176	13.6%	
Total Annual Average		54,580	609,133	176	1298		

1: Location Quotients are a measure of local specialization. In this instance it is a ratio of the proportion of New Gloucester's jobs that are in a sector to the portion of jobs that sector makes up of all Maine jobs. A number less than 1 means that the sector is a *smaller* portion of New Gloucester's employment than it is of Maine's employment. A number greater than 1 means that the sector makes up a *larger* portion of New Gloucester's Employment than it does of the state's employment. The sectors in which New Gloucester is **most** and **least** specialized are highlighted.

2: Information is withheld for a category if it is felt that releasing it will compromise the privacy of employers. The following categories exist but aren't represented above because numbers for these sectors weren't reported for New Gloucester in 2017:

21	Mining	Includes gravel pits but employment is often reported where the company office is located
22	Utilities	
55	Management of Companies and enterprises	
71	Arts, Entertainment, and Recreation	Includes Museums and Stables
72	Accommodation and Food Services	B&Bs, Restaurants, and Ice Cream stands (but not retail stores that offer prepared food)
92	Public Administration	Includes all parts of Town Government but not public schools which are under code 61

Source: Quarterly Census of Employment and Wages, 2017 annual averages

As stated above, the QCEW data does not include sole proprietor and some family businesses, which may lead to an under-reporting of small agricultural and craftsperson operations in the town, two areas that have strongly contributed to the town's local community identity. The United States Department of Agriculture conducts a census of all Agricultural businesses in the country. The most recent year that municipal level data is available is 2017 when New Gloucester had 38 agricultural operations with sales of commodities in that year. These operations represented a wide variety of products, including but not limited to vegetables, poultry, sheep and goats, dairy, fruits, cattle, horses, hay, horticulture products, and the state-run fish hatchery. New Gloucester's agricultural operations were run by 66 individual "producers" (people in positions to make decisions on farm operations). Only 28 of the 66 producers listed farming as their primary occupation and 33 producers lived on the property that they farmed. These numbers point to small agriculture operations being a varied and an active part of New Gloucester's economy.

The majority of the approximately 175 employers reported as being located in New Gloucester by the Maine Department of Labor have fewer than ten employees. Pineland Farms is the largest employer in New Gloucester if you aggregate its different divisions. Other large employers include the school district, Pine Tree Home HealthCare, O'TELCO, and McCann Fabrication. Geographically, employment in New Gloucester is centered on two areas: the Pineland Campus and the Upper Village. Two smaller clusters of jobs are located on Route 100 near the Gray border and off of Sabbathday Road near the intersection with Route 26.

Regional Economy

Since the last comprehensive plan in 1990, the economy in the region has continued the long-term shift from manufacturing and

natural resource based jobs to more office and service based jobs. These jobs are more likely to be located in larger employment centers. This has contributed to the percent of New Gloucester residents working outside of town going from over 70% as stated in the 1990 plan to 94% in 2017. New Gloucester's central location to multiple employment centers should help to mitigate the impacts of any more localized economic fluctuations. Larger fluctuations in the state, regional or national economy will impact New Gloucester, with economic growth leading to increased pressure for development and demand for town services while a downturn will slow new development and limit town revenues.

Multiple regional economic groups include New Gloucester in their areas of activity. The town works with many of them, including the following groups:

- The Gray-New Gloucester Economic Development Corporation
- The Lakes Region Chamber of Commerce
- The Greater Portland Council of Governments – GPCOG's economic development goals and strategies for the region are outlined in their 2018 Comprehensive Economic Development Strategy.
- Cumberland County, including the Community Block Grant program

Due to being located on the edge of Cumberland County, the town has traditionally suffered from a boundary issue, where it is distant from the epicenter of the entities that include New Gloucester in their service areas and yet is also not included in many of the discussions of the Lewiston/Auburn economic area, which is closer to the town. The town may want to consider actively reaching out to the Androscoggin Valley Council of Governments and the Lewiston/Auburn focused economic development groups so as to be more included in their discussions.

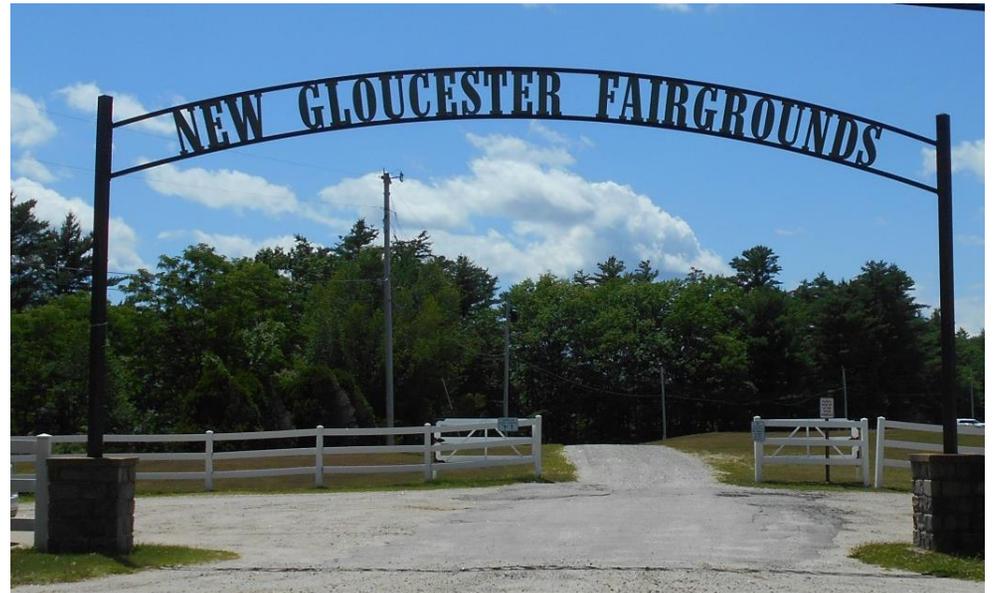
Recreation

Town Recreation Facilities

The Town of New Gloucester maintains two dedicated outdoor recreation facilities: Rowe Station Park and the New Gloucester Fairgrounds. Rowe Station Park has two tennis courts, a basketball court, and two baseball diamonds. The baseball outfields can be used as a general purpose athletic field. The New Gloucester Fairgrounds has a half mile gravel track, a pavilion, a playground, a hand carry boat launch, and maintained trails. The infield of the track is over 11 acres of land and is used as a general purpose athletic space currently supporting three separate playing fields. The potential exists to have more playing fields and an improved playing surface on this infield. An unimproved public park called Haskell Park is located along Stevens Brook within the Lower Gloucester cemetery.

The town also has two areas of land with potential for low impact recreational use such as trails. The first is known as the town forest and is approximately 64 acres of wooded land along Interstate 95 near the Auburn border. The second is approximately 130 acres in the eastern part of town closest to Woodman Road. Unfortunately, both of these properties are land locked and do not have direct access.

The town has a fulltime recreation director who oversees the recreation programming and use of town facilities. The Community Building at the municipal complex houses the Parks and Recreation Department and hosts indoor programming year-round. Indoor programming is limited by the space available in the community building. The town works with local non-profits and neighboring towns to offer recreational and educational programming for all ages from youth athletics to senior bus trips.



New Gloucester Fairgrounds Entrance

Source: Town Files

Other Athletic Facilities

There are a number of public and private athletic fields in New Gloucester which are available for different levels of public use. The MSAD 15 school district operates the Memorial and Dunn schools. Both schools have playgrounds, general purpose athletic fields with baseball diamonds, and indoor gymnasiums.

The non-profit Gray-New Gloucester Little League maintains and operates two baseball fields in New Gloucester. One is off Intervale Road on land owned by a private individual. GNGLL is working with the Royal River Conservation Trust to protect this property and continue the use of the athletic field. The other field is on land owned by GNGLL off of Penny Road. This land is open space of a cluster subdivision and restricted by approval and deeds such that it can only be used for recreation. The GNGLL initially received approval for an additional three fields in this location which have not been built at this time.

Pineland Farms maintains three tennis courts, a bocce court, and two ice skating ponds, which are all open to the public free of charge. They additionally operate two 18-hole disc golf courses which are open to the public for a fee. They also maintain a trail network that extends into the neighboring towns of Gray and North Yarmouth. This network includes over 18 miles of trails on their properties, which are free to the public for non-winter hiking. Mountain biking, snowshoeing, and cross-country skiing are also allowed on the trails for a fee. There is also a YMCA located on the Pineland Campus with a variety of recreational facilities available to members.

Publicly Accessible Recreation Land

There are significant amounts of land open to the public in New Gloucester owned by the state, land trusts, and private landowners. Traditional passive recreational use of land for off trail hiking, hunting, and fishing is a central part of New Gloucester's relationship with its land. Hunting and fishing are allowed on many of the properties identified as open to public use on the Recreation Resources map, but all users should confirm the rules and restrictions with the owner of any particular property.

Maine's Department of Inland Fisheries and Wildlife owns two properties in New Gloucester that are open to public access. Chandler Mill Pond is a 47acre pond managed by MDIFW since 2016. The property has a hand carry boat launch, wheelchair accessible trail from the parking area to the pond, and hiking trails around the lake. MDIFW also owns a large property off of Woodman Road know as Thurston Meadow. There are no formal improvements to this land but it is open to the public for hunting and bird watching.

There are three land trusts with large holdings in New Gloucester: the Royal River Conservation Trust, the Maine Woodland Owners, and the New England Forestry Foundation. RRCT



Cross-country Skiing at Pineland *Photo Courtesy of Susi Delaney*

encourages public use of their lands and has made improvements including trails and boat launches. They also allow hunting on their lands. Their properties are organized into four main preserves:

- The Pisgah Hill Preserve: Located in the southern corner of town, this preserve includes maintained walking trails.
- The Intervale Preserve: Spread along the Intervale this preserve includes a maintained walking trail and two hand carry boat launches accessing the Royal River.
- The Big Falls Preserve: Located at the end of Woodman Road on the border with Auburn, this preserve includes a maintained walking trail which connects with publicly accessible trails on neighboring, privately owned land.
- The Flowing North Preserve: On the Royal River near the Upper Village, there are no formal trails on this property but the public is welcome to explore.

The Maine Woodland Owners is in the process of taking ownership of over 2,000 acres of forested land in New Gloucester. They do not currently have plans for formal improvements to their properties but allow public access to their properties for hiking and hunting. The New England Forestry Foundation holds a conservation easement on the land owned by The United Society of Shakers. This easement explicitly allows for public access to the land.

The Bradbury-Pineland Corridor, an important regional trail network briefly touches New Gloucester's southern corner. These trails can be accessed by tie-ins to the Pineland trail network and two parking areas are located just outside of the town. The network links state-owned land in Gray to Bradbury Mountain State Park via off road trails and links to a number of other small preserves and trails in the area.

New Gloucester is home to the Royal River Riders, an active and long standing snowmobile club. The club maintains and grooms



Sabbathday Lake at Outlet Beach *Photo Courtesy of Ellen Frankel*

23 miles of trails in New Gloucester connecting to additional trail networks in Auburn, Gray, and Poland. Their trails run primarily over privately owned land and the club has long been excellent stewards working closely with the community and land owners to maintain connectivity across the town.

Water Recreation

New Gloucester has significant water recreational opportunities in the Royal River, Chandler Mill Pond, and Sabbathday Lake. As outlined above, free, public, hand carry boat launches are available on the Royal River on land owned by the town and land owned by RRCT. The state of Maine has recently built a free, public, hand carry boat launch on Chandler Mill Pond. The Royal River is identified as a water trail by the RRCT which monitors conditions. While portions of the upper river in New Gloucester are not navigable large stretches make for good small craft boating. The water trail continues the length of the river to Casco Bay.

Access to Sabbathday Lake is more constrained. The only public access to the lake is through the privately run Outlet Beach which is open to the public for a small fee. Outlet Beach has a beach, swimming area, and trailered boat launch. This site allows for hand carry and trailered boat access to the lake for the public and is how many shorefront property owners get their boats into and out of the lake. As with many Maine lakes, privately owned shorefront has become more restrictive in recent years, removing some informal but traditional access points to the lake.

There are multiple stocked fishing locations in New Gloucester. Sabbathday Lake, Chandler Mill Pond, and the Stevens Brook pond are stocked by the Maine Department of Inland Fisheries and Wildlife. The Stevens Brook Pond is designated a Special Opportunity Water by MDIFW and fishing is limited to

those under 16 years of age or who hold an eligible complimentary fishing license. It is one of four Special Opportunity Waters in Cumberland County. Pineland Farms also stocks its pond on Route 231 and allows the public to fish there. While not stocked, Brandy Brook is identified by MDIFW as a brook trout fishery.

Cooperation with Neighboring Towns

The town's recreation department works closely with the town of Gray's recreation department in ways that complement the strengths of the other municipality. The two towns have been collaborating to streamline the sports and events programming in the Gray/New Gloucester area since Fall 2019. In Fall 2019, the Gray and New Gloucester Recreation Departments offered their first collaborative program, Fall Youth Soccer. This collaboration was expanded to include Adult Softball League, Youth Track and Field, Youth Flag Football, Field Hockey, and Youth Lacrosse in the spring of 2020. COVID-19 cancelled all of the programming that was scheduled for spring 2020, however Track and Field, Field Hockey, and Flag Football programs all operated successfully and in collaboration in the fall 2020.

The Departments also worked together to offer a "Trunk or Treat" event at the New Gloucester Fairgrounds for families on Halloween. Staging a joint event was crucial to getting enough full time employees to effectively manage and staff the event under the particularly challenging circumstances of the COVID-19 Pandemic.

The two towns have also worked with the Town of Windham to better provide services and programs targeted to seniors. The three towns have worked together to provide a lunch and learn program and a bus trip to the Boston Flower Show.

New Gloucester Recreation Resources

Fairgrounds

- Playground
- Multi-purpose Field
- Boat Launch

Rowe Station

- Baseball Field
- Multi-purpose Field
- Tennis Court

Memorial School

- Playground
- Baseball Field
- Gym

Dunn School

- Playground
- Baseball Field
- Multi-purpose Field
- Gym

Pineland

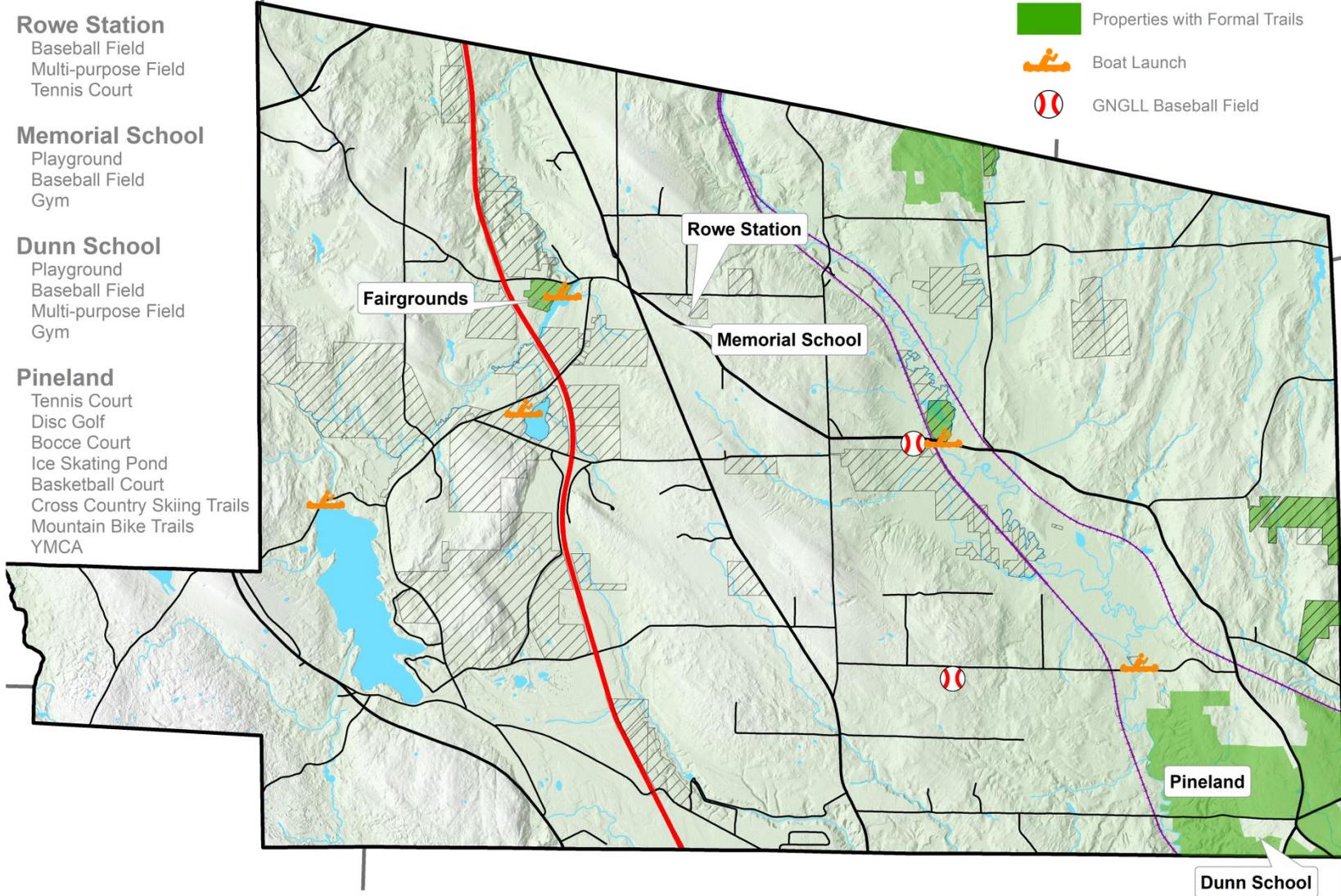
- Tennis Court
- Disc Golf
- Bocce Court
- Ice Skating Pond
- Basketball Court
- Cross Country Skiing Trails
- Mountain Bike Trails
- YMCA

 Properties Open to Public Access

 Properties with Formal Trails

 Boat Launch

 GNGLL Baseball Field



Natural Resources

Conserved Land

New Gloucester has a strong conservation commitment and significant areas of town have been formally protected from future development. There are four primary ways that land has been permanently protected from development: Conservation Land Trusts (either through fee simple ownership or conservation easements), Forever Farm easements, State preserves, and development restricted subdivision common land. All together over 5,100 acres of land are protected in New Gloucester. This is approximately 17% of all land in New Gloucester.

There are three primary land trusts with interest in New Gloucester: The Royal River Conservation Trust, the Maine Woodland Owners, and The New England Forestry Foundation. These land trusts own or oversee through conservation easements over 2,700 acres of land in New Gloucester. The Maine Farmland Trust has designated three forever farms in New Gloucester: the Waterhouse Farm, the Marribrook Farm, and the United Society of Shakers.

Forever Farms are protected from future development by conservation easements that specifically enshrine agricultural use of the property. The Maine Department of Inland Fisheries and Wildlife operated two preserves in New Gloucester: Chandler Mill Pond and the Thurston Meadow. Subdivision common land is created by cluster

New Gloucester Conserved Land

	Acres
Land Trusts	2,711
Forever Farms	2,012
State Conserved Land	182
Subdivision Common Land	210
Total	5,115

Source: NG Assessing Database, 2019

subdivisions and can be owned by a homeowner's association or a third party. Development of this land is not allowed and use of it is strictly limited to conservation and recreation.

Undeveloped Habitat Blocks

Undeveloped habitat blocks are contiguous areas of natural and vegetated land. Contiguous undeveloped areas as small as 50 acres can be integral to the survival of small animals and plants, while larger or more widely ranging species can require multiple thousands of acres to support healthy populations. The largest habitat block in New Gloucester is over 2,500 acres in size and is bounded by Woodman Rd, Durham Rd, North Pownal Rd, and Intervale Rd., extending a little into Pownal. There are two conserved Forever Farms in this block. A larger block of over 3,100 acres, primarily in Auburn and Durham, extends into New Gloucester on the north side of Meadow Lane and Durham Road. Undeveloped habitat blocks are essential to maintain diverse and viable animal and plant populations giving them protective buffers from human action and adequate foraging grounds to support healthy numbers.

Rare Species

Maine Department of Inland Fisheries and Wildlife has identified two species of special concern as living in New Gloucester: the great blue heron and the wood turtle. Species of special concern are species of wildlife that do not meet the criteria of an endangered or threatened species but are particularly vulnerable and could easily become an endangered, threatened, or extirpated species due to restricted distribution, low or declining numbers, specialized habitat needs or limits, or other factors. Both the great blue heron and the wood turtle live in wetland and riparian (river and stream bank) habitats. Wood turtles in particular live on the banks and uplands of



Wood Turtle

Source: MDIFW

rivers and streams. They are long-lived and slow to mature, meaning that relatively small yearly mortality rates can lead to strong population declines. Disturbance and mechanized activity, such as tree harvesting in

riparian areas should be restricted to cold months when the turtles are hibernating underwater to avoid direct impacts to them.

The Maine Natural Areas Program has identified one rare plant species in New Gloucester: the wild leek. The wild leek is an onion-like bulb that favors bottomland woods. It is typical of more southern



Great Blue Heron

Public Domain Image

parts of the United States and Maine is the northern extent of its natural range. Because it thrives on shaded forest floors, clearcutting can devastate its habitat. The Maine Natural Areas program has also identified one exemplary plant ecosystem in New Gloucester: a pocket swamp. Including black gum trees at the northern extent of their normal habitat range, this rare and untouched forested wetland has also been recognized by the National Parks Service as a National Natural Landmark. The National Natural Landmark Program recognizes and encourages conservation of sites that contain

outstanding biological and geological resources, often on private land. There are 14 National Natural Landmarks in Maine.

Essential Habitats

Maine Department of Inland Fish and Wildlife has identified habitats that are essential to conservation of endangered or threatened species and that may require special management considerations. These habitats are considered vital to ongoing viability and recovery of species. Four types of essential wildlife habitats have been identified in New Gloucester:

- **Deer Wintering Areas:** Deer wintering areas provide shelter and foraging areas for deer populations and are particularly essential in winters with heavy snowfall. Typically established evergreen forest, deer wintering areas can be susceptible to poor forest management.
- **Inland Waterfowl and Wading Bird Habitat:** Wetland areas suitable for wading birds and waterfowl are crucial for many species of birds, providing breeding, migratory, and wintering grounds. The state now requires all waterfowl and wading bird habitats identified by the Department of Inland Fisheries and Wildlife be designated resource protection areas.
- **Vernal Pools:** Vernal pools are seasonal wetlands that provide habitats to many semi-aquatic plants and amphibians. Maine Department of Environmental Protection defines “significant vernal pools” and regulates activity within 250 feet of any significant vernal pool. There is only one significant vernal pool currently identified in New Gloucester. It is on the CMP powerline corridor adjacent to land owned by the Royal River Conservation Trust.
- **Brook Trout Habitat:** Also referred to as “brookies” and “squaretails”, brook trout are not currently federally protected

but Maine holds the last extensive population of brook trout in the US. The Royal River, most of its tributaries, and Sabbathday Lake are all active habitats for brook trout.

Invasive Plants and Insects

Invasive plants are a serious concern across Maine. Cleared areas such as former pastures, utility corridors, and road shoulders are especially at risk for many aggressive invasive plant species such as Knotweed, multiflora rose, and bittersweet. These plants and others like them crowd out native species, lower biodiversity, and degrade sensitive habitats. Combating these plants takes coordinated efforts of many landowners, including the state and municipalities, to identify and mitigate the spread of these plants.

Similarly, invasive insects are threatening native plants in Maine and New Gloucester. Gypsy Moths have been an ongoing concern in

New Gloucester and can defoliate deciduous trees, including productive fruit trees, in high population years. While not yet observed in Cumberland County, Emerald Ash Borer has been found in York and Aroostook Counties. These insects are highly destructive to ash trees and restricting their spread is important to the health of any ash stands in the town.

For more information:

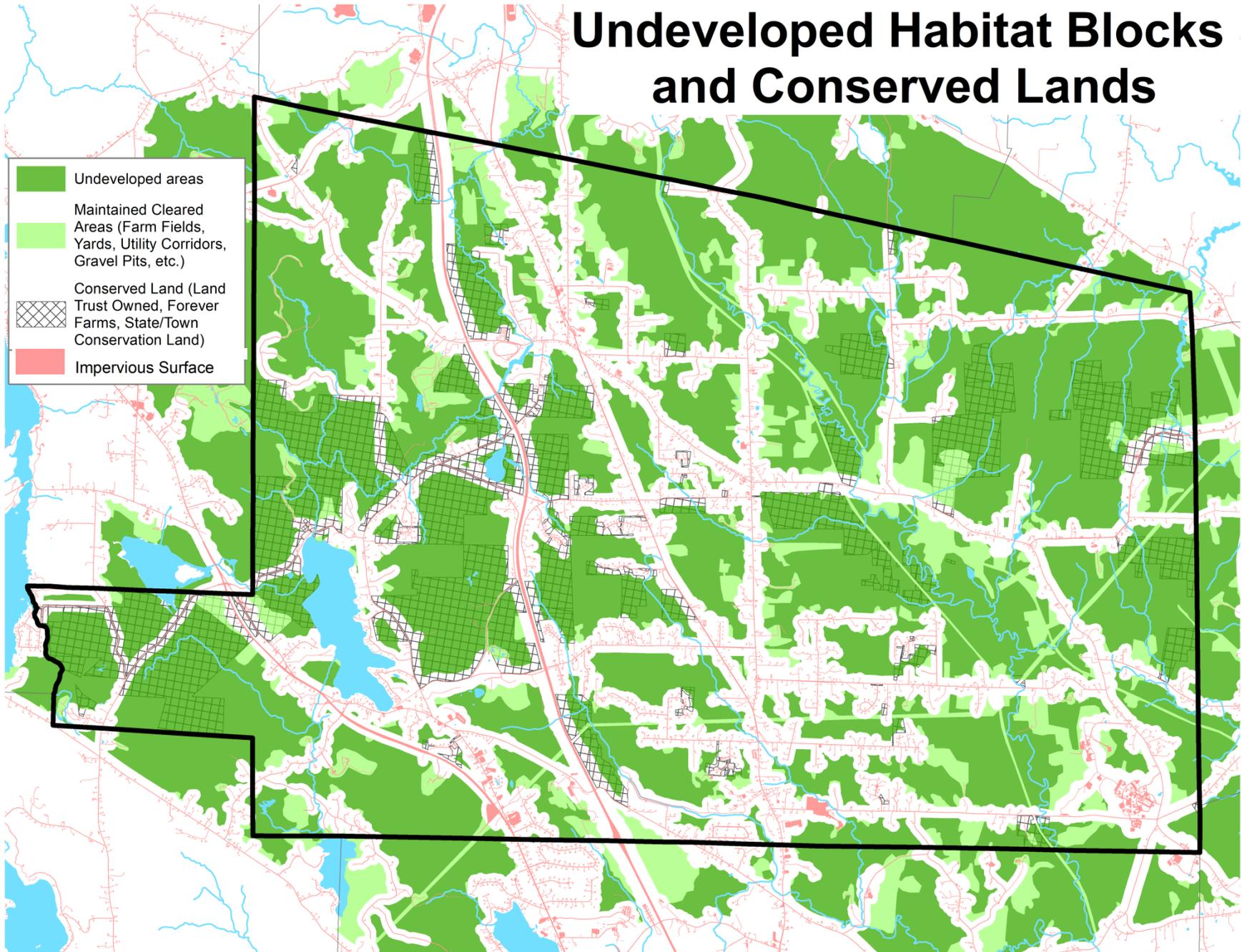
- For a review of aquatic invasives, see the water resources section on page 39.

Scenic Resources

New Gloucester's rolling hills, maintained agricultural land, and undeveloped open space make it a visually stunning town at every turn. The town has identified the following as some of the important scenic resources worthy of protecting, but further assessment is needed:

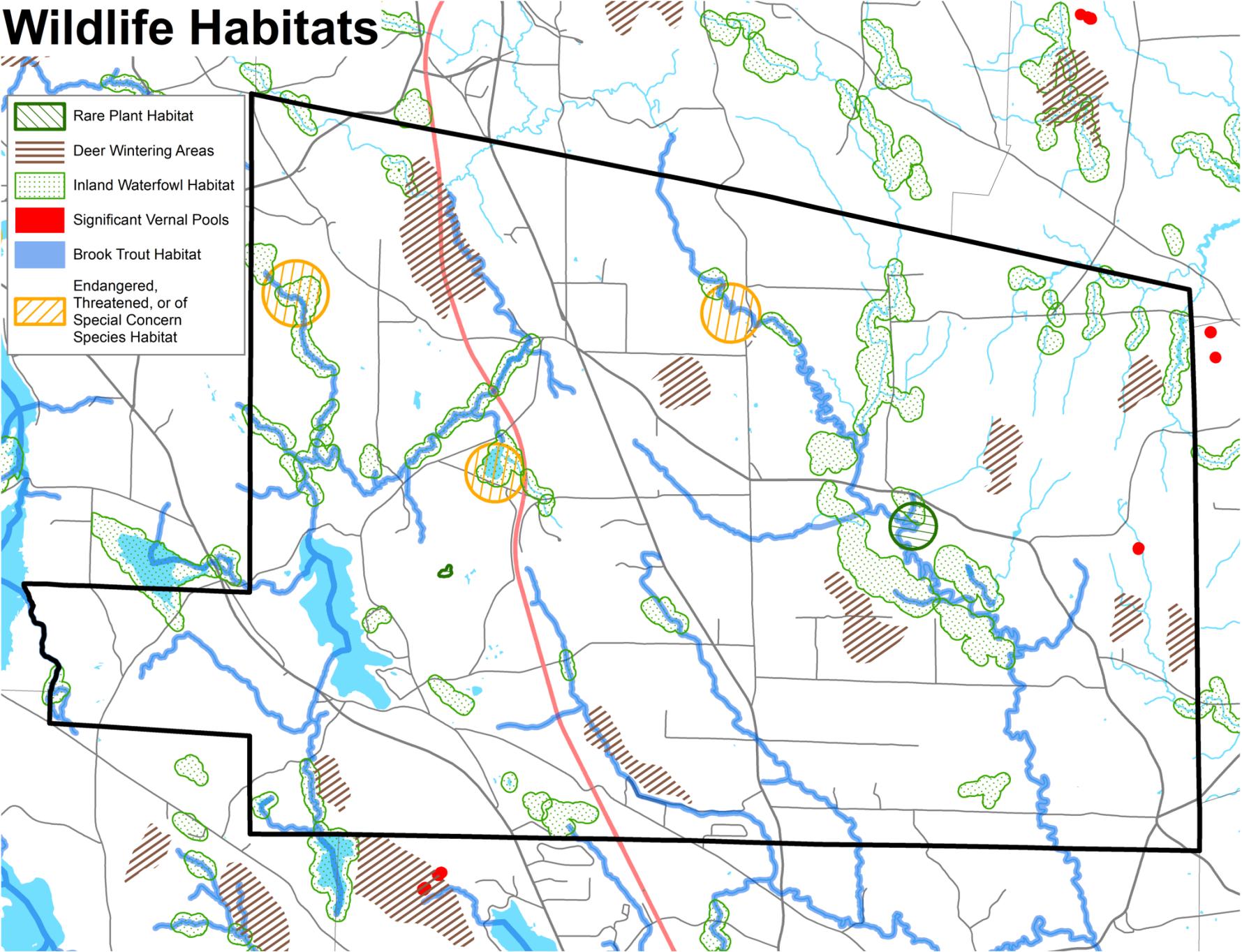
- Sabbathday Lake – The lake has a heavily wooded shoreline, It is lined with cabins and small homes, many of which were built more than 50 years ago and have had trees and other vegetation grow up around them. Maintaining this look is crucial to the character of the lake. The western shore is largely undeveloped and has been preserved in perpetuity by the United Society of Shakers.
- Intervale Rd. (Route 231) – Winding from the brick campus of Pineland, past open farm fields and river lowlands, up to the historic lower village. This route is emblematic of what New Gloucester has to offer.
- The Lower Village – This historic center with its old buildings and traditional layout is the heart of the town. Long vistas offered down the straight wooded paths of Gloucester Hill Road and Cobbs Bridge Road draw you past some of the oldest houses in New Gloucester.
- Shaker Village – Both the view of the village and its fields from Shaker Road and the view eastward from the village are exceptional and, while not frozen in time, retain a sense of place remarkably unchanged from 100 or more years ago.
- Gloucester Hill – The view from the top of Gloucester Hill is iconic. Its prominence allows for an uninterrupted view of the Intervale, Bradbury Mountain, and beyond.
- Bald Hill – The view northeast from Bald Hill Road on the north side of Bald Hill is of the rolling countryside with glimpses of Lewiston/Auburn.
- Upper Village – The view westward from the intersection of Upper Village St. and Bald Hill Rd extends to Mt. Washington on a clear day.

Undeveloped Habitat Blocks and Conserved Lands



Wildlife Habitats

-  Rare Plant Habitat
-  Deer Wintering Areas
-  Inland Waterfowl Habitat
-  Significant Vernal Pools
-  Brook Trout Habitat
-  Endangered, Threatened, or of Special Concern Species Habitat



Water Resources

Surface Waters

New Gloucester is almost entirely in the Royal River watershed, with small parts of the western end of town being in the Range Pond and Little Androscoggin River watersheds. The Royal River is classified a “Class A” river by the Maine Department of Environmental Protection with minimal active water quality concerns. A number of streams originate in New Gloucester which eventually flow into the Royal River, including but not limited to Stevens Brook, Meadow Brook, Bear Brook, Brandy Brook, Eddy Brook, and Runaround Brook. The streams listed above are all classified as “Class B” unimpaired waterways. Cole Brook originates in wetlands on the Gray/New Gloucester boarder and eventually flows into the Royal River via Collyer Brook. It has been identified as a category 5-A impaired stream, impaired by pollutants other than those listed in other categories.

Chandler Mill Pond is the second largest body of water in New Gloucester covering 47 acres. It is not identified as an impaired lake or pond by MDEP but is considered at risk from new development. The risk of development is significantly mitigated by the fact that the Maine Department of Inland Fisheries and Wildlife owns all the land immediately surrounding the lake and further portions of the land draining into the lake are owned by the Maine Woodland Owners Land Trust.

New Gloucester has significant wetlands as part of its surface waters. The most significant wetlands network in the town is located in The Intervale along the Royal River and Meadow Brook. Impacts to wetlands are regulated locally through the zoning ordinance, by the state’s Natural Resources Protection Act, and the Federal Clean Water Act.

Sabbathday Lake

Sabbathday Lake is the largest body of water in New Gloucester, covering approximately 342 acres and serving as the beginning of the Royal River. The lake is fed by Westcott Brook which, in turn, flows from Notched Pond. Sabbathday Lake is not classified as an impaired lake by the Maine Department of Environmental Protection but is considered one of the lakes most at risk from new development. The risk of new development in the Sabbathday Lake watershed is of significant concern as is the conversion of seasonal dwellings to year-round homes. The risk is mitigated somewhat by the permanent conservation of the land owned by the United Society of Shakers. This land represents a significant portion of the watershed to the west of the lake. That said, prime developable land exists in the watershed, particularly along Westcott Brook to the southwest of the lake on the other side of Route 26.

The water quality of the lake has been monitored on a yearly basis since 1990 by the Sabbathday Lake Association, a non-profit organization dedicated to the lake and its watershed (aided in part by annual contributions from the Town). In 2018, the lake was found to have above average water quality in all parameters measured, with no ongoing trends indicating areas of immediate concern. Dissolved oxygen levels in the deepest parts of the lake have been an ongoing concern for the lake. The lack of dissolved oxygen at depth restricts cold water fish habitat to a narrow band of depth in the summer months and could potentially lead to the release of phosphorus from bottom sediments which could in turn foster increased algal growth.

The lake is currently free from known invasive aquatic plants. This status is largely due to the dedicated efforts of trained volunteers who inspect all boats using the Outlet Beach boat launch and that

conduct an annual survey of the lake looking for any evidence of 11 different types of invasive plants. Of particular concern is Eurasian Milfoil, an aggressive, aquatic plant now common in southern Maine lakes and easily transported on boats moved from one lake to another.

Ground Waters

The Maine Geological Survey has mapped over 5,600 acres of sand and gravel aquifers in New Gloucester. The area that drains into these aquifers covers over 12,000 acres of the town and is protected by the town's Groundwater Protection Overlay. This overlay restricts uses and activities with potential to pollute the aquifer and requires specific site as needed.

The majority of homes and businesses in New Gloucester obtain their drinking water from private wells. All new projects subject to planning board review must show that groundwater supply and quality will not be negatively impacted by expected use of the proposed project. Many areas of the town are subject to naturally occurring contaminants to well water, such as radon, arsenic, and uranium. Wells in granite bedrock are more likely to be exposed to these contaminants.

Groundwater in the Upper Village was found to be contaminated first in the 1950's and 1960's by the open storage of road salt by the town and the state and later in the 1980's and 1990's by leaking privately owned underground fuel storage tanks. These issues were identified in the previous comprehensive plan adopted in 1990. In 2013 the town voted to form a water district to provide clean water to the affected area. The public water supply well is a 153' bedrock well located at the Fairgrounds and serves the Upper Village, including



Eurasian Milfoil *Source: MDEP*

the Memorial School. An additional six wells, in New Gloucester are regulated by the state as public wells including two high volume gravel wells serving the Pineland Campus.

Flood Hazard Areas

FEMA identified flood hazard areas in new Gloucester are almost entirely within the Resource Protection zone of the town. The flood hazard areas as currently mapped seem inaccurate but revisions currently being proposed by FEMA appear to fix these inaccuracies based on review of the draft maps. With the exception of roads, railroad tracks, and agricultural land there is little to no development within the flood hazard areas. No application has been submitted that has required review under the floodplain ordinance in at least the last 15 years. The town's floodplain ordinance was adopted in 1992 and is in need of updating to meet current standards.

Threats to Water Quality

The town has been working to address known water quality threats since the last comprehensive plan. With assistance from the Maine Department of Environmental Protection, the leaking underground fuel tanks in the Upper Village have been addressed to stop additional contamination to the water supply in that area. The town's salt storage was improved many years ago and the entire public works department has been moved to the new Public Works facility. This new facility is located farther from the aquifer and adjacent wells, and the salt and sand storage building is designed to specifically avoid contamination of the ground water.

For more information:

- For a review of existing road culverts see the transportation section on page 45.

Underground fuel storage tanks are always a concern to water quality as it is hard to know when they begin to fail. There are five properties in New Gloucester with underground tanks inventoried by Maine Department of Environmental Protection. All but one of these tanks have been fitted

with electronic leak detection systems. Unused underground storage tanks have been removed from the former Penney Store on Intervale Road, Buddy's Store on Sabbathday Road, and the turnpike toll facility on Interstate 95.

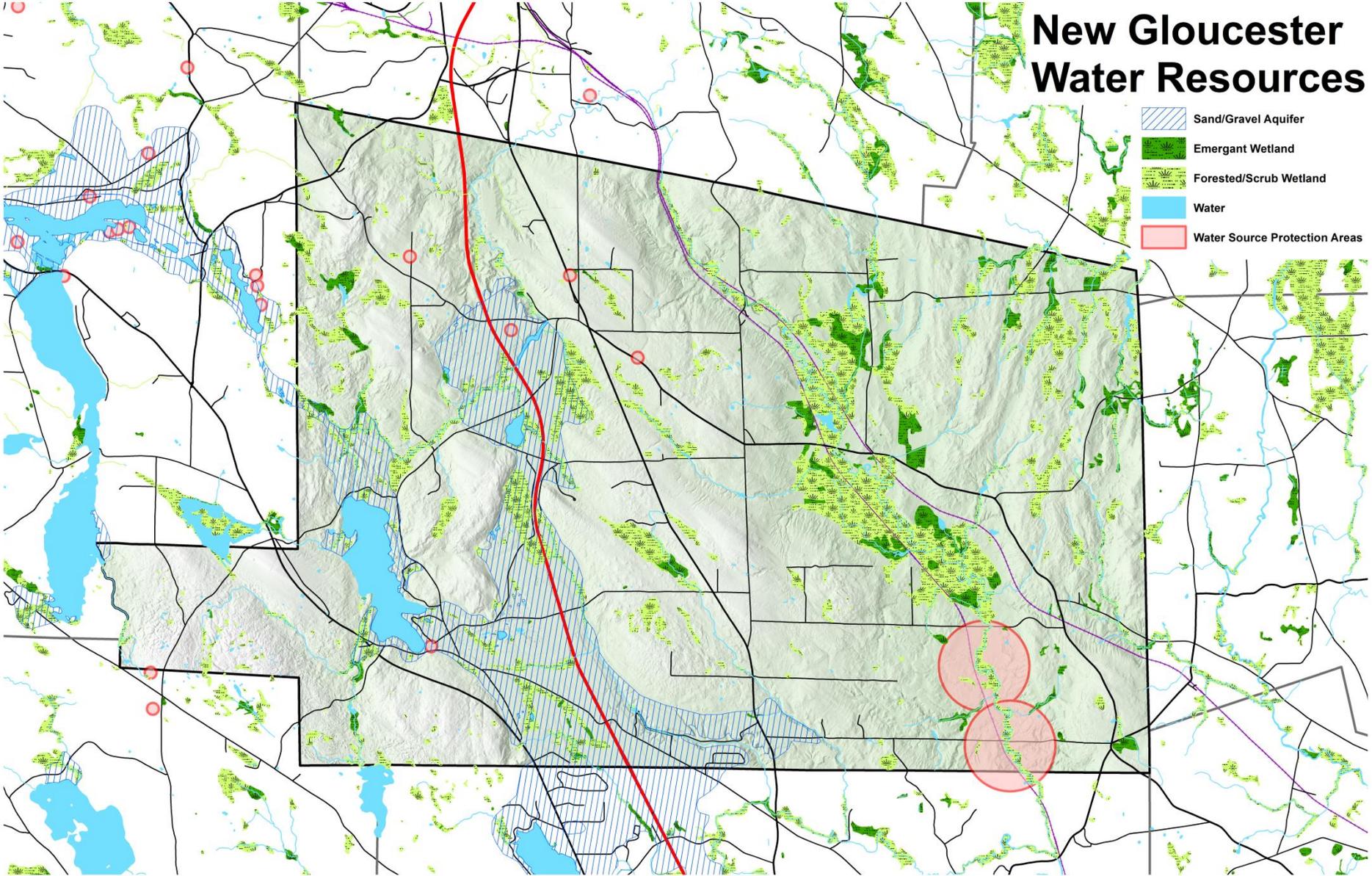
The geological conditions that lead to the formation of the sand and gravel aquifers in New Gloucester also mean that there is good material for sand and gravel excavation. The town's Mineral Extraction, Excavation and Removal of Lands Ordinance, which was enacted in 1989, regulates operations after that date and attempts to mitigate impacts to the ground water resources of New Gloucester. This includes forbidding excavation below two and a half feet above the water table and within 100 feet of a surface water body.

Agricultural activities have the potential to degrade water resources though water run off of disturbed land and run off containing fertilizers, pesticides, or other materials. Local shoreland zoning restricts these applications within the shoreland zones and all agricultural operations are subject to State regulations.

There is no public sewer system in New Gloucester and so all properties should be served by private subsurface wastewater systems. Constructed and maintained appropriately, these systems should not have a significant impact on water quality, but aging and poorly maintained systems can prove a significant issue. In particular, the area around Sabbathday Lake has many risk factors for impact from

subsurface waste systems. Densities in some areas around the lake are higher than currently allowed by state laws governing sub-surface waste systems. There are many aging systems and systems installed closer to the lake than would currently be allowed. While conditions in the lake have remained good, it is important to work on these risks before any impacts are felt. The State has recently expanded regulations in ways that will help with this issue. Property transfers in the shoreland zone must now include inspections of any subsurface waste systems. Any systems that are shown to be malfunctioning must be fixed or replaced within a year of purchase. The town relies on state regulations to govern design of systems and maximum densities for areas served by subsurface waste systems. There are no local regulations on subsurface waste water systems that are more stringent than state laws.

New Gloucester Water Resources



Transportation

Street Network

The automobile is the primary mode of transportation in New Gloucester. According to the Maine Department of Transportation (MaineDOT), there are 88 miles of public roads and 13 miles of toll roads in New Gloucester. The Maine E911 roads data shows an additional 39 miles of private roads in New Gloucester.

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

- **Arterials** - Arterials are highways that provide for long distance connections between larger population centers. They are typically designed to carry higher volumes of traffic at higher rates of speed, may include multilane facilities, and are subject to MaineDOT's Access Management Rules. Principal Arterial Interstates are limited access continuous routes used for substantial statewide or interstate travel. There are two Principal Arterials in New Gloucester, the Maine Turnpike which is operated and

maintained by The Maine Turnpike Authority (MTA), and Route 26 which is maintained by the Maine Department of Transportation. There is one Minor Arterial road in New Gloucester, Lewiston Road or Route 202/4/100.

- **Collector Roads** - Collector roads bring together traffic from local roads and connect smaller cities and towns. They are characterized by moderate speeds, with the purpose of providing better access to adjacent land. Major/Urban Collectors in the Town of New Gloucester include Route 122, Route 231, Freeport Road, and Depot Road.
- **Local Roads** - Local Roads are designed to access abutting land uses and to connect to collector and arterial roads. They are not designed for longer distance through traffic and typically serve 100-500 vehicles per day. Private roads are not classified, but often serve a similar function as local roads.

Road Maintenance

The state highway classification system is used to determine what level of government is responsible for road maintenance. MaineDOT generally reconstructs, paves, and maintains state highways, and is responsible for summer maintenance on state aid highways. New Gloucester's Public Works Department is responsible for maintenance on 67.1 miles of town roads. In New Gloucester 51.6 miles of town roads are paved and 15.5 miles are gravel. The town is responsible for winter maintenance on an additional 8.8 miles of state aid highways.

STREET INDEX

NEW GLOUCESTER, MAINE

Prepared By
 JOHN E. O'DONNELL AND ASSOCIATES
 john@jeodonnell.com
 Produced March 22, 2018

- Aldy Lane A-3
- Albright Ridge B-1
- Allen Road B-2
- Atwood Road D-2
- Angelica Drive C-3
- Aubrey Lane C-3
- Autumn Ln C-2
- Ayer Road D-1
- Bailey Lane E-3
- Bald Hill Road B-1, B-2
- Banham Way D-3
- Bean Family Road D-1
- Beach Ridge Rd. B-2
- Beaver Dam Drive A-2, B-2
- Belgian Way C-2
- Bennett Road B-3, C-3
- Berryfield Lane D-3
- Black Point Road B-3
- Bluff Circle C-3
- Boulder Ridge D-2
- Brackett Road B-3
- Brayley Road B-3
- Brandy Brook Ln C-3
- Brianwood Drive D-3
- Brigham Road B-1
- Brittany Lane C-3
- Brooke Lane C-2
- Brookside Drive B-3
- Bryana Way C-2
- Bryant Road B-1
- Butler Drive B-1
- Campus Drive D-3, E-3
- Cassidy Road C-3
- Castle Road E-3
- Centennial Springs B-3
- Center Court Drive C-3
- Chanox Cove B-3
- Chandler Mill Road B-2
- Chestnut Common D-3
- Chickadee Lane D-3
- Chief Wahoo Drive C-3
- Christian Way
- Church Road C-2
- Cider Mill Road B-1
- Clearbrook Trail C-3
- Cleaves Road C-1
- Cobble Hill Road B-2
- Cobb's Bridge Road C-2
- Cokey Trail B-1
- Colbath Road A-3
- Colebrook Road B-3
- Connor Drive D-3
- Cottage Lane D-3
- Country Cham Lane B-1
- Country Way B-2
- Creamery Lane D-3
- Cushman Drive A-3
- Dave Snow Road C-3
- Deerfield Road A-2
- Delta Mill Road A-3
- Depot Road E-3
- Demot Drive B-3
- Donna's Lane D-1
- Dougherty Road B-3
- Douglas Drive B-3
- Dr. Sweatt Point Road B-3
- Dunphy Lane C-3
- Durham Road D-1, E-1
- Echo Lane C-2
- Elderberry Lane C-2 (Portion is Private)
- Elley Drive B-1
- Emmas Road B-2
- Estes Road C-2
- Evergreen Lane E-3
- Farmview Drive D-3
- Farrington Lane C-3
- Ferwood Lane D-3
- Fleisview Drive C-1
- Flintlock Lane C-3
- Fish Hatchery Rd C-3
- Forest Road B-2
- Fox Run B-2
- Freepoint Road E-3
- Gabriel Woods Road A-3
- Gerke Park Road C-3
- Gilmore Road C-1
- Glendale Drive C-3
- Glory Days Drive C-2
- GloUCESTER Hill Road C-2
- Golden Way B-3
- Goshen Lane C-2

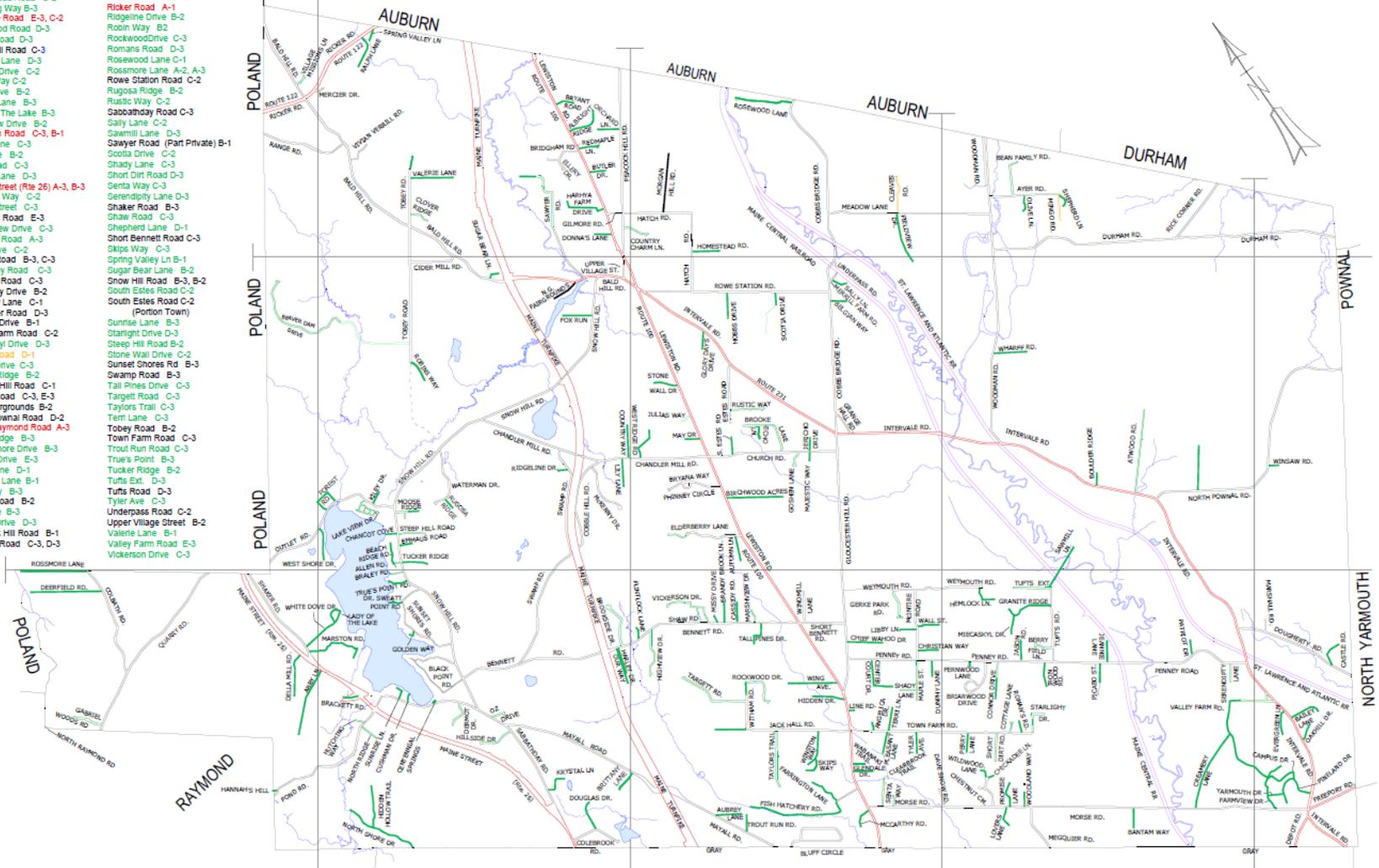
- Granite Hill Road C-2
- Granite Ridge Road D-3
- Hannahs Hill A-3
- Harty Drive C-3
- Hanna Farm Drive B-1
- Hatch Road C-1, C-2
- Hemlock Lane D-3
- Hidden Drive C-3
- Hidden Hollow Trail B-3
- Hillside Drive B-3
- Highview Drive C-3
- Hobos Drive C-2
- Homestead Road C-2
- Hutching Way B-3
- Intervale Road E-3, C-2
- Iron Wood Road D-3
- Jason Road D-3
- Jack Hall Road C-3
- Jeamie Lane D-3
- Jericho Drive C-2
- Jullias Way C-2
- Kiley Drive B-2
- Krystal Lane B-3
- Lady Of The Lake B-3
- Lakeview Drive B-2
- Lewisford Road C-3, B-1
- Libby Lane C-3
- Lily Lane B-2
- Line Road C-3
- Lovers Lane D-3
- Maine Street (Rte 26) A-3, B-3
- Majestic Way C-2
- Maple Street C-3
- Marshall Road E-3
- Marshview Drive C-3
- Marston Road A-3
- May Drive C-2
- Mayall Road B-3, C-3
- McCarty Road C-3
- McIntire Road C-3
- McKenny Drive B-2
- Meadow Lane C-1
- Meaguiers Road D-3
- Mertler Drive B-1
- Merrill Farm Road C-2
- Miecaskey Drive D-3
- Mingo Road D-1
- Missy Drive C-3
- Moore Ridge B-2
- Morgan Hill Road C-1
- Morse Road C-3, E-3
- N.G. Fairgrounds B-2
- North Pownall Road D-2
- North Raymond Road A-3
- North Ridge B-3
- North Shore Drive B-3
- Oakhill Drive E-3
- Olive Lane D-1
- Orochard Lane B-1
- Our Way B-3
- Outlet Road B-2
- Oz Drive B-3
- Patriot Drive D-3
- Peacock Hill Road B-1
- Penney Road C-3, D-3

- Perry Lane D-3
- Phinney Circle C-2
- Pineand Drive E-3
- Pineas Lane C-3
- Pond Road B-3
- Promise Lane D-3
- Quarry Road A-3
- Ralph Lane B-1
- Rauge Road B-1
- Reimagine Lane B-1
- Rice Corner Road D-1
- Ricker Road A-1
- Ridgeline Drive B-2
- Rolin Way B-2
- Rockwood Drive C-3
- Romans Road D-3
- Rosewood Lane C-1
- Rossmore Lane A-2, A-3
- Rowe Station Road C-2
- Rugosa Ridge B-2
- Rustic Way C-2
- Sabbathday Road C-3
- Sally Lane C-2
- Shady Lane C-2
- Shaw Road C-3
- Shawmut Lane D-3
- Shawmut Lane D-3
- Senta Way C-3
- Serendipity Lane D-3
- Shaker Road B-3
- Shaw Road C-3
- Shepherd Lane D-1
- Short Bennett Road C-3
- Skips Way C-3
- Spring Valley Ln B-1
- Sugar Bear Lane B-2
- Snow Hill Road B-3, B-2
- South Estes Road C-2
- South Estes Road C-2
- (Portion Town)
- Sunrise Lane B-3
- Starlight Drive D-3
- Steep Hill Road B-2
- Stone Wall Drive C-2
- Sunset Shores Rd B-3
- Swamp Road B-3
- Tall Pines Drive C-3
- Target Road C-3
- Taylor's Trail C-3
- Terrill Lane C-3
- Tobey Road B-2
- Town Farm Road C-3
- Trout Run Road C-3
- True's Point B-3
- Tucker Ridge B-2
- Tufts Ext. D-3
- Tufts Road C-3
- Tyler Ave C-3
- Underpass Road C-2
- Upper Village Street B-2
- Valerie Lane B-1
- Valley Farm Road E-3
- Vickerson Drive C-3

- Village Missions Lane A-1
- Vivian Verrill Road B-1
- Wabanaki Trail C-3
- Wall Street C-3, D-4
- Waldemar Drive B-2
- West Ridge Road C-2
- West Shore Drive B-2
- Weymouth Road D-3
- Wharf Road D-2
- White Dove Dr. A-3, B-3
- Wildwood Lane D-3
- Windmill Lane C-3
- Wing Ave. C-3
- Winsaw Road E-2
- Winston Way C-3
- Witham Road C-3
- Woodland Way D-3
- Woodman Road D-2
- Yarmouth Drive D-3, E-3

Roads

- Abandoned —
- Town —
- State —
- Private —
- Railroad —
- Not Passable (Winter) - - -
- Pipeline —



Bridges and Culverts

There are 22 bridges and three frame culverts located in New Gloucester. Of the 22 bridges in New Gloucester, 12 are water crossings, four are railroad overpasses owned by Maine Central Railroad or MaineDOT, and the remaining six are highway overpasses owned by the MTA. The composition of bridges within the town are prestressed concrete, concrete, or steel. MaineDOT rates bridges in terms of the condition of the deck, superstructure, substructure, and, in the case of bridges that cross water, channel condition. MaineDOT

rates frame culverts in terms of the physical condition of the culvert and the physical condition of the stream channel.

There are 12 bridges in New Gloucester that carry transportation routes over the Royal River or its tributaries. These bridges are generally in good condition, but the streambanks have been degraded at many of the river crossings. Four bridges are part of the inactive St. Lawrence & Atlantic Railroad and there is no information available about the condition of these bridges or the streambanks. The Town of New Gloucester is responsible for one bridge on Tobey

Bridges Crossing Water

Map Label	Maintenance Responsibility	Street	Year Built	Material	Deck Rating	Superstructure Rating	Substructure Rating	Channel Rating
A	Municipal	Tobey Rd	1980	Steel	Good	Satisfactory	Good	Bank slump widespread, minor damage
B	MTA	1-95 SB	1956	Steel	Good	Satisfactory	Good	Bank protection needs minor repair
C	MTA	1-95 NB	1956	Steel	Good	Satisfactory	Good	Bank protection needs minor repair
D	MDOT	Bald Hill Rd	2004	Prestressed Concrete	Very Good	Very Good	Very Good	Bank protection needs minor repair
E	MDOT	St. Lawrence & Atlantic RR	1900	Unknown	NA	NA	NA	NA
F	MDOT	Cobbs Bridge Rd	1934	Concrete	Fair	Satisfactory	Satisfactory	Banks are protected
G	MDOT	St. Lawrence & Atlantic RR	1900	Unknown	NA	NA	NA	NA
H	MDOT	St. Lawrence & Atlantic RR	1900	Unknown	NA	NA	NA	NA
I	MDOT	St. Lawrence & Atlantic RR	NA	Unknown	NA	NA	NA	NA
J	MDOT	Intervale Rd	1979	Steel	Good	Very Good	Very Good	Bank protection needs minor repair
K	MDOT	Penny Rd	1985	Steel	Good	Good	Good	Bank protection needs minor repair
L	MDOT	Morse Rd	1990	Prestressed Concrete	Good	Good	Good	Banks are protected

Source: Maine DOT

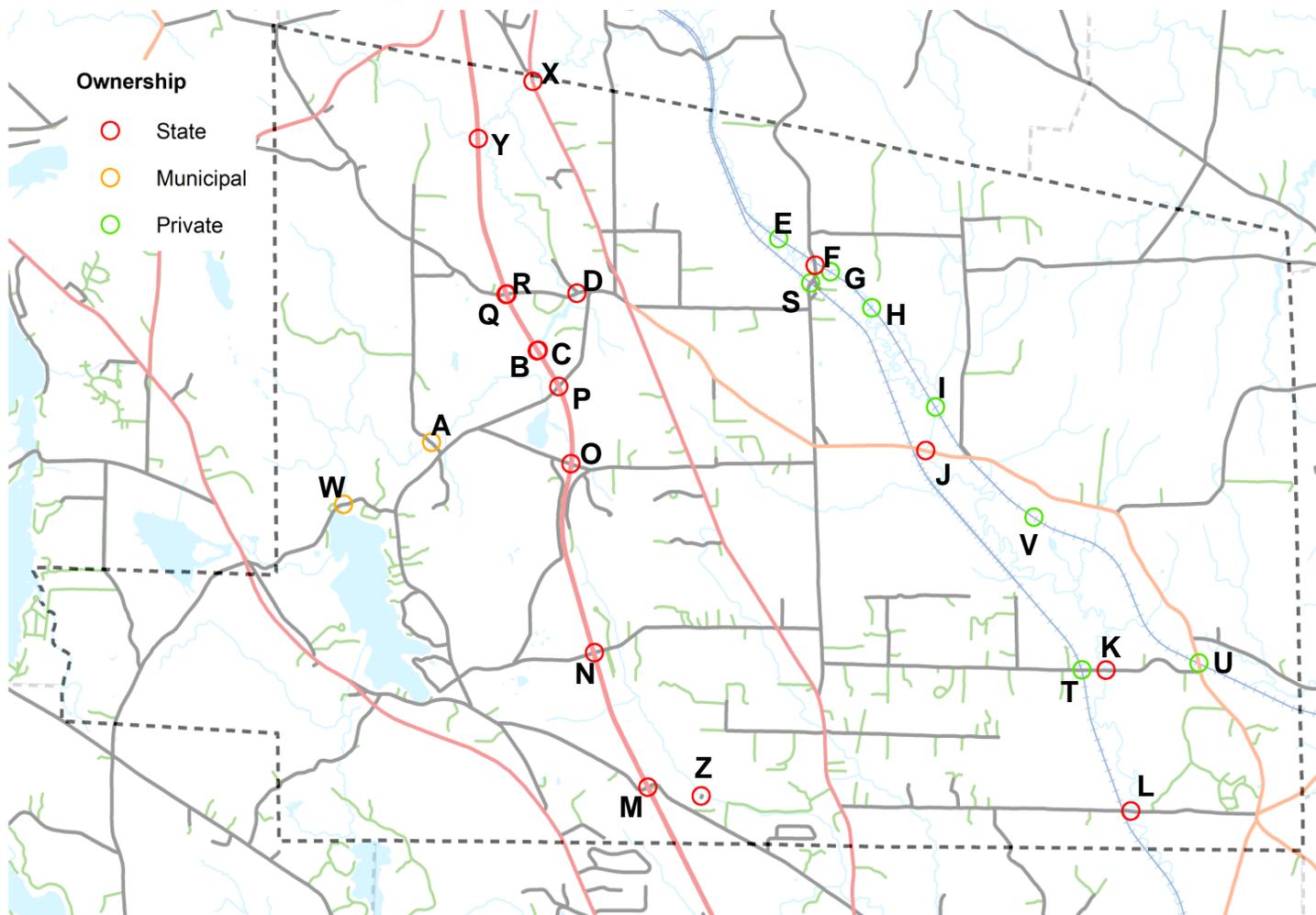
Road, but the remaining bridges are maintained by MaineDOT or the MTA.

There are 3 frame culverts located within New Gloucester. The town owned culvert on Outlet Road (point W on the map) was built in 2016 and is in good condition, but the stream bank protection needs

minor repairs. The other two frame culverts are owned by MaineDOT (point X) or the MTA (point Y) and both the culverts and streambanks are in worse condition. The town is concerned about undersized or perched culverts being a barrier to fish passage and being unable to handle increasing stormwater flows. With the assistance of a Stream

Crossing Grant from the MaineDEP and funds from the Maine chapter of the Natural Conservancy and the Sebago chapter of Trout Unlimited, New Gloucester installed a new 16.5 foot wide pipe arch culvert under Morse Road in 2017. This culvert replaced a perched and undersized pipe culvert. The new culvert is designed to allow for unimpeded fish passage and can handle significantly larger rain events than the previous culvert. One additional water crossing (point Z), is located within the state owned fish hatchery.

New Gloucester Bridges



Maine Turnpike Overpasses

The six overpasses owned by MTA are Mayall Road, Bennett Road, Chandler Mill Road, Snow Hill Road, and the two overpasses built over Bald Hill Road. The Mayall Road overpass was built fairly recently and is in good condition. The remaining overpasses were built in 1956 and have not been reconstructed since. The rating for the deck, superstructure and substructure of all six bridges owned by the MTA in New Gloucester are in good to very good condition. The one exception is the Bennett Road overpass, which despite substantial work being done in the last 10-15 years has a substructure that is rated in fair condition.

Turnpike Overpasses in New Gloucester

Map Label	Bridge Name	Intersecting Feature	Built	Deck Rating	Superstructure Rating	Substructure Rating
M	Mayall Rd	I-95	2008	Good	Very Good	Very Good
N	Bennett Rd	I-95	1956	Good	Good	Fair
O	Chandler Mill Rd	I-95	1956	Good	Very Good	Good
P	Snow Hill Rd	I-95	1956	Good	Very Good	Good
Q	I-95 SB	Bald Hill Rd	1956	Good	Good	Good
R	I-95 NB	Bald Hill Rd	1956	Good	Good	Good

Source MaineDOT

Railroad Overpasses in New Gloucester

Map Label	Bridge Name	Intersecting Feature	Built	Deck Rating	Superstructure Rating	Substructure Rating
S	Maine Central RR	Cobbs Bridge Rd	1912	NA	NA	Fair
T	Penny Rd	Maine Central RR	2002	Good	Good	Good
U	Route 231	St. Lawrence & Atlantic RR	1993	Good	Very Good	Good
V	St. Lawrence & Atlantic RR	farm access road	NA	NA	NA	NA

Source MaineDOT

Railroad Overpasses

There are four railroad overpasses in New Gloucester. Two of these are owned by Maine Central Railroad and the other two are part of the St. Lawrence & Atlantic Railroad. MaineDOT owns the right-of-way for the St. Lawrence & Atlantic Railroad, and the St. Lawrence & Atlantic Railroad maintains a perpetual freight easement on the line but stopped freight service in 2015 due to unprofitable operations. Two of these overpasses are roads that cross above train tracks, while the other two are railroad bridges that cross above roads. The two bridges carrying roads over railroad tracks are in good to very good condition, while not as much is known about the condition of the railroad bridges.

Connectivity

New Gloucester's road network generally follows a gridded layout that can, in most areas, be traced back to the original layout of roads and rangeways in the town. A few roads do curve to follow the topography of the land. Many local roads in New Gloucester are well connected, although there are commonly distances of 1-1.5 miles between intersections. New Gloucester does have a substantial amount of dead-end private roads, with the total length of private roads equal to more than half the total length of local roads in the town. In some cases, the opportunity for street connectivity is limited by physical barriers, such as rivers, lakes, or the Maine Turnpike.

New Gloucester's Subdivision Ordinance requires all subdivisions to submit a non-binding future road sketch showing potential road connections and expansions, with the intention of encouraging the development of interconnected road systems. The Subdivision Ordinance enables the Planning Board to require a pedestrian easement to provide continuation of pedestrian traffic or utilities when road lengths exceed 1,000 feet between intersections with other roads. New Gloucester's Zoning Ordinance enables the Planning Board to require a twenty-foot wide easement in line with the road to provide continuation of pedestrian traffic or utilities to the next road. If future subdivision is possible, the Planning Board may require a sixty-foot easement in line with the road to extend the road to serve new development.

Access Management

The Maine Department of Transportation has developed a set of access management rules to improve safety and preserve highway capacity by minimizing the number of curb cuts along a roadway. Each curb cut creates a location for turning movements that increase the likelihood of an accident. Access management reduces the number of

curb cuts by limiting the entrances for each parcel of land, encouraging shared curb cuts by adjacent parcels, and replacing multiple driveways with a single access road. New Gloucester also has access management performance standards that apply to new driveways, private roads, and commercial entrances on all roads.

Traffic

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

Traffic volumes on many arterial and collector roads in New Gloucester doubled or tripled between 1981 and 2016. Traffic volumes on local roads have also increased substantially but remain below 2,500 vehicles per day. Traffic volumes on most arterial roads peaked by 2007, declined through 2010, but then increased between 2010 and 2016. There have also been some increases in traffic volumes on Route 231 and the roads around Pineland since 2007. At the same time, traffic volumes on local roads have consistently declined since 2007.

For more information:

- A review of commuting patterns in New Gloucester can be found in the Economy section on page 26.

Selected Vehicle Traffic Counts

	Annual Average Daily Traffic Count					% Change 1981-2016
	1981	2000	2007	2010	2016	
Route 26 <i>At Gray town line</i>	3,046	6,480	8,730	7,260	9,570	214%
Sabbathday Road <i>Southeast of Snow Hill Rd</i>	2,741	7,800	2,060	1,760		NA
Snow Hill Road <i>North of Sabbathday Rd</i>	514	1,260	1,630	1,540	1,360	165%
Sabbathday Road <i>Northwest of Snow Hill Rd</i>	2,479	6,960	1,210	940		NA
Route 122 <i>East of Bald Hill Rd</i>	1,461	4,350	4,400	4,420	4,390	200%
Route 202/4/100 <i>South of Route 231</i>	3,496	7,580	8,860	8,220	7,440	113%
Route 202/4/100 <i>North of Bald Hill Rd</i>		8,690	9,340	8,080	10,680	NA
Route 231 <i>South of Rowe Station Rd</i>	1,319	2,100	2,530	2,800	2,400	82%
Bald Hill Rd <i>Northwest of Rte 202/4/100</i>	755	1,070	1,270	1,380	1,320	75%
Route 202/4/100 <i>North of Gloucester Hill Rd</i>	3,525	7,560	8,790	8,030	7,680	118%
Gloucester Hill Rd <i>Northeast of Rte 202/4/100</i>	736	1,390	1,700		1,820	147%
Morse Rd <i>Southeast of Rte 202/4/100</i>	550	1,010	1,700	1,570	1,580	187%
Route 231 <i>Southeast of Grange Hall Rd</i>	966	1,690	2,130	2,510	2,360	144%
Route 231 <i>Northeast of Penney Rd</i>	815	1,170	1,900	2,080	1,890	132%
Route 231 <i>South of Depot Rd</i>	748	1,580	2,100	2,290	2,020	170%
Depot Rd <i>Southwest of Route 231</i>	1,023	1,430	1,880	1,920	2,160	111%
Freeport Rd <i>East of Route 231</i>	707	1,610	1,820	1,800	2,100	197%
Morse Rd <i>Northwest of Route 231</i>	602	710	1,790	1,900	2,160	259%

Source: MaineDOT

Route 26 is a major transportation corridor connecting Portland to the Oxford Hills and Bethel regions in Western Maine. Traffic volumes on Route 26 in New Gloucester more than doubled between 1981 and 2000. MaineDOT completed construction of a new Route 26 in New Gloucester in 2004, which has diverted 6,000 vehicles per day from the former Route 26 alignment, now known as Sabbathday Road. Although traffic volumes on Route 26 did decline between 2007 and 2010, traffic on Route 26 has increased by more than 2,000 vehicles per day as the economy recovered from the 2008 economic recession, fuel prices went down, and tourism increased. Route 26 does carry a significant amount of tourist and freight traffic through New Gloucester, but the new Route 26 alignment has reduced many of the conflicts between local land use and thru traffic.

Congestion

MaineDOT uses a customer-focused engineering measure, called Customer Service Level (CSL), to track highway safety, condition, and serviceability. These CSLs are graded on an A-F scale, like a report card. One measure of serviceability is congestion, which uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. The collector roads in New Gloucester received an A grade while the arterials received a grade of B or higher.

High Crash Locations

High Crash Locations (HCL) are certain areas where MaineDOT has documented eight or more crashes in a three-year period with a Critical Rate Factor (CRF) greater than 1. The CRF is a ratio of the number of crashes at an intersection or road segment divided by the statewide average number of crashes at similar locations in the state. An intersection or road segment with a CRF greater than 1 means that crashes happen at that location more frequently compared to other similar locations in the state.

For the three-year period between 2015 and 2017, MaineDOT identified the intersection of Route 100, Route 231, and Bald Hill Road and a segment of Route 100 north of the village as high crash locations. The southbound lane of I-95 at the approach to the New Gloucester toll booth had been a high crash road segment from 2013-2017, and is under the jurisdiction of the Maine Turnpike Authority. GPCOG completes reports each year documenting the HCLs for New Gloucester with a detailed analysis of factors contributing to crashes and recommendations for short-term improvements or further study.

Roadway Improvements

Three entities are responsible for road maintenance in New Gloucester: the Town of New Gloucester, MaineDOT, and the MTA. In 2017 MaineDOT completed several capital projects in New Gloucester, including installing centerline rumble strips on Route 202 south of the Upper Village, intersection improvements at the Route 100 and Route 231 intersection, and intersection improvements at the Route 100 and Bennett Road intersection. The 2019-2021 MaineDOT Biennial Capital Work Program lists upcoming projects in the Town:

- Ditching on Route 231 from North Pownal Road to South Estes Road.

- Light capital paving of Freeport Road from Route 231 to the North Yarmouth town line.
- Upgrades to the Pan Am mainline

The MTA is responsible for maintaining the 13 miles of I-95 that pass through New Gloucester as well as the four bridges that carry local roads over the Turnpike. The 2019 MTA 4-year Capital Investment Plan includes two projects in New Gloucester. Improvements to the emergency vehicle ramps at the Bennett Road underpass to allow plow trucks to reverse direction more safely and efficiently and repairs to the Bennett Road Bridge.

Public Transit

Limited public transportation is available through the Regional Transportation Program (RTP) bus service by request only. RTP provides door-to-door, wheelchair-accessible rides to the elderly, social service agency clients, the economically disadvantaged, and persons with disabilities. Currently, there is no other public transportation available in New Gloucester. Some commuters working in Greater Portland may take advantage of the Go Maine regional rideshare program. Concord Coach Lines offers passenger bus service from their facility at Exit 75 on the Maine Turnpike with daily service to Boston, Portland, Lewiston, Augusta, Waterville, Bangor, and Orono.

The Northern New England Passenger Rail Authority (NNEPRA) is currently studying commuter rail service between Portland and Lewiston-Auburn. This service would pass through New Gloucester on the existing rail line. The town would like to see this service stop in New Gloucester.

Other Transportation Facilities

MaineDOT maintains a Park and Ride lot at the southern intersection of Sabbathday Road and Route 26, with 40 parking spaces. There are Park and Ride lots at Exit 75 of the Maine Turnpike in Auburn and at Exit 63 in Gray. Maine Central Railroad's freight line between Portland and Auburn passes through New Gloucester but does not stop in town. An intermodal facility facilitating the transfer of goods between the freight line and trucks is located in Auburn. The currently inactive St. Lawrence & Atlantic Railroad line also passes through New Gloucester. Two nearby airports provide regional flight service: Portland International Jetport, which has regularly scheduled flights to many out-of-state cities, and Auburn/Lewiston Municipal Airport, which primarily handles charter flights. A small portion of the Auburn/Lewiston Airports flight path is in New Gloucester. The town requires notice to the airport of any new solar installations in the flightpath.

Walking and Biking

New Gloucester has little to no transportation-oriented, dedicated bicycle or pedestrian infrastructure. Many of the state roads in New Gloucester have paved shoulders, while most local roads have gravel or dirt shoulders. According to a survey conducted as part of this plan, about 60% of respondents said that they walk in town and 28% of respondents said that they bike in town. Respondents

For more information:

- A review of recreational walking and biking trails can be found in the Recreation section on page 30.

identified concerns with walking or biking on many roads in New Gloucester, including many of the primary roads connecting different parts of town, such as Route 231, Route 100, Gloucester Hill Road, and Snow Hill Road.

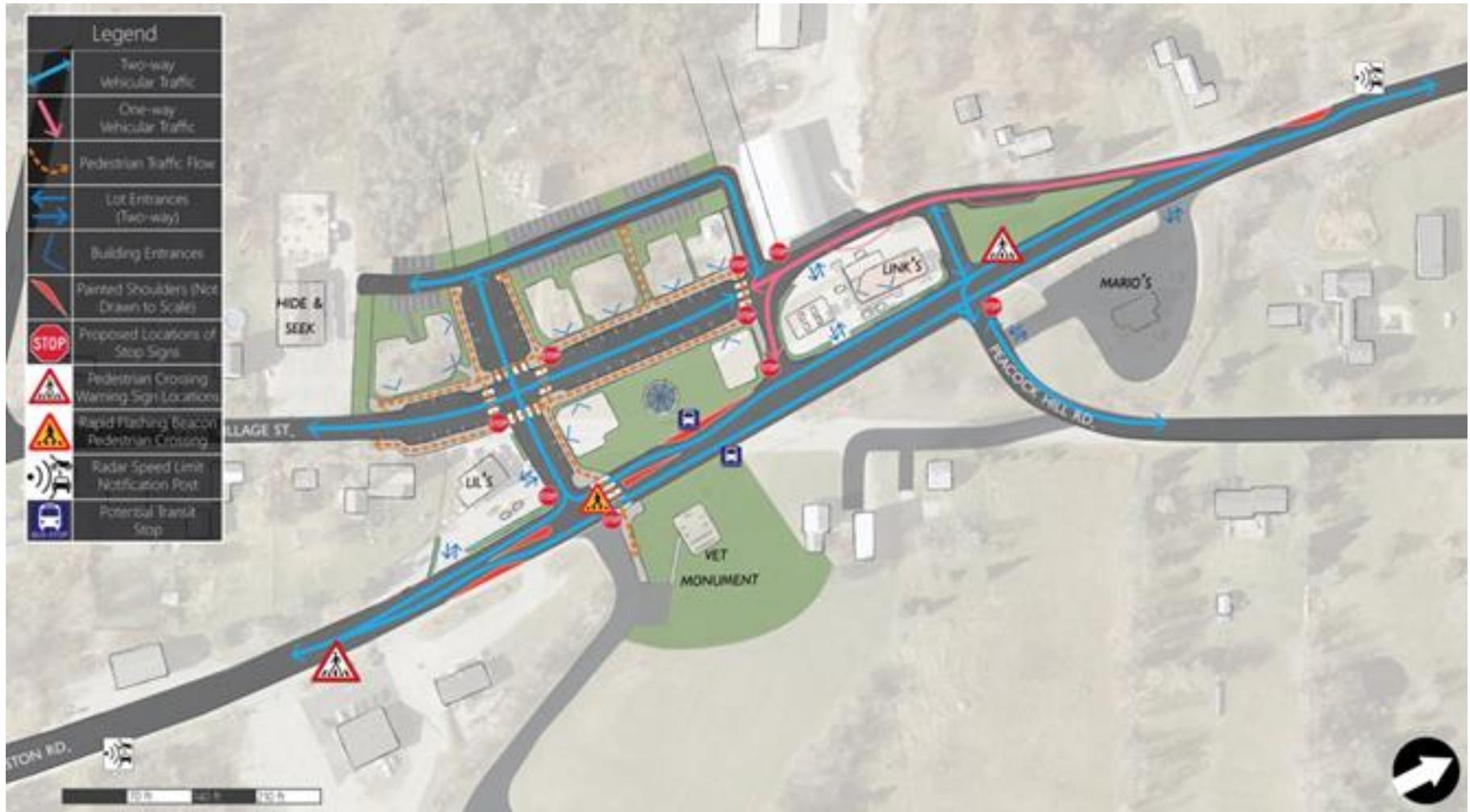
Parking Standards

New Gloucester's Zoning Ordinance has parking standards for residential and commercial uses, including home occupations, that require a minimum number of parking spaces per dwelling unit or per square foot of commercial space. At least two parking spaces are required for single family homes. Multifamily housing requires one parking space per 1,000sf of gross floor area (GFA). Most commercial uses require between two and three spaces per 1,000 square feet of GFA. Restaurants, theaters, and places of worship require one space for every three seats. Warehousing, distribution, storage, and light industrial require one space per 1,000 feet of GFA.

New Gloucester's parking standards allow for a reduction in parking requirements if an applicant can demonstrate a proposed use requires fewer parking spaces than the minimum requirement. These reductions are the applicant's responsibility to ask for and to justify and it is up to the Planning Board's discretion whether to approve. Shared parking is not permitted and on street parking cannot be counted towards parking requirements. Offsite parking can be approved at the discretion of the Planning Board. The parking standards in New Gloucester are the same for all parts of town, though there are some allowances for creative parking solutions in the Upper Village zone in order to encourage mixed use development.

Upper Village Master Plan

New Gloucester adopted a master plan for the Upper Village in 2015. The purpose of this plan is to show a commitment to the



Upper Village Circulation Plan

Source: 2015 Upper Village Master Plan

village character of the area by establishing a denser, mixed-use development pattern. The Upper Village zone was created on the recommendations of that plan and encourages village-oriented residential, commercial, and institutional uses. Drive-through facilities and other automobile-oriented businesses are not permitted.

Density incentives are available for developments in the Upper Village District that are pedestrian oriented, create a unified streetscape, promote compact, mixed use developments, and reduce the visual impact of parking lots. Consolidation of entrances on Route 100 is strongly encouraged. The master plan includes a potential vision

for improved traffic flow and circulation. This vision realigns the major intersections, closes up existing larger curb cuts, and would allow safe access to envision new development on town owned property.

Road Design Standards

New Gloucester's Zoning Ordinance requires reserved areas for widening or realigning existing narrow roads in areas where the road borders a development. Land that is reserved for widening or realigning narrow roads may not be included in the computed lot area or set back requirements of the Zoning Ordinance. New Gloucester's Zoning Ordinance requires a 50-foot minimum right-of-way for local roads, a 60-foot minimum right-of-way for industrial/commercial or collector roads, and an 80-foot minimum right-of-way for arterial roads. Minimum travel lane widths are 12 feet for arterial and industrial roads, 11 feet for collector roads, and 9 feet for local roads. Narrower travel lanes are allowed for local roads with less than 200 average daily trips (8 feet) and conservation subdivisions (7 feet). There are currently no complete streets or street tree requirements in New Gloucester. If sidewalks are installed, the Zoning Ordinance requires a minimum sidewalk width of 3 feet and a minimum planting strip width of 2 feet. Sidewalks narrower than 5 feet must include 5 foot wide passing spaces at regular intervals.

Regional Planning

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

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

Public Facilities and Services

Town Offices

The New Gloucester municipal complex includes Town Hall, the Community Building, and the Meetinghouse. The first floor of Town Hall houses the Town Manager's office, the Clerks desk, and the Finance, Code Enforcement, and Planning Departments, with a total of six employees. The town contracts with a third party for assessing services with a representative working from Town Hall one day a week. The second floor of Town Hall is unused as it is inaccessible to residents with limited mobility. The Parks and Recreation Department is housed in the Community Building and employs one full time person. This building was formerly the fire station and until recently housed some public works equipment. Conversion of the vehicle bays could add additional programmatic space for use by the Parks and Recreation Department. The municipal complex also includes the history barn, the town's first fire station, a gazebo, and the library. The library is overseen and run by a board of trustees appointed by the Selectboard and has two employees. The history barn is run by the New Gloucester Historical Society, which is not a part of town government.

The town's video recording and broadcasting facility is housed in the town meetinghouse. The facility is managed by a volunteer committee and public meetings are video taped for broadcast by a per diem staff person, assisted by a volunteer technician. These videos are broadcast live on public access cable and made available over the internet. Cameras and editing equipment are expected to need upgrading by 2023 as the video server reaches the end of its expected lifespan. Editing equipment currently limits the quality of videos broadcast and released on the internet.

Fire and Rescue

The New Gloucester Fire and Rescue Department operates out of the station at 611 Lewiston Road, which was built in 2009. The Department employs a full-time chief. In addition to on call responders the station is now staffed 24/7 by per diem responders which has reduced the time to get response vehicles on the road to four minutes at any time of day. The department responds to approximately 650 calls a year including mutual aid calls of which around 90% are emergency medical service calls. The Fire and Rescue Department currently operates seven response vehicles, an ATV, and its original, running 1928 Model-A engine. The response vehicles include two fire engines, two tankers, a squad truck, a pick-up truck and, an ambulance.

Public Works

The New Gloucester Public Works Department is located at 611 Lewiston Road. This facility is brand new, having been completed in early 2020. The Public Works crew consists of eight employees including the Director and Deputy Director. The Public Works Director is also responsible for the Building and Grounds Department, which has an additional

For more information:

- A complete inventory of the town's recreation facilities can be found in the recreation section on page 29.
- A complete list of all insured buildings and vehicles owned by the town can be found in Appendix D.

employee. The Public Works department maintains five dump trucks, five small trucks, one mower, one wheel loader, and one grader at the garage. The town is responsible for 51.6 miles of paved roads, 15.5 miles of dirt roads, and winter maintenance of 8.8 miles of state roads.

The Public Works Department also oversees the town Transfer Station at 264 Bald Hill Road. An additional three people are employed at that location and an additional wheel loader is housed there. The transfer station accepts household trash, bulky waste, and requires that residents sort and recycle recyclable materials. New Gloucester is a member community of Maine Waste to Energy (formerly Mid Maine Waste Action Corporation) and solid waste received at the transfer station is brought to their facility in Auburn.

Transfer Station Solid Waste Volumes

Category of waste (Measurement)	15-16 FY	16-17FY	17-18 FY	18-19FY	19-20FY
Cardboard (Tons)	82.2	73.8	104.3	103.6	101.7
Demolition Debris (Tons)	407.2	447.6	464.3	435.8	419.0
E-Waste:					
Computers, TV's etc. (Units)	673	830	650	653	722
CFL's (Units)	1,170	2,542	1,310	1,046	
Freon Recovery (Units)	320	682	288	238	434
Metal (Tons)	180.5	169.7	273.5	242.6	317.2
Mixed Paper (Tons)	32.2	49.3	38.9	32.4	66.0
Mixed Plastic (Tons)	27.8	31.8	31.7	29.7	40.0
Newspaper (Tons)	58.9	47.5	50.3	35.5	24.9
#2 Plastic (Tons)	10.1	19.1	14.1	10.3	8.6
Clothing (Tons)	22.2	24	16.7	18.6	14.6
Trash (Tons)	1,354.6	1,367.9	1,294.3	1,471.2	1467.2
Tin Cans (Tons)	13.4	10.8	13.0	14.2	12.0
Tires (Units)	1,681	2,231	2,941	1,943	2442
Used Oil (Gallons)	1,150	1,200	1,200	1,450	1400

Clothing is donated to the Salvation Army. Used Oil is used to heat the Public Works garage.

Source: Town Records

Water and Wastewater

The New Gloucester Water District was formed in 2014 to address wells in the Upper Village that had been contaminated by salt and petroleum. The district operates one 153' bedrock well located at the fairgrounds. Their lines currently serve approximately 50 properties, including a mobile home park with approximately 50 residences, and Memorial School. The service area is centered on the upper village and extends down Intervale Rd, Peacock Hill Rd, Lewiston Rd and Bald Hill Rd. The district is

currently operating well below its capacity to serve regular use but has limited ability to meet sustained high volume demands such as fire suppression. Outside of the water district service area, private wells are the only source of water.

There are no public sewage systems in New Gloucester and waste must be handled by private sub-surface disposal systems. The rural nature of the majority of town and the low population growth projections do not warrant public sewer service in most areas of town.

The town has previously identified the Upper Village area as an exception to this. The 2015 Upper Village Master Plan states that as growth occurs in this area, the town may need to create or encourage centralized subsurface waste disposal systems to support increased densities. With the availability of public water in this part of town, wastewater disposal is the primary limiting factor for increased density.

School District

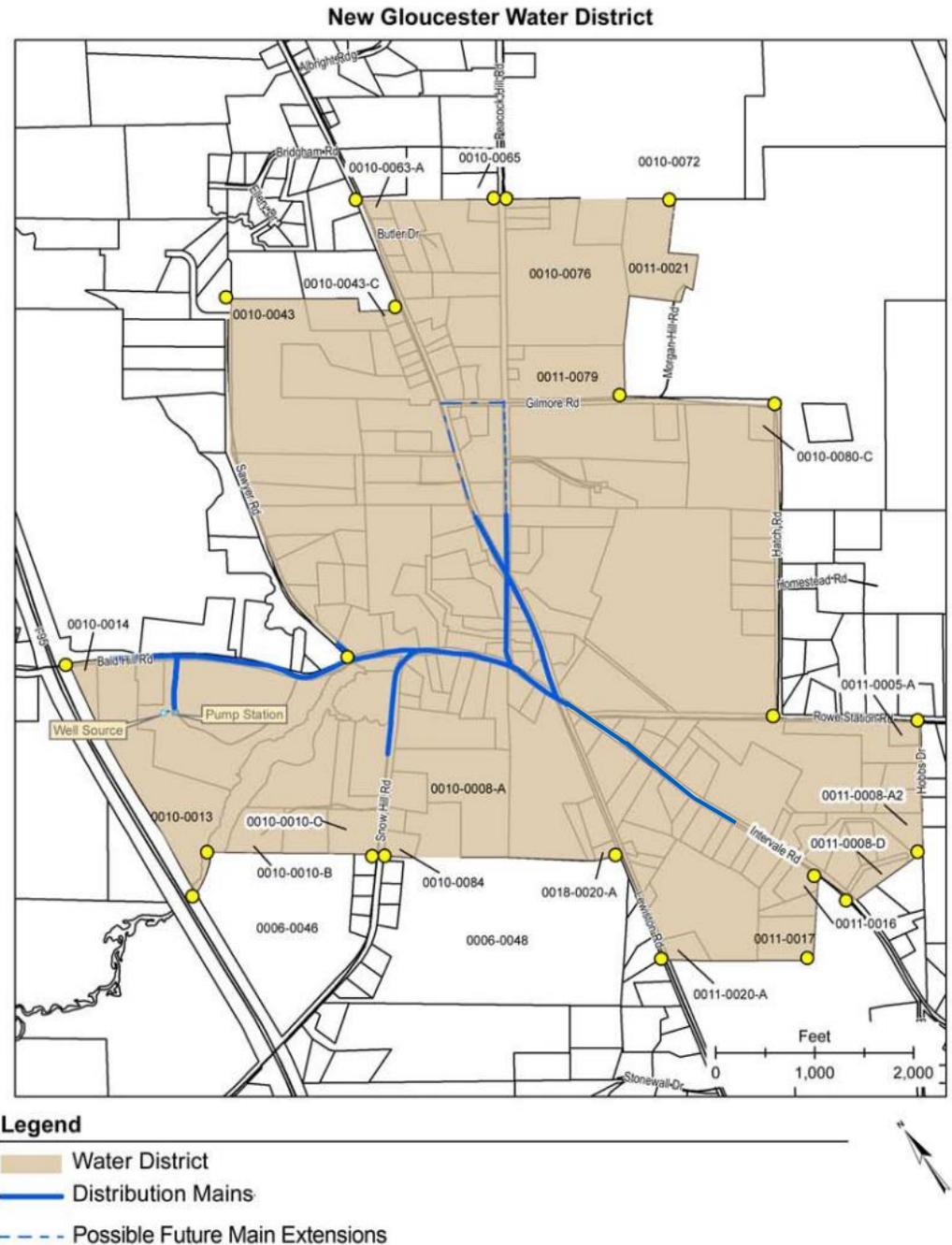
New Gloucester is partnered with Gray in MSAD 15. The district includes five schools, of which two, Memorial School and Dunn School, are located in New Gloucester. MSAD 15 does not have any major construction projects planned at this time and is currently working on updating its capital improvement plan. Overall enrollment in the district has had a slight decline over the last 5 years from 2,025 students in 2013 to 1,979 in 2017.

There are many private schools in and around New Gloucester used by our residents, including but not limited to, the Morrison Center Opportunity Farm and the Collaborative

MSAD 15 Enrollment

	2013	2014	2015	2016	2017
Pre-K	79	84	88	86	91
K-2	493	446	434	412	397
3-4	299	319	325	284	277
5-8	649	649	612	625	614
9-12	505	517	545	563	600
Total	2,025	2,015	2,004	1,970	1,979

Source: Maine Department of Education



School. New Gloucester also has a strong homeschool community with MSAD 15 having one of the highest rates of homeschooled children in the state.

Other Utilities and Services

Three-phase power is available in large parts of town, including Morse Road, Intervale Road, the Upper and Lower Villages, Lewiston Road between the Upper Village and the Auburn border, and Route 122. The Residential Commercial zone on Sabbathday Road is not served by three-phase power. Central Maine Power has discussed extending service along Route 26 from Poland to this area, but no timeline is currently in place for this project. The Residential Business-1 zones on Lewiston Road also do not have three-phase power, though the northern portion is adjacent to the Upper village and could be served fairly easily.

Internet service in the town is primarily through wire connections, with wired cable or phone based service available at the street in nearly all parts of town. Unfortunately, many residents indicated in their survey responses that the cost, speed and reliability of this service is lacking. The increase in residents working from home has led to a significant population that needs fast, reliable internet at home and current service is not sufficient in many parts of town. In response to a town survey done as part of the comprehensive plan process, 38% of respondents stated that they did not have internet service at a speed that met their needs due to lack of availability or the cost of faster service. Lower and fixed income residents, in particular can find the cost of internet services a barrier to access. In an increasingly digital world, this issue can be a significant complication in finding jobs, paying bills, and conducting other day-to-day activities. The Town provides public access to internet-equipped computers at the library.

New Gloucester is not home to any major health care facilities but is well served by Central Maine and St. Mary's Medical Centers in Lewiston/Auburn. As well as being close to Northern Lights Mercy Hospital and Maine Medical Center in Portland. General Assistance services are provided in New Gloucester through a partnership with The Opportunity Alliance.

Regional Coordination

The Town of New Gloucester works with other towns and regional and state groups to manage regional resources.

The Town works with the Cumberland County Soil and Water District to manage water quality at the watershed level in and around New Gloucester. The district provides review support of projects undergoing Planning Board review as needed to ensure that there will be no adverse impacts to water quality. The Town also works closely with Royal River Conservation Trust on regional conservation and preservation efforts and priorities.

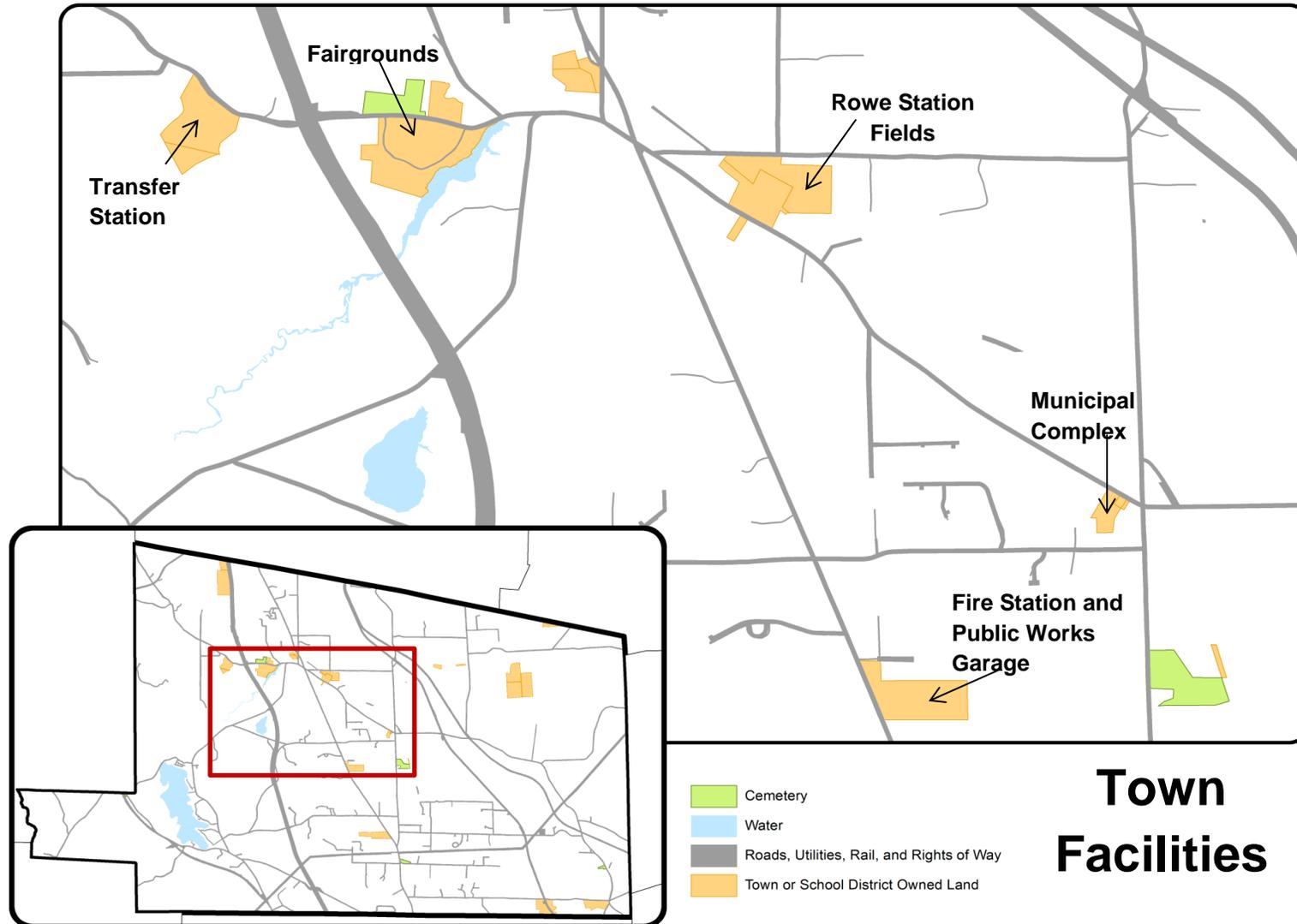
The town is a member of the Greater Portland Council of Governments (GPCOG). The town participates in GPGOC's cooperative purchasing programs to get favorable prices on goods and services. GPCOG administers a variety of grant and

For more information:

- A review of regional economic partners with can be found in the Economy section on page 28.
- A review of the regional transportation coordination can be found in the Transportation section on page 53.
- A review of the Parks and Recreation Dept.'s collaborations with neighboring towns can be found on page 33.

government funded initiatives that benefit the town including federal brownfield funds that the town has used to assess the former public works garage property. GPCOG also hosts meetings of Town Mangers, Public Works Directors, and Planners to facilitate communication across the region.

Police coverage in the town is provided by Cumberland County and State of Maine police forces. The town has mutual inter-local agreements with all surrounding towns to provide fire and rescue support as needed.



Fiscal Capacity

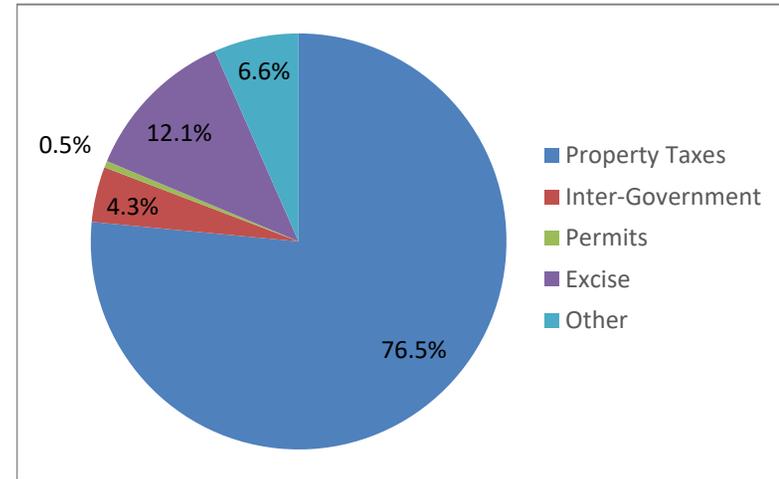
Revenues and Expenditures

New Gloucester reported total revenues of \$9,700,441.90 for the 2017-2018 fiscal year. More than three quarters of that revenue was from property taxes. The next largest source of revenue was boat and automobile excise taxes. In that year, the town's expenses were \$9,486,713.07. The single largest expense was the school district appropriation, which was \$5,242,544.

During the 2017-2018 fiscal year, the town took in approximately \$340,000 less in revenues than in the 2016-2017 fiscal year and spent approximately \$268,000 less. Both revenues and expenditures had been increasing over the previous five years, from \$8.55 million in revenue and \$8.41 million dollars in expenditures in the 2013-2014 fiscal year.

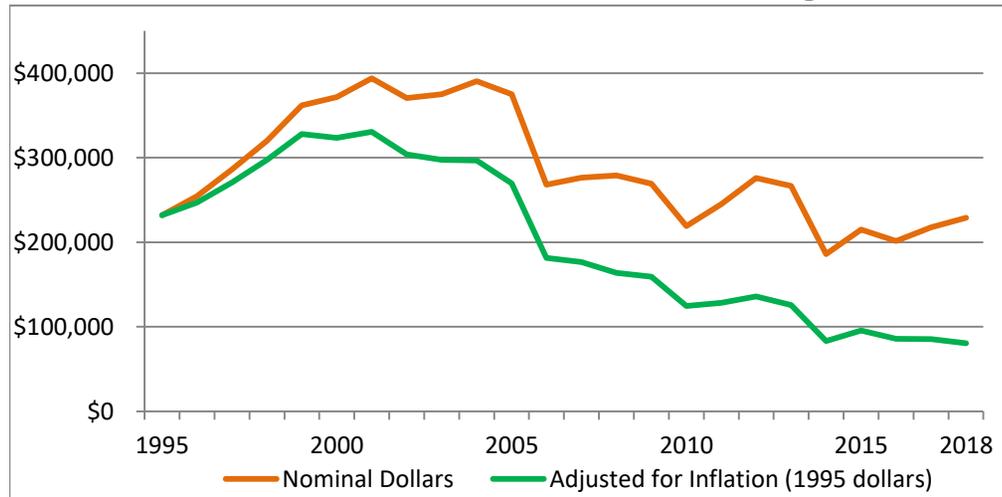
The town's allocation of state revenue sharing was \$228,723 in 2018. This represented an increase of approximately \$11,100 dollars

New Gloucester 2017-2018 Revenues



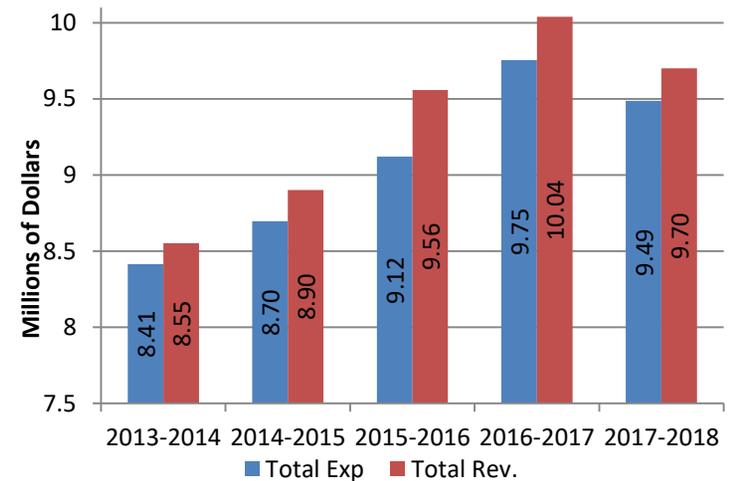
Source: New Gloucester 223 Annual Report

New Gloucester Allocation of Maine Revenue Sharing



Source: Office of the Maine State Treasurer

New Gloucester Annual Expenses and Revenues



Source: New Gloucester Annual Reports 219-223

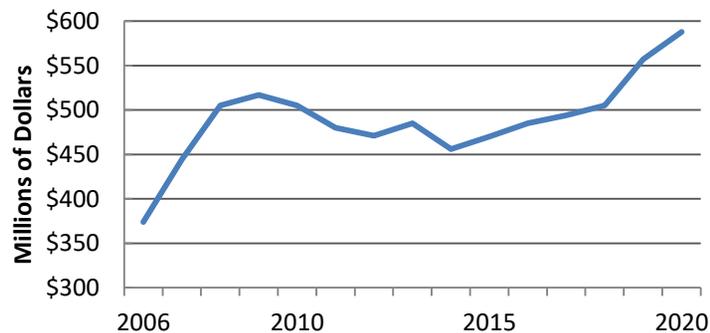
over 2017. State revenue sharing allocations to New Gloucester have been on a downward trend since the early 2000s, with a peak in 2001 of approximately \$394,000. While allocations have seen a small increase in nominal dollars since 2014, these increases are mostly due to inflation and do not represent an increase in buying power. Allocations have held mostly steady since 2014 when adjusted for inflation.

Valuation

New Gloucester’s property valuation experienced significant growth in the early 2000s before slowing and ultimately declining from a peak in 2009 to a low in 2014. This trend is consistent with values across the state and the decline is directly related to the financial crisis. Since 2014 the town has seen moderate but consistent growth to the 2020 valuation of \$588,450,000. The town is currently undertaking a full revaluation process which was completed in 2020. A new state recognized total valuation based on this process will be available in April of 2021

The town’s mil rate has been increasing over the last decade from a rate of 11.60 in the 2010 fiscal year to a rate of 16.9 in the 2020

New Gloucester State Valuation



Source: Maine Revenue Service

fiscal year. The most recent year that the Maine Revenue service has published a list of all Maine municipal mil rates is the 2018 fiscal year when New Gloucester’s mil rate was 15.60. This was about the same as the average mil rate in Cumberland county (15.69) and below the statewide average of 16.13. Mil rates have been rising across the state, with the 2010 average being 14.68 for Cumberland County and 15.15 for the State.

Pineland TIF

The town has one tax increment financing (TIF) district. This district covers the Pineland Campus at the corner of Morse Road and Interval Road. The TIF was created in 2000 when the at the time largely abandoned campus was first purchased from the state by the Libra Foundation. The purpose of the TIF is to direct the increased tax income from the redevelopment of campus to areas of need directly related to the redevelopment. Specifically laid out needs include: improvements to the roads and utilities serving the campus, An economic study evaluating the impacts of the development on the towns economy, expanded fire department, transfer station, and public works facilities, long range planning, and administration costs. The TIF has a 30 year life span covering 2001-2030 and will expire in 2031.

Debts

The town has two bonds that it is currently repaying: an USDA Rural Development Bond for the creation and construction of the New Gloucester Water District and a general obligation bond for the construction of the new Public Works Garage. The Water District bond was originally for \$800,000, with an interest rate of 2.125%, which is set to mature in 2054. The town pays an annual principle and interest amount of \$29,896 and as of Dec. 31, 2019, had a principle balance due of \$732,721. The Public Works Garage Bond was

originally for \$4,600,000 with a fixed interest rate ranging from 3-4% per annum. Principle payments are between \$180,000 and \$185,000 per year through May 2043. As of June 30, 2020, there was a principle balance due of \$4,230,000. As of June 30th 2020 the town is responsible for \$413,464 worth of debt owed by Cumberland County (1.17% of the county's debt) and \$2,162,762 of debt owed by MSAD 15 (35.35% of the school district's debt).

Maine law requires municipalities to keep their debts, exclusive of debt incurred for school purposes, for storm or sanitary sewer purposes, for energy facility purposes or for municipal airport purposes to less than 7.5% of their state valuation and total debt from all sources to less than 15%. The town's current debt load, minus school debt is approximately \$5,356,000 or 0.9% of the 2020 state tax valuation. The town's total debt load is approximately \$7,539,000 or 1.2% of the 2020 state tax valuation. This leaves the town room for additional borrowing should it be needed.

Capital Improvement Plan

The town has an active Capital Improvement Plan process headed up by a committee that reviews all capital expenditure requests. The seven-member committee is required to include representatives of the Budget Committee, Selectboard, and Planning Board and is staffed by the Town Manager. The committee reviews capitol requests ahead of each budget cycle, with a rolling five-year horizon. This committee was established in 1991 to fulfill a goal of the 1990 comprehensive plan.

For more information:

- The complete governing document of the town's CIP process as well as expected capital improvement costs over the next 10 years can be found in Appendix C.

Historic and Archeological Resources

Early History of New Gloucester

Historians have found evidence that the Wabanaki, or the “People of the Dawn”, have lived in what is now Maine for more than 12,000 years. The Wabanaki consist of several bands and traditionally lived a seasonal, nomadic lifestyle. The band of the Wabanaki that lived in the area that became New Gloucester was the Abenaki. Exposure to infectious diseases brought from Europe and armed land conflicts with both English and French colonists led to the death of much of the Wabanaki people by the end of the 1700’s.

In 1736 a group from Gloucester, Massachusetts petitioned the Massachusetts Bay Company for a grant of land in the province of Maine. This petition was granted in 1737 and the first settlements in what would be New Gloucester were built in 1739. Much of this original settlement was abandoned and activity did not resume until 1753 when construction was began on a blockhouse. The blockhouse was completed in 1754 and served as support for 12 families as they established their own homes and the beginnings of the lower village. The town was officially incorporated in 1774 as the 29th town in the Province of Maine.

Pre-European Settlement Historic Sites

The Maine Historic Preservation Commission has identified two pre-European archaeological sites in New Gloucester. Both of these sites are located on land owned by the United Society of Shakers to the west of Sabbathday Lake. Professional archaeological surveys have been done for the Route 26 corridor, a portion of the Gillespie Farm, and a portion of the Shaker land on the western side of Sabbathday Lake. The rest of the town largely remains un-surveyed for archeological resources. There is potential for other

pre-European sites to be found in New Gloucester, especially in areas of glacial outwash soils near water bodies. Particular notice should be taken around the un-surveyed portions of Sabbathday Lake and the low lying land around the Royal River. Stone and other artifacts dating from 500 to 10,000 years old have been found at nearby sites along the Royal River, which served as a major route to the coast. More recent evidence of corn fields and campsites along the Royal River has also been found in the region.

Historic Archaeological Sites

There are 25 post-colonization archaeological sites in New Gloucester that have been identified by the Maine Historic Preservation Commission. The oldest of these is the site of the New Gloucester Blockhouse in the lower village, which dates to 1753. The remaining sites are located to the west of Sabbathday Lake and were identified in surveys conducted of land belonging to the United Society of Shakers and of the Route 26 Corridor. These resources cover the Shaker Village and surrounding residential, farming, and sawmill sites dating from as early as the 1780s to the mid-1800s. No formal surveys have been done of the rest of the town but there is potential for significant resources in the areas of town, first settled by Euro-Americans in the 18th and 19th centuries. There are many foundation holes, stone walls, hand dug wells, former mill sites, and other unmapped development sites from the 18th and 19th centuries throughout the town.

For more information:

- A more complete history of New Gloucester up to the present day can be found in Appendix B.

National Register of Historic Places Districts and Structures

There are two districts and two separate structures in New Gloucester that are listed on the National Register of Historic Places.

The Shaker Village Historic District

Extending into Poland, this district includes all of the United Society of Shakers' land. The Shaker Village was listed in the National Register of Historic places in 1969 and declared a National Historic Landmark in 1974. The Shaker settlement in New Gloucester was established in 1783 and the meetinghouse, which is still in use today, was constructed in 1794. The majority of the original buildings constructed for the settlement are still standing in their original locations. They have only been modified as needed for ongoing use and are furnished with a full history of Shaker furniture, craft, tools, and art. All of this makes the Shaker Village a unique window into the design, style, and layout of an early 1800s community. The village is the last remaining active Shaker community in the world and is still operated in keeping with the values of their society. The village and most of

the lands owned by the Shakers are protected by a conservation easement held by the New England Forestry Foundation and a historic preservation easement held by Maine Preservation that will protect it from future development in perpetuity.



The Shaker Meetinghouse in 1973

Source: National Park Service



1762 Isaac Parsons House in 1973

Source: National Parks Service. Photo by Earle Shettleworth

New Gloucester Historic District (The Lower Village)

Centered on the intersection of Route 231, Cobbs Bridge Road, and Gloucester Hill Road, this district was listed in 1974. The Lower Village was one of only a few inland, agricultural settlements of its size and prosperity in the early 1800's and has maintained the visual feel and layout to this day, with minimal modern intrusions such as gas stations or supermarkets. The architecture is very closely related to that of the greater Gloucester area of Massachusetts where the original settlers moved from. The sites of the New Gloucester Blockhouse and the Lot 1 first survey historic marker are in the district, as are many of the oldest buildings in town. This area includes the oldest still standing house in New Gloucester, the Isaac Parsons house, built in 1762. The town meetinghouse, town hall, and town library are all contributing structures to the district.

The Lower Village has largely remained consistent with the conditions at the time of its nomination. Some of the contributing structures listed in the application for listing on the registry have had additions put on and/or had the exteriors remodeled, and one, the 1870 school house, was demolished before the town's local historic preservation regulations were enacted. Overall, the spacing between buildings, the relationship between the buildings and the travel way, and the uses in the district have all remained constant, though some cleared areas have since filled in with trees.

Universalist Meetinghouse

Located on Intervale Road, the Universalist Meetinghouse was built in 1839 by the First Universalist Society of New Gloucester and Pownal. It was listed in the National Registry in 1988. The meetinghouse is an example of the Greek Revival architectural style and retains many of its original, unusual stylistic elements including the triple hung, eight-over-eight-over-eight windows.

Farm at 1047 Intervale Road

One of the earliest brick buildings in New Gloucester, the original farm house at 1047 Interval Road is a large two-story building in the Federalist style built in 1811. In typical New England farm style, the main house was later expanded with a series of ells which connect to a large two-story barn built sometime in the 1830s. The farm has been in continuous use as a farm to this day and was listed in the National Registry in 2004.

There are many sites and structures in New Gloucester that may be eligible to be listed in the National Registry of Historic Places but have not been evaluated or submitted for consideration. While no formal survey of the town has been completed, the Maine Historic Preservation Commission has reviewed and identified the following

homes and farms as potentially eligible but not currently listed in the registry:

- 604 Shaker Road
- 626 Shaker Road
- 714 Bald Hill Road

An additional structure at 181 Peacock Hill Road had been deemed potentially eligible for listing on the registry but has since been demolished after falling into extensive disrepair.

Other Historic Sites

Pineland

Built in 1908 as The Maine School for the Feeble-Minded, the current Pineland campus was operated as a mental health facility until 1996. The campus was designed by the famed Olmsted Brothers landscape architecture firm and is made up of large brick buildings typical of early 1900 institutional architecture, set on rolling hills. It includes the surrounding agricultural land managed by the Libra Foundation, a Maine-based charitable organization. It is now a business park, commercial agricultural operation, food processing facility, and recreation center. The cemetery at Pineland is also the location of a number of graves forcibly relocated from the interracial community on Malaga Island in the early 1900's.

The Upper Village

A crossroads on the main route from Lewiston/Auburn to Portland, the Upper Village has long been a hub of activity in New Gloucester. Upper Village Street, the original location of what is now Route 100, is lined with homes dating back to 1791. The Cumberland Lodge of Ancient, Free and Accepted Masons #12 is located at the corner of Route 100 and Bald Hill Road. Their hall is an impressive and detailed brick building built in 1903 to celebrate

the lodge's 100th anniversary. The Upper Village is also the location of the New Gloucester Veterans Monument. Erected and dedicated in 2014, the monument commemorates the service of New Gloucester residents from the revolutionary war through to present conflicts.

The New Gloucester Fairgrounds

Originally on the farm of Jacob Osgood Haskell, the original oval horse track was built on the Fairground site in the 1890s. The New Gloucester and Danville Agricultural association held an annual fair here for many years. Now owned by the town, the fairgrounds are the site of recreation fields, a playground, and a half mile gravel track. The Town has recently returned to hosting an annual fair on the fairgrounds.

Cemeteries

There are five public cemeteries in New Gloucester maintained by the New Gloucester Cemetery Association:

- Hill Cemetery at 18 Town Farm Road
- The Lower Gloucester Cemetery at 96 Gloucester Hill Road
- Pineland and Webber Cemeteries at 1375 Intervale Road
- Pond Cemetery at 444 Sabbathday Road
- The Upper Gloucester Cemetery at 155 Bald Hill Road

Schoolhouses

In the early 1900's there were 12 public schools in New Gloucester, six remain:

- Bear Brook School – 16 North Pownal Rd (now a private home)
- Gloucester Hill School – 381 Gloucester Hill Rd (now a private home)

- Penny Road School – 350 Penny Rd (now a private home)
- Pond School – 613 Shaker Rd (now a private home)
- Shaker School – In the Shaker Village (now the Shaker Library)
- NG High School – 379 Intervale Rd (now the Town Library)

Other notable historic sites

- The Grange Hall by Sabbathday Lake –370 Sabbathday Road
- The Webber House – 1296 Intervale Road

Notable Lost Historic Structures

- The 1870 Lower Village Schoolhouse – Demolished in 1980
- 1876 Centennial Hall – Demolished in 1961
- Farmhouse at 181 Peacock Hill Road – Demolished in 2018



The 1870 Schoolhouse in 1974.

Source: National Park Service. Photo taken by Richard Kelly

Local Historic District and Regulations

New Gloucester maintains a Historic Resource Overlay District to protect and preserve historic areas of the town. This overlay is a separate entity from the National Registry Historic Districts in both its regulatory requirements and geographic extents. The overlay protects a portion of Intervale Road centered on the Universalist Meetinghouse, a portion of Shaker Road including the Shaker Village, and the lower village including portions of Intervale Road, Cobbs Bridge Road, and Gloucester Hill Road. Any construction or alterations done to properties within the overlay district must be reviewed by the Planning Board for compatibility with the massing, layout, and visual stylings of the district. Any structures in the overlay that are listed in the National Registry of Historic Places are subject to a demolition delay to provide time to document the structure and to seek alternatives to its demolition. While site plan and subdivision review require consideration of any adverse impacts to historic character in their review criteria, historic sites and structures outside the overlay district do not have explicit protections in local ordinances.

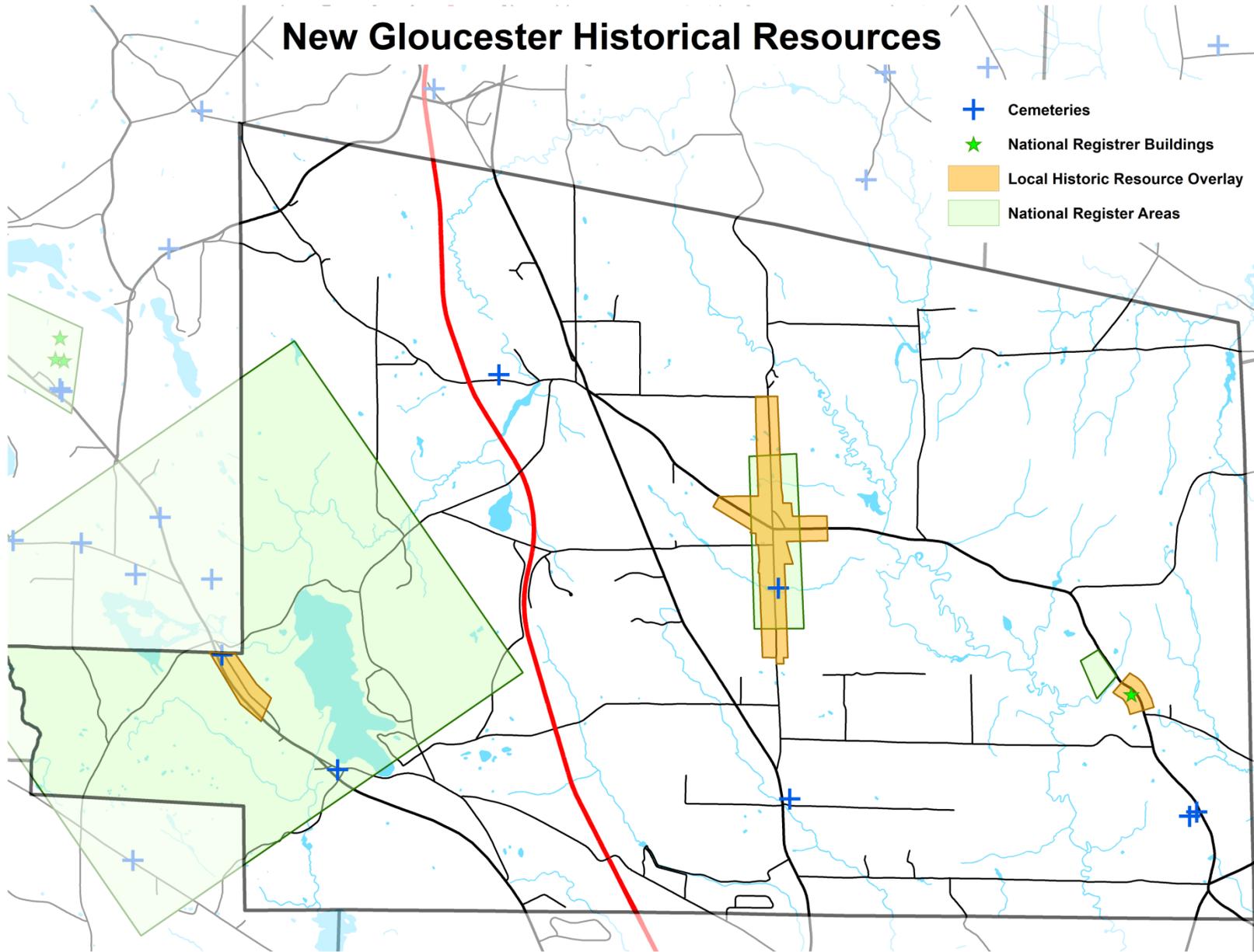
Threats to Historic Resources

The majority of historic properties in New Gloucester are privately owned and so the major threats to them are neglect or demolition/significant alteration. The Grange Hall by Sabbathday Lake is currently under threat from neglect. Its proximity to the lake and the restrictions on non-residential uses in the Limited Residential Shoreland Zone have made re-use of the site difficult.

New Gloucester has been very lucky that the majority of historic structures in the town have been owned by people that have maintained them and avoided alterations not in keeping with their historic looks. Sites outside the Historic Overlay District are not

protected from demolition or significant alteration and so every time a property is sold there is a risk that the new owner will not be as respectful of the site's history.

New Gloucester Historical Resources



Current Land Use

The town is currently divided into the 12 zones and three overlay districts. See page 72 for the current zoning map.

Zones

- Farm and Forest – Covering the least developed portions of town, this zone has the largest minimum lot size. Non-residential permitted uses are focused on traditional, land intensive uses such as agriculture, forestry, and recreation. This zone is expressly intended to protect and foster these uses from large scale development. The minimum lot size is 5 acres per dwelling unit/use.
- Rural Residential – This district allows for transitional areas of low density residential development. Acting as a buffer between developed centers and more rural areas, this zone allows very few non-residential uses. Responsible development that clusters new houses and protects open space is strongly encouraged. The minimum lot size is 2 acres per dwelling unit/use.
- Residential Business 1 and 2 – These zones are intended to provide an area for business growth that can be compatible with low to moderate density residential growth. Standards encourage large lots, wide buffers, and limited road entrances. The minimum lot size in RB-1 is 2 acres per dwelling unit and specified non-residential uses and 5 acres for all other uses. The minimum lot size in RB-2 is 5 acres for all uses.
- Residential Commercial – The most permissive district in terms of non-residential uses, this district is intended to house larger business operations, including those with regional reach beyond the local community. These zones are located along major roadways and standards are in place to deter strip development and create inviting and uncongested travel corridors. The minimum lot size is 2 acres per dwelling unit and 1 acre per non-residential use.
- Pineland Development Districts A, B, and C – These districts cover the Pineland Campus and surrounding agricultural land and were created to acknowledge the challenges and opportunities of reusing this established, historic campus. It creates a framework of uses and processes to facilitate appropriate use of the area while allowing flexibility for changing uses and historic layouts.
- Upper Village – This district was created in 2015 to foster a more active village center as envisioned in the Upper Village Master Plan. It is intended to allow and incentivize a mixed use, higher density development pattern. The minimum lot size is 1 acre per dwelling unit/use. This may be reduced to .5 acres per dwelling unit/use with planning board approval if certain design criteria are met.
- Village – This district is intended to protect and foster traditional centers. Limited community focused non-residential uses are allowed and standards are in place to preserve the historic development patterns and structures. The minimum lot size is 1 acre per dwelling unit/use.
- Shoreland Zones
 - Limited Residential – Based on state guidelines for shoreland areas, this zone covers areas of environmental concern around Sabbathday Lake, the Royal River, and other surface waters and wetlands in town. Uses with potential to contaminate ground and

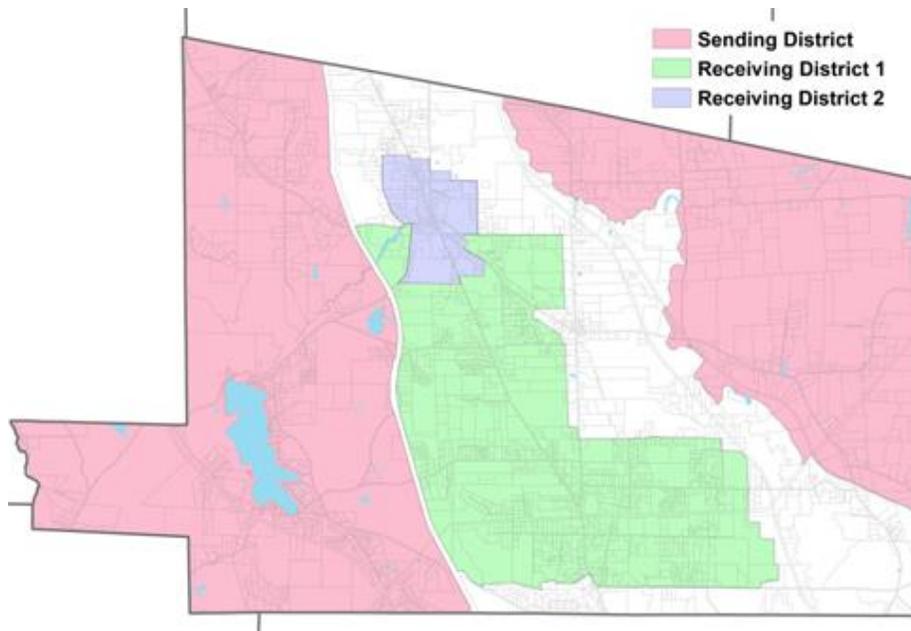
surface waters are not permitted. The minimum lot size is 2 acres per dwelling unit/use.

- Resource Protection – Covering those portions of the Limited Residential zone that are most environmentally sensitive, this zone heavily restricts uses that may have any detrimental impact on the environment. The minimum lot size is 5 acres per dwelling unit/use.

Overlay districts:

- Historic Resources – This overlay adds visual performance standards aimed at protecting traditional building patterns and lay outs. Additionally, demolition delays are included to protect nationally listed structures.

Transfer of Development Rights Districts



- Ground Water Protection – Covering all parts of town that have been identified as draining into the sand and gravel aquifers located in New Gloucester, this overlay prohibits uses with a high risk to contaminate ground waters. Stricter standards for uses with potential ground water impacts are also in place within this overlay.
- Mobile Home Park – Manufactured and Mobile homes are an important part of a varied housing stock. They are allowed everywhere in New Gloucester where single family homes are allowed. Mobile Home Parks do not fit easily into standard zoning due to the density of dwelling units. The overlay identifies parts of town where increased densities are unlikely to impact sensitive environmental resources and lays out standards for parks. The overlay areas have undeveloped lots potentially suitable for parks.

In addition to these zones and overlays, the town also has a Transfer of Development Rights(TDR) ordinance. This ordinance is intended to preserve agriculture, forestry, and undeveloped lands by providing a means to direct development to identified growth areas. This is accomplished through three geographic districts:

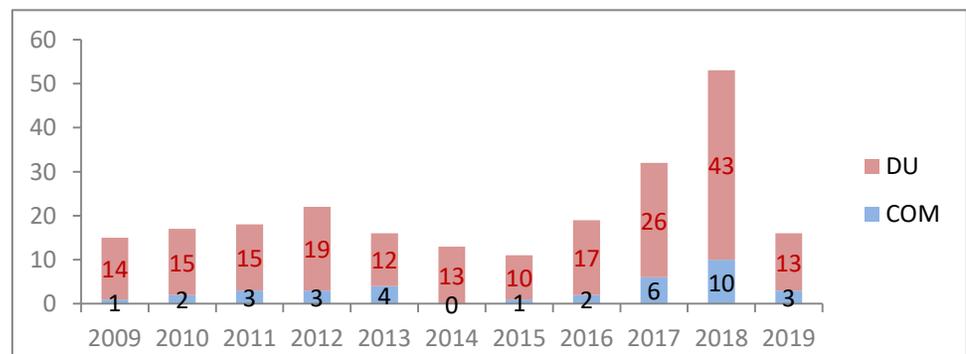
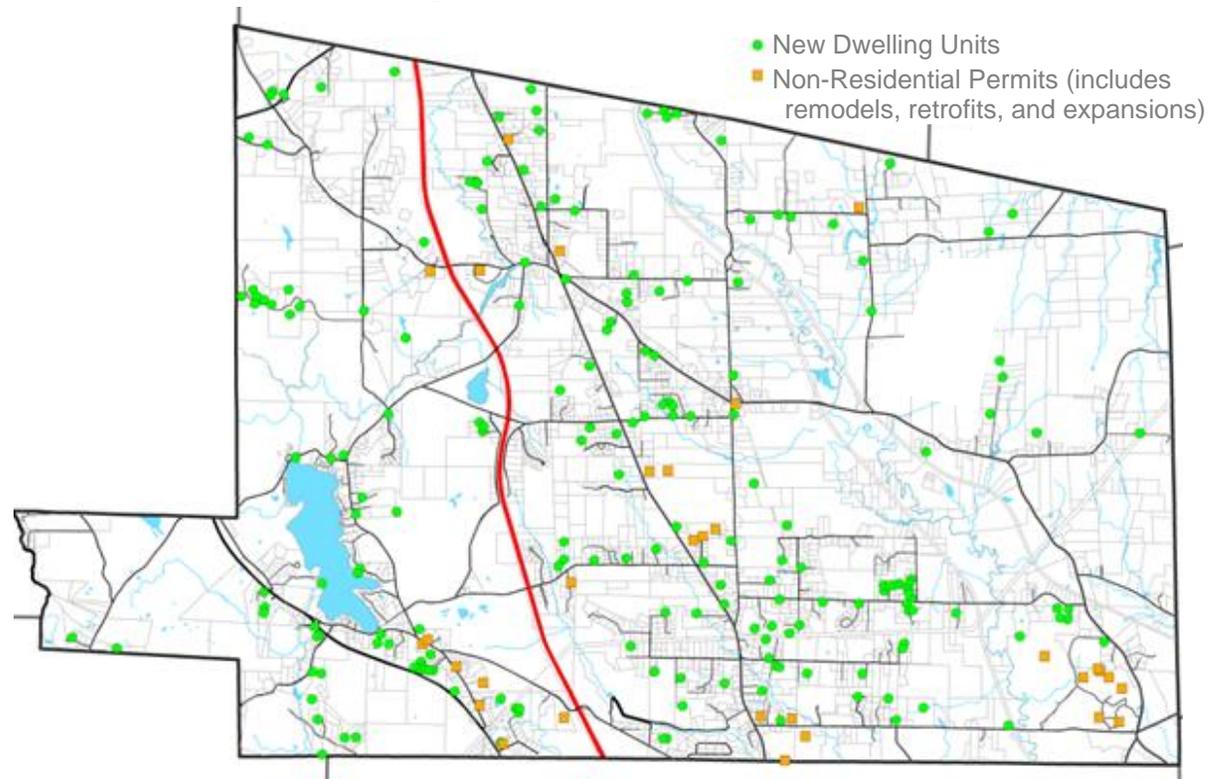
- Sending District – These areas have been deemed to have land with notable agricultural, forestry, or environmental importance. In order to incentivize landowners to protect their land, the TDR ordinance allows them to sell or donate the right to development their property.
- Receiving Districts – These areas have been identified as growth areas and landowners are allowed to purchase development rights from landowners in the Sending district. RD-1 has a 10 acre minimum to use TDR, while RD-2 is limited by the underlying district dimensional requirements.

Development over the last 10 years

From January 2009 through December 2019 permits were issued for 202 new dwelling units, including units that were replacements of demoed/removed units. 196 of these units were new single family homes and 4 were in duplexes. An additional 31 permits were issued for mobile homes/manufactured housing units, many of which were replacements. At least 51 of the new dwelling unit permits were issued for lots in town approved subdivisions. Some new dwelling unit permits issued between 2009 and 2019 for lots approved in pre-2000 subdivisions may not be included in this count. Including three municipal projects, 35 non-residential building permits were issued from 2009 to 2019. These include remodels, renovations, and additions to existing non-residential structures. Eight of the 35 Non-residential commercial permits were issued for work done on the Pineland campus.

New dwelling unit permits have consistently been between 10 and 20 each year since 2009 with the exception of 2017 when 26 were issued and 2018 when 43 were issued. 6 or less Non-residential building permits were issued per year with the exception of 2018 when 10 were issued.

New Gloucester Commercial and New Dwelling Unit Permits 2009-2019



The Maine Office of Policy and Management generates population projections for New Gloucester show a slowing rate of growth going forward resulting in a net loss of population starting in the 2024-2029 period. These projections were generated in 2016 and are influenced by the low overall growth rates of the 2010-2015 period. While it is possible that New Gloucester will not grow over the next ten years it is unlikely given the development pressures and scarce housing availability in the greater Portland area. To get a slightly better idea of expected land use needs for growth over the next ten years we can look at the building permits issued. From 2009-2019, 197 building permits were issued for an average of just under 18 building permits were issued every year resulting in an average of approximately 18 new dwelling units a year. If this trend stays consistent then we can expect around 180 new dwelling units over the next ten years. While 2019 was a return to lower levels the last five years seem to indicate a growing trend with an average of just under 22 permits issued a year. If that is a more accurate trend for the next ten years then we could expect around 220 new dwelling units. If we assume these new units have an average household size similar to New Gloucester's current average (2.66) this would represent approximately 585 new residents or about a 10% growth in population. This population growth rate would track with the 2000-2010 growth as seen in the census.

If all of these new dwelling units were to be built in the identified future village and transitional residential growth areas, which

would likely require 1 or 2 acres of land per dwelling unit, they would require at most, 440 acres of land. Based on an analysis of available developable land there is room for over 1,500 new dwelling units in the areas marked as village or transitional residential growth areas. This should be ample area to accommodate the majority of project growth over the next ten years with remaining development opportunities for the future.

Commercial and industrial growth is much harder to predict than residential growth and covers a much wider range of potential needs in location and land area. There are multiple undeveloped and marginally developed parcels in the proposed village growth area as well as in the areas identified for commercial growth. These range in size from small, infill opportunities to 50 acre undeveloped parcels and should meet the needs of New Gloucester's future non-residential growth.

For more information:

- A review of proposed future land use areas can be found on pages 73-78.
- An analysis of available developable land for the entire town can be found in Appendix A.
- Demographic trends can be found in the demographics section on page 14.

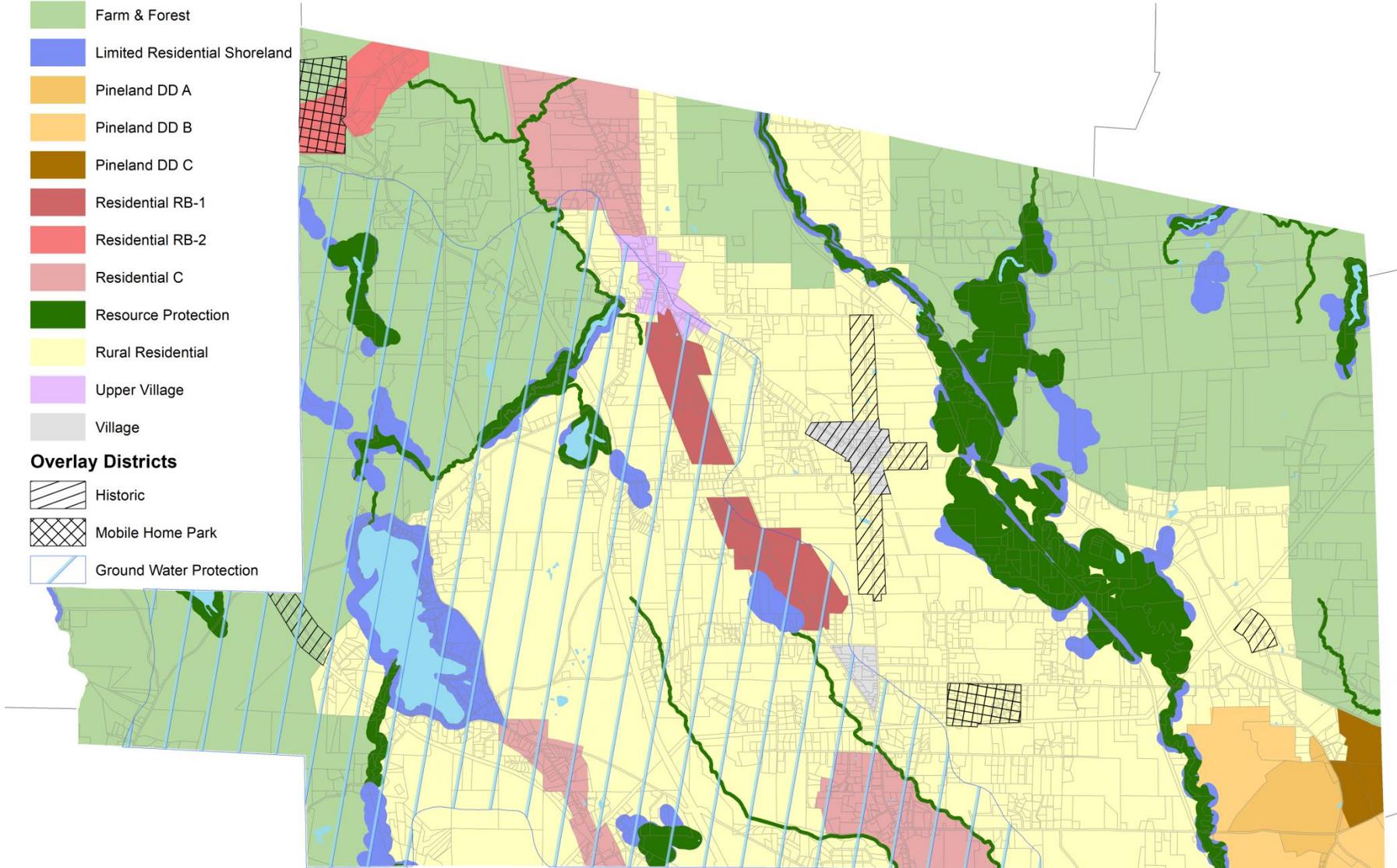
Current Zoning Map

Zoning Districts

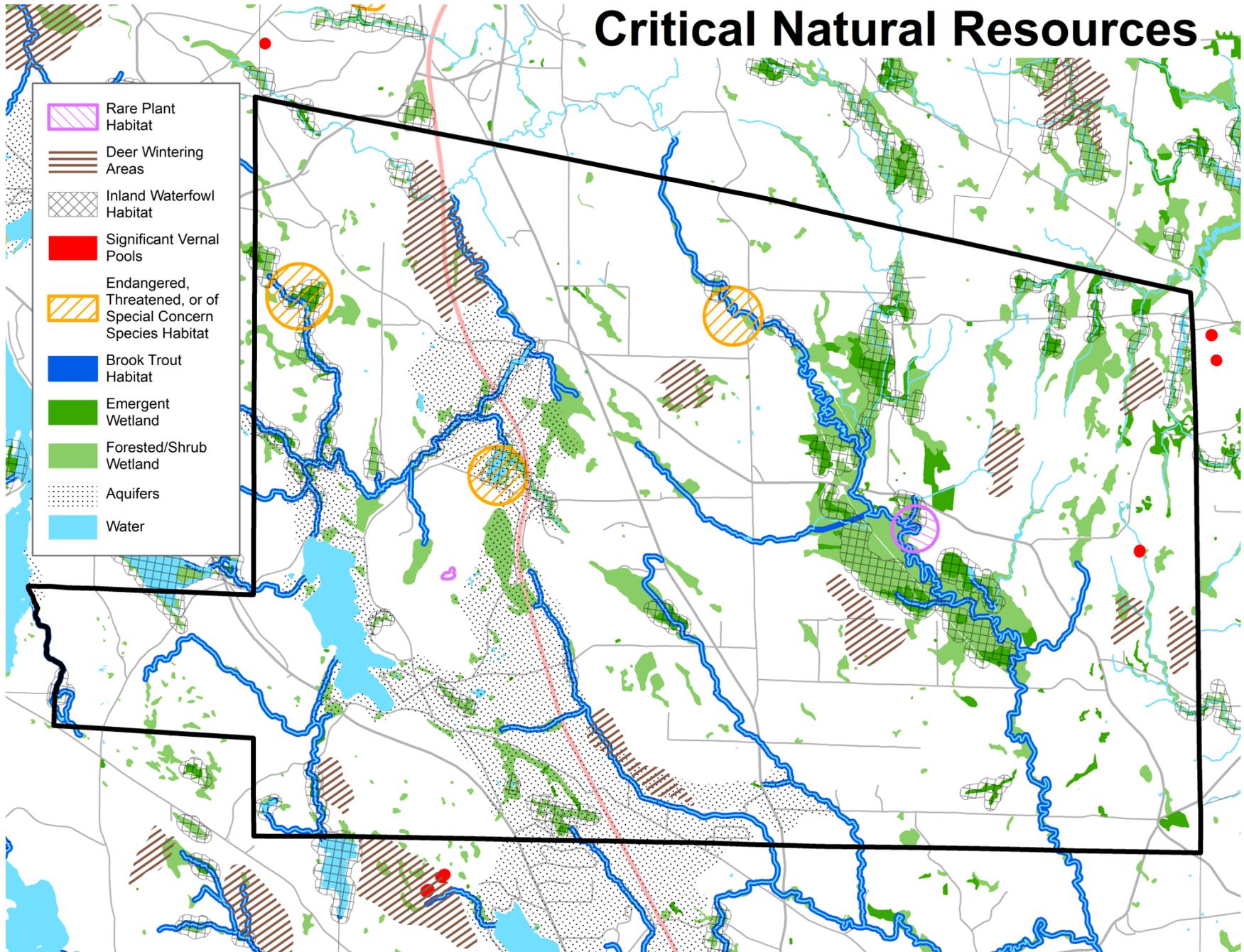
- Farm & Forest
- Limited Residential Shoreland
- Pineland DD A
- Pineland DD B
- Pineland DD C
- Residential RB-1
- Residential RB-2
- Residential C
- Resource Protection
- Rural Residential
- Upper Village
- Village

Overlay Districts

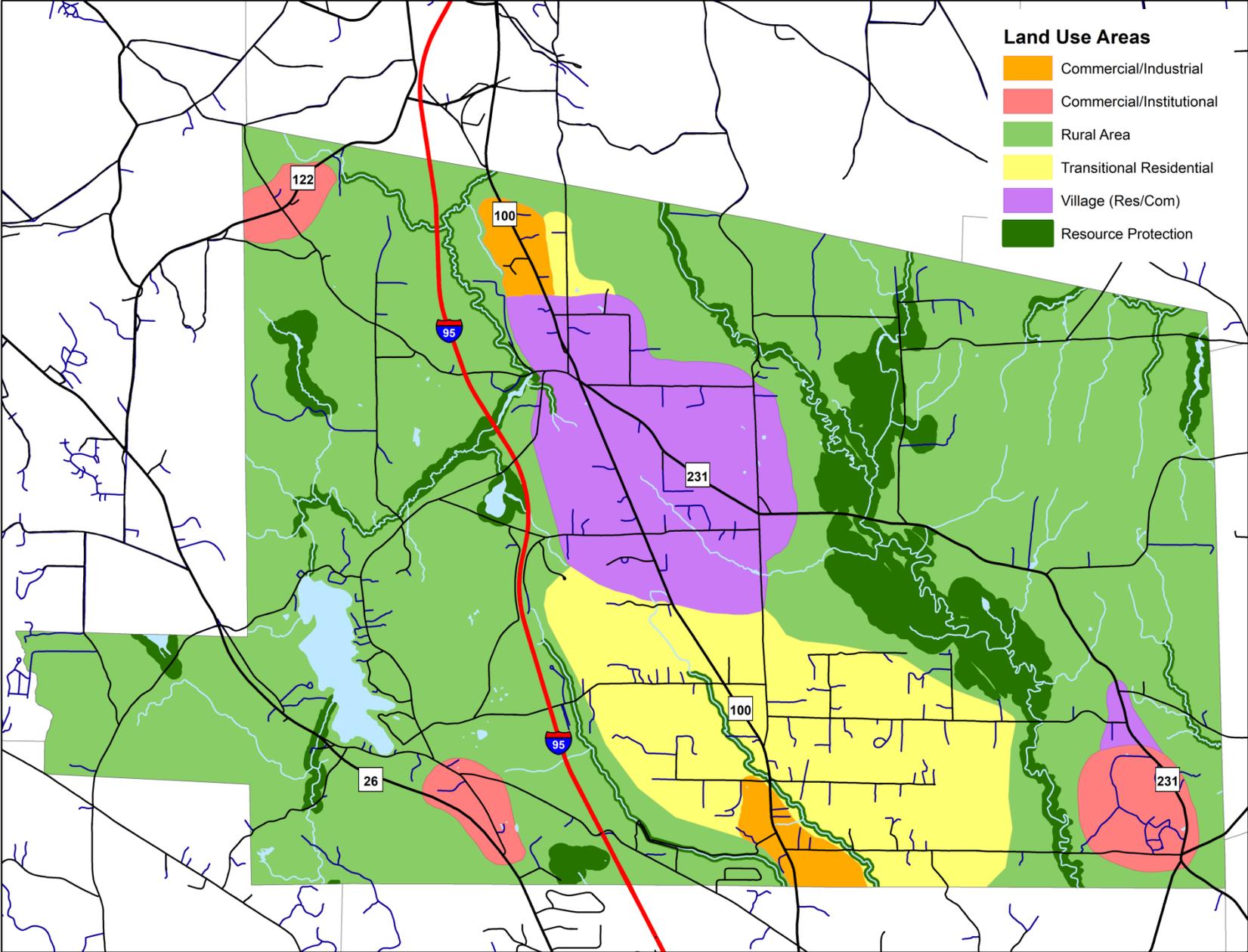
- Historic
- Mobile Home Park
- Ground Water Protection



Critical Natural Resources



Future Land Use



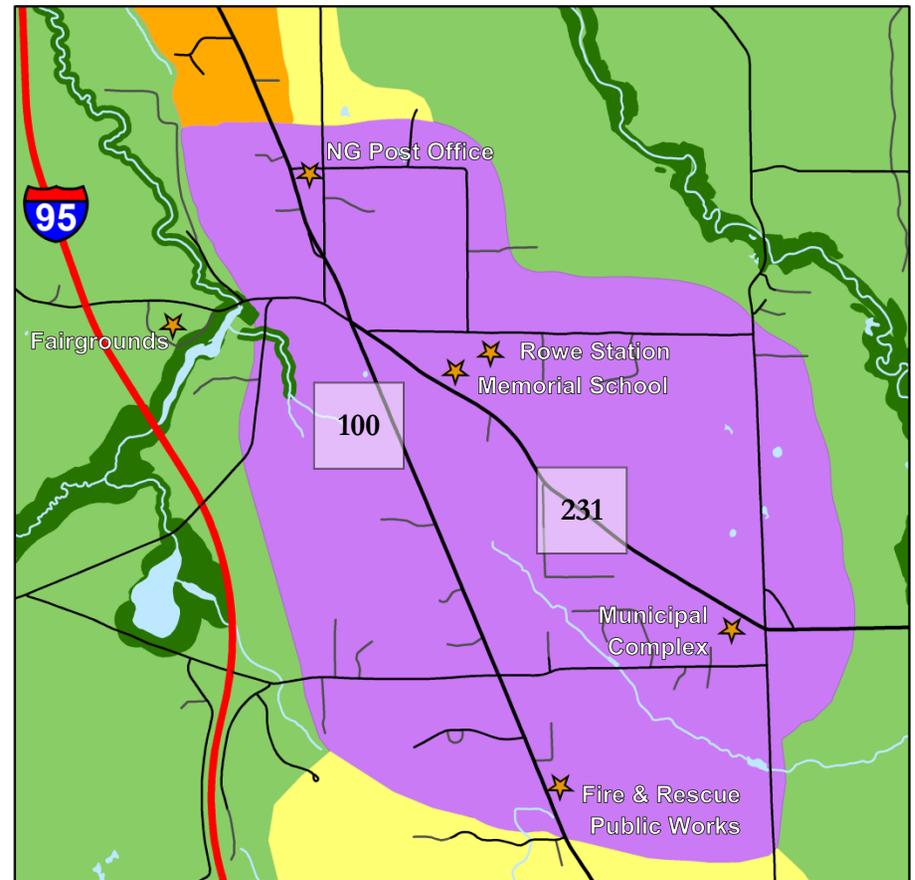
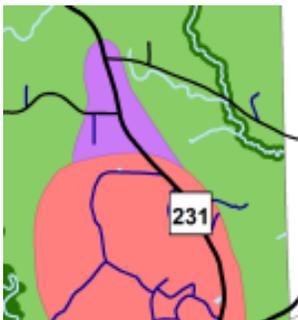
Village Growth Areas

These portions of town are best suited to accommodate residential and small commercial growth in New Gloucester.

The primary area encompasses both the Upper and Lower Villages. The historic development patterns are already in place to harmoniously weave new development into the existing fabric of this part of the town. This area includes the majority of town facilities, including the municipal complex with the Town Hall, Community building, and library, the town's Fire and Rescue Station and Public Works Garage, and the recreation facilities at Rowe Station. The town's public water district covers the northern portion of the area. The municipal facilities, water district, and the improvements outlined in the Upper Village Master plan will constitute nearly all growth related capital investment in the next 10 years. The two primary state routes through New Gloucester directly serve the villages and a majority of the area is served by three-phase power. New Gloucester's Post Office and Memorial Elementary School are also in this area.

Opportunities for commercial and residential infill development exist in both the village centers, particularly in the Upper Village where the relocation of the town's Public Works Garage has opened a prime parcel for potential new use. In the areas outside of these centers there is suitable undeveloped land to responsibly and appropriately absorb significant residential growth. Much of this area is within the town's Transfer of Development Rights receiving area which will give even greater flexibility for the area to accommodate residential growth.

A second, smaller village growth area has been identified along Route 231 around the intersections of Dougherty Road and Penny Road. Easy access, three-phase power, and the proximity to Pineland



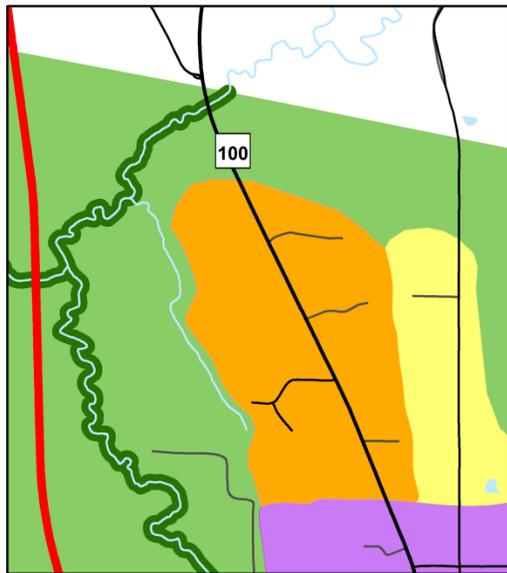
combine to make the area very desirable for new development. This area would also be close to the most likely locations for a rail stop should passenger service be created on the existing rail lines.

Targeting growth and investment in these areas will make the best use of existing town services, helping to meet the town's goals for efficient and responsible expenditures. Clustering growth here will help reduce development pressure on rural land uses and will protect environmentally sensitive areas from the impacts of development.

Commercial, Institutional, and Industrial Growth Areas

As a rural community, there are limited areas in town that can support larger or more intensive commercial/industrial uses. The areas identified as commercial growth areas are well served by existing major arterials that provide easy access for commercial traffic without routing trucks through residential neighborhoods. These areas have existing land uses that are compatible with commercial use and have suitable land with potential for this type of development. Commercial growth areas have been divided into areas that are suitable for commercial and industrial uses and ones that are better suited for lower impact commercial and institutional uses.

Commercial/Industrial growth areas have been identified in areas where there are least likely to be negative environmental impacts and where the existing land uses will be most compatible with new commercial or industrial development. These areas are also all served by three-phase power which is needed by many larger scale uses.



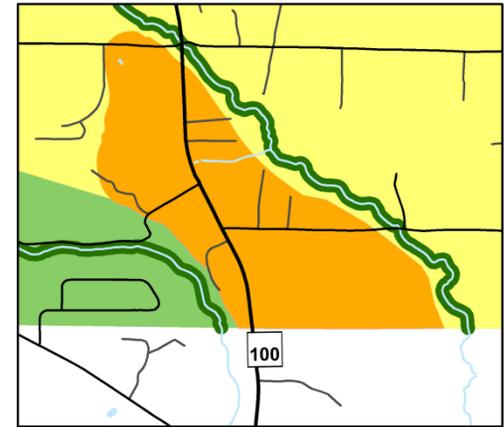
Designating appropriate areas for commercial growth allows the town to meet its goals of economic opportunity and maintain a robust tax base while keeping these uses in areas where they will not conflict with other uses or negatively impact sensitive environmental areas.

The Portion of Route 100 to the north of the Upper Village has

parcels of a variety of sizes that are undeveloped or minimally developed and are suitable for commercial growth. The area is adjacent to the Village use area and both areas will benefit from the proximity of the other. This portion of Route 100 serves as a gateway into New Gloucester, particularly the Upper Village, from the north. Design standards should be considered to ensure that it is developed in such a way as to be a seamless extension of the Upper Village center and so that it provides a welcoming first impression to people entering the town from Auburn.

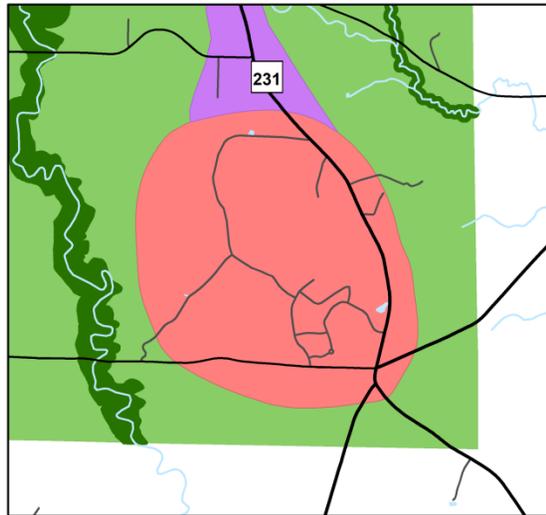
The southern end of Route 100 is an existing commercial center with many local businesses of different types and scales already in operation. Commercial zoning here would complement Gray's adjacent "Business Development" zoning.

There are some undeveloped parcels but the best opportunities for growth are expansion and infill development on already developed parcels. This area is a gateway to town for those coming from the south and may warrant design standards to ensure appropriate development.



Commercial/Institutional growth areas have been identified for areas in which the town would like to encourage commercial development nodes but where environmental concerns preclude heavy industrial use.

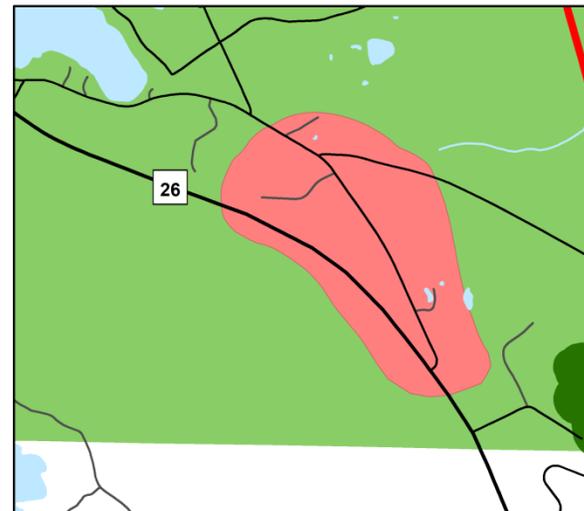
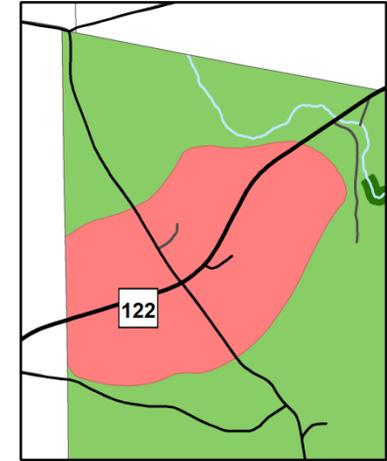
The Pineland Campus is currently a hub of commercial and institutional activity, well served by roads and utilities including three-phase power. However, its location amid the rolling fields of the intervale and its proximity to the Royal River make it an unsuitable

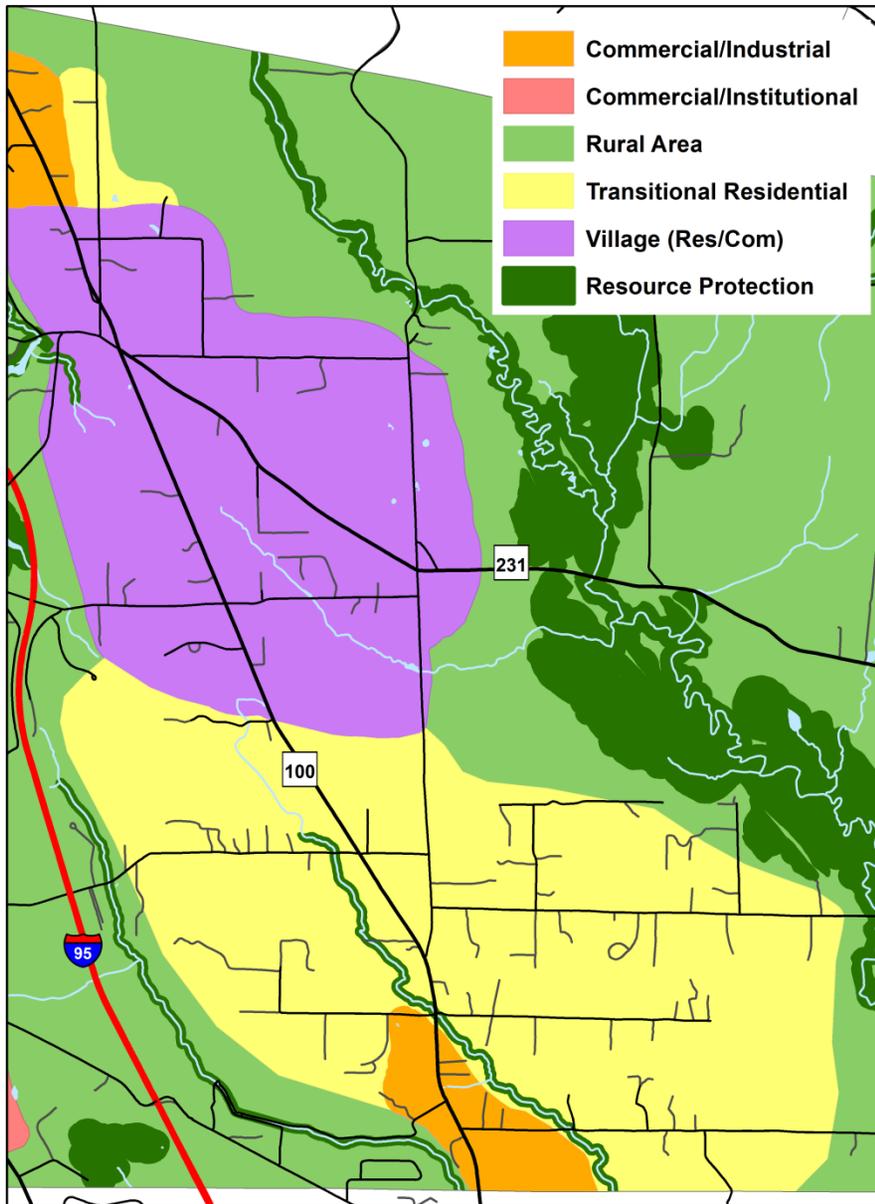


location for heavy industrial use. Limited manufacturing and packaging associated with agricultural products is currently carried out in this area and is in keeping with the agricultural focus that the town wants to see in this area.

The area at the intersections of Route 26, Sabbathday Rd, and Mayall Rd is an existing commercial node with room for infill development. It is located in an environmentally sensitive area between Sabbathday Lake and the beginnings of Cole Brook. This issue makes it an inappropriate place for large scale commercial or industrial development. It is also not currently served by three-phase power. The existing uses, proximity to existing residential development around Sabbathday Lake, and the ease of access from Route 26 make it a good place for a smaller scale, locally oriented commercial node.

The area at the northern most tip of New Gloucester is well served by a major road (Route 122) and three-phase power, making it a good location for commercial development. Large undeveloped lots and limited residential development give this area potential for commercial uses with minimal impact on existing residential areas. It is currently largely undeveloped and is adjacent to Foster Brook, a tributary of the Royal River, so the town does not see this area as an ideal location for uses with potential environmental impacts but there may be room for more intensive development farther from Foster Brook. Commercial use, particularly less dense, large scale operations, is in keeping with the existing zoning and uses in the adjacent parts of Poland and Auburn.





Transitional Residential

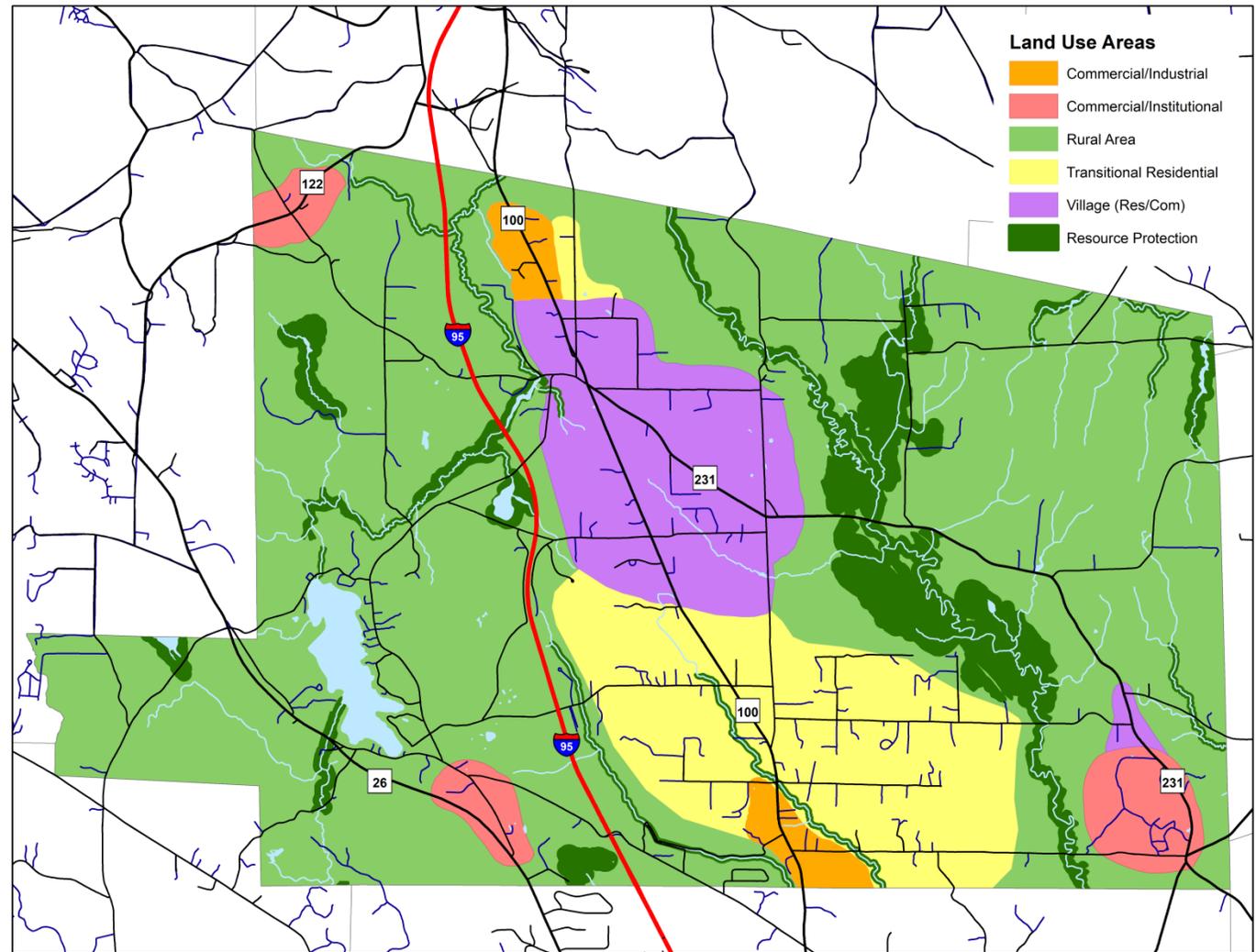
The transitional residential zone represents the portions of town outside of the village zone that are suitable for moderate, residential development. These areas have comparatively few environmental concerns, being away from major water bodies, large undeveloped habitat blocks, and aquifers. They are, for the most part, already developed and as such there are fewer agricultural, forest harvesting, or other land intensive uses which would be impacted from additional, moderate density residential development.

Keeping these areas as transitional will give the town more flexibility in how growth is accommodated in the future and acknowledges that many people in New Gloucester do not want to live in denser village centers. Actively allowing for some moderate density residential growth outside of the village centers will help to meet the town's goals of fostering a diversity of housing types, a range of housing prices, and increased flexibility of uses on residential parcels. Identifying residential areas now that are capable of accepting growth beyond that expected in the next ten years will also allow the town to encourage rural uses and development patterns in the remaining parts of town with less concern about creating future conflicts.

Rural Areas

The remaining parts of town are designated as rural areas. These areas are not suitable for indiscriminate development due to environmental concerns and impacts on traditional rural uses. The designated rural areas include parts of town that are important to the water quality of major surface waters such as the Royal River and Sabbathday Lake, land over the sand and gravel aquifer in the west of town, large undeveloped habitat blocks in the east of town, and known critical habitat areas. Most of the town's largest active agriculture operations, including all three of the town's forever farms, and the majority of parcels enrolled in the farmland and tree growth tax credit programs are also included in this area. Committing to keeping these areas rural will help the town meet its goals for maintaining our sense of place, protecting and encouraging agricultural and forestry uses, preserving water quality, and protecting sensitive environmental habitats.

Not all of the rural areas are undeveloped. Much of the shore of Sabbathday Lake, for example, is heavily developed. The rural



designation would not forbid residential development or restrict the existing uses. However it does mean that these areas are not seen as suitable for significant amounts of future residential or commercial growth and that large minimum lot sizes and stricter review of environmental impacts may be warranted.

Goals and Strategies

Over the course of this project and informed by public input and the data review covered in the inventory sections, the town has developed the following goals and strategies for achieving a strong, responsible New Gloucester that is true to everything that makes it the wonderful place it is today.

The town has identified five core pillars that need to be considered and addressed in all plans for the future of New Gloucester. These pillars cover the identifying characteristics of the town, the important practical elements of how the town supports itself, and the governing body through which we can enact change. Related and overlapping, these pillars are what we, as a town, need to be considering in order to remain true to our identity while growing and adapting in the future:

- **Natural Resources** – The natural setting of New Gloucester is integral to its identity and is of importance well beyond our boundaries. The scenic vistas of our rolling hills, the undeveloped habitat blocks and healthy waterways that support wildlife and recreation, and the agricultural and forestry uses that have historically supported us are what provide much of what we as a community value in our town. Protecting these resources and the uses that intertwine with them, including public recreational access, is how we can retain our sense of place as we move forward.
- **People and Culture** – New Gloucester has a storied and living history and an engaged community of residents. Respecting and protecting our history will keep us grounded and will guide future growth in keeping with the patterns and experiences that we hold dear. The town values a diverse and inclusive community and welcomes people of all races, religion, ethnicity,

orientation, and ages. The town will continue to work to create and support an age-friendly, livable, inclusive community with housing, services, and opportunities for people of all ages, abilities and income. The town will work with residents to create a variety of housing stock and to allow for flexibility in use of properties so as to meet different needs and ensure that all people can make or keep a place in New Gloucester.

- **Economy** – Economic activity is the life blood of any community. New Gloucester is home to a wide range of businesses, from individual craftspeople and small family farms to manufacturing facilities and offices. These endeavors support our residents with income and our town through taxes. Active agriculture and forestry operations have long shaped the town visually and culturally beyond their direct economic impact while the creative economy of artists and craftspeople is a source of pride and a draw for visitors. Supporting and connecting these diverse businesses and the interrelated needs of residents and visitors will help protecting our natural resources and historic character while maintaining an economically robust town.
- **Transportation and Infrastructure** – Maintaining and improving the safety of our streets for all users directly impacts every resident and visitor of New Gloucester. Improving the safety of non-vehicular modes of travel through road improvements, trail networks, and public transit will reduce traffic and conflicts, provide desirable recreational opportunities, and support vulnerable populations. Utility, communication and other infrastructure systems support the community and provide opportunities for managing growth, minimizing climate impacts and broadening the economic base of the town.

- **Local Government** – New Gloucester’s town government provides valued services and is the instrument through which the visions of this Plan can be enacted. It will continue to provide much used and valued services, including but not limited to recreational programs, the library, the transfer station, and town hall. The town will serve as a model of fiscally and environmentally sustainable practices in all aspects of its work. Ensuring that our government continues to be an accessible and accountable body that serves as a central node in the local community will allow it to continue to serve these roles well into the future.

In order to foster and strengthen these core tenets the town has developed the following goals which each relate directly to one or more of the core tenets described above:

1. Develop and promote the town’s sense of place by protecting and fostering its historical, cultural, social, and environmental assets. (Natural Resources, People and Culture)
2. Protect the water quality of surface waters including but not limited to Sabbathday Lake and the Royal River. (Natural Resources)
3. Protect the quality and quantity of ground water resources including but not limited to the sand and gravel aquifer located in New Gloucester. (Natural Resources)
4. Work with other municipalities, the state, and regional stakeholders to protect regional water resources. (Natural Resources)
5. Encourage future development in appropriate areas to minimize impacts to undeveloped habitat areas and reduce new impervious surface areas. (Natural Resources)
6. Protect the Town’s sensitive environmental areas. (Natural Resources)
7. Coordinate with regional and state groups on regional conservation and preservation efforts. (Natural Resources)
8. Support and encourage responsible and economically viable agriculture and forestry use. (Natural Resources, Economy)
9. Protect agricultural and forestry uses from development pressures. (Natural Resources, Economy)
10. Recognize agricultural and forestry uses as both economic and cultural resources to the Town and ensure that local regulations are keeping up with the changing landscape of agriculture in Maine. (People and Culture, Economy)
11. Collaborate with other towns and regional groups to support the regional economy and create economic opportunities in New Gloucester. (Economy)
12. Support and encourage local businesses as central parts of the community. (People and Culture, Economy)
13. Improve communication within town government, between the town and residents/businesses, and among the town’s residents and businesses. (People and Culture, Town Government)
14. Support controlled economic growth as an important part of the Town’s tax base and financial stability (Economy, Town Government)
15. Work to ensure that transportation and other infrastructure is appropriate to support zoned uses. (Economy, Transportation and Infrastructure, Town Government)
16. Ensure that existing housing is maintained and that housing costs are affordable to residents. (People and Culture)
17. Allow residents flexibility to use their properties in ways that generate income. (People and Culture, Economy)
18. Allow for a variety of housing types. (People and Culture)

19. Support development of affordable housing, including housing for seniors and those with disabilities. (People and Culture)
20. Preserve open space for public recreational use. (Natural Resources, People and Culture)
21. Maintain and improve town recreational facilities to ensure that they are adequate for the needs of the town. (People and Culture, Town Government)
22. Ensure that public access is provided to the Royal River, Sabbathday Lake, and other waterbodies. (People and Culture)
23. Develop a town-wide trail network. (People and Culture, Town Government)
24. Improve and expand programmatic offerings for residents of all ages. (People and Culture, Town Government)
25. Maintain existing local and regional transportation infrastructure efficiently and with financial responsibility. (Transportation and Infrastructure, Town Government)
26. Improve the safety and accessibility of the transportation network for all modes and users. (Transportation and Infrastructure)
27. Work with MDOT, surrounding towns, and regional stakeholders to support improvements to the regional transportation network, including future mass transit. (Economy, Transportation and Infrastructure)
28. Provide high quality town services. (People and Culture, Town Government)
29. Keep costs low by prioritizing services and looking for efficiencies in operations. (Town Government)
30. Keep the town portion of property taxes at a reasonable level by funding the town's facilities and services in a cost effective manner. (Town Government)
31. Support active engagement with the town and community on diversity, equity, and inclusion issues; committing to using an equity lens in policies, procedures, ordinances, and decision-making; and promoting a safe and welcoming community for people of all racial, ethnic and cultural backgrounds. (People and Culture)
32. Promote an age-friendly and livable community that is a healthy, active and safe place to live, work, play and age. (People and Culture)

To achieve these goals the town has outlined the following strategies. Each strategy will advance the town toward one or more of the above goals. Potential timelines of when over the next ten years the town should be aiming to enact each strategy have been identified. Finally, each strategy has been tasked to a board or committee within town government who will be responsible for keeping that strategy moving. These groups are not expected to accomplish these strategies on their own. They are tasked with keeping the strategy active, representing it to the town, and working with staff, other boards and committees, and the public to ensure that they are followed up on and implemented.

	Strategy	Goals met by Strategy	Timeline	Champion
Selectboard				
1	Work with regional providers to identify, improve, and publicize transportation services available to elderly and differently abled residents.	26, 27	1-2 years	Selectboard
2	Implement and expand on the 2016 Upper Village Master Plan.	1, 14, 15, 26, 27	1-2 years	Selectboard
3	<p>Create a committee to promote and support an accessible, age-friendly place to live, work, and play throughout the lifespan. Work plan activities for this committee may include:</p> <ul style="list-style-type: none"> Identify consulting and other resources (e.g., Maine AARP, Maine Council on Aging), partnerships (e.g., Gray Livable Community, MDASH initiative) and potential funds (e.g., Maine Community Foundation, Maine Health Access Foundation) to support activities of the committee. Conduct community needs assessment survey Identify assists, barriers, and needs to better support citizens of all ages. Identify priority action steps. 	29, 21, 24, 32	1-2 years	
4	<p>Conduct an evaluation of town buildings, equipment, and staffing to identify needs and opportunities:</p> <ul style="list-style-type: none"> Include a sustainability study aimed at reducing fuel and electrical costs, including the potential for solar power, heat pumps, LED lighting, and other improvements; Implement the findings of this evaluation as appropriate. 	28, 29, 30	2-5 years	Selectboard, Environmental Resources Committee
5	Add Economic and Community Development staff capacity.	1, 11, 12, 13, 14, 28, 31, 32	2-5 years	Selectboard
6	Study the feasibility of connecting the Upper Village, Memorial School, and Lower Village with sidewalks or other pedestrian amenities.	23, 26	2-5 years	Selectboard

	Strategy	Goals met by Strategy	Timeline	Champion
7	<p>Review the town’s approach to diversity, equity, and inclusion issues and concerns in the community through actions such as the following:</p> <ul style="list-style-type: none"> • Developing a diversity, equity and inclusion resolution that reinforces the town commitment to acceptance, equal treatment and safety for all. • Reviewing policies, procedures, and ordinances of the town to ensure that they are appropriate, inclusive, and address inequities, disparities, and uneven negative impacts. • Providing education opportunities for members of town Boards and Committees. • Identifying consulting and other resources (e.g., GPCOG), partnerships (e.g., area towns and local schoolboard) and potential funds (e.g., Maine Community Foundation) to support activities of the town. • Consider a committee to undertake these tasks on an ongoing basis. 	31	2-5 years	Selectboard
8	Review the Pineland TIF and create a plan for its expiration in 2031.	30	5-10 years	Selectboard
9	Review the town’s solid waste collection and disposal processes to ensure services are user friendly, cost effective, and environmentally responsible.	28, 29, 30	Ongoing	Selectboard, Environmental Resources Committee
10	Make safety improvements to town properties and facilities, as needed.	28	Ongoing	Selectboard
11	Continually evaluate the fee structures of all departments and adjust accordingly.	29, 30	Ongoing	Selectboard
12	<p>Review town-owned properties for potential for town use or sale including:</p> <ul style="list-style-type: none"> • Determining the potential need for forest management plans. • Creating public access points to landlocked town properties. 	6, 20, 21, 23,28, 29, 30	Ongoing	Selectboard
13	<p>Explore expanding the town’s regional cooperation so as to:</p> <ul style="list-style-type: none"> • share costs; • improve negotiating powers; • coordinate land use changes across town boundaries. 	29, 30	Ongoing	Selectboard
14	Provide support to the New Gloucester Historical Society in its mission to increase awareness of New Gloucester’s history.	1	Ongoing	Selectboard
15	Improve the town’s online presence.	13, 28	Ongoing	Selectboard
16	Work with local and regional news outlets, including NGXchange.	13	Ongoing	Selectboard
17	Maintain a strong relationship with Pineland, The Shakers, and other prominent local entities to better coordinate actions.	1, 12, 13, 14,	Ongoing	Selectboard

	Strategy	Goals met by Strategy	Timeline	Champion
18	Maintain a fund balance suitable to cover unexpected costs and fluctuations in state aid. Consider creating official policy outlining what constitutes an appropriate balance.	30	Ongoing	Selectboard
19	Explore grant opportunities and other outside funding sources to assist the town in making investments in the community.	30	Ongoing	Selectboard
20	Fund the town's land acquisition account and be proactive about identifying properties for sale that would meet the need and wants of the town as outlined in this Plan.	20, 23, 28, 30	Ongoing	Selectboard
21	Work with regional groups to create affordable housing options, including options specifically for seniors and those who are differently abled, with a goal of 10% of new housing being affordable.	18, 19, 32	Ongoing	Selectboard
22	Participate in regional transportation discussions and be a strong advocate for transit stops in New Gloucester.	11, 15, 26, 27	Ongoing	Selectboard
23	Work with MDOT to ensure that state and local roads through the Upper and Lower Villages are compatible with the needs of these historic and evolving village centers.	1, 15, 25, 26, 27	Ongoing	Selectboard
24	Coordinate road improvement projects with MDOT, MTA, and adjacent towns to ensure fiscally responsible work and minimize impacts to local users.	27, 29, 30	Ongoing	Selectboard
25	Work with law enforcement agencies on improving traffic enforcement.	26, 27	Ongoing	Selectboard
26	Encourage landowners who qualify to enroll in the Current Use Taxation programs offered by the state.	9	Ongoing	Selectboard
27	Support and encourage increased quality and coverage of internet service in the town to allow for home occupation and telecommuting opportunities.	12, 14, 15, 17	Ongoing	Selectboard
28	Support and encourage improvements to the electrical grid for increased reliability and the ability to support businesses and solar.	15	Ongoing	Selectboard
29	Work with the Library Board of Trustees to support and improve the New Gloucester Public Library.	24, 28	Ongoing	Selectboard, Library Board of Trustees
30	Review and evaluate the implementation of this plan over the next ten years with a specific progress review every five years which will include: <ul style="list-style-type: none"> • Status of each strategy • Review of new development locations • Review of protection status of rural and natural areas 	All	Ongoing	Selectboard

	Strategy	Goals met by Strategy	Timeline	Champion
--	----------	-----------------------	----------	----------

Cable TV Committee

31	Upgrade cable TV equipment as needed.	28	Ongoing	Cable TV Committee
----	---------------------------------------	----	---------	--------------------

Capital Improvement Committee (CIP)

32	Evaluate the town's ongoing Capital Improvement Plan process and update the Capital Improvement Plan Committee Handbook.	21, 25, 30	1-2 years	CIP Committee
----	--	------------	-----------	---------------

Land Management Planning Committee (LMPC)

33	<p>Revise zoning districts and standards to bring them into agreement with the vision and future land use map of this plan. Including ensuring that they:</p> <ul style="list-style-type: none"> • Work with the needs of local businesses and support a broad tax base. • Are accommodating the needs of agricultural uses and recognizing the modern, multi-use (value added production, retail, and experiences) approach to agriculture. • Encourage new development to create a minimum of new roads and promote connectivity. 	1, 3, 5, 8, 9, 10, 12, 14, 15, 17	1-2 years	LMPC
34	<p>Review the Shoreland zoning map and consider expanding the Resource Protection zone to include:</p> <ul style="list-style-type: none"> • Areas of high co-occurrence and/or rare plant and wildlife habitats as identified by Beginning with Habitat; • Areas classified as high flood risk by FEMA; • Tributary streams and other wetlands. 	2, 5, 6	1-2 years	LMPC, Environmental Resource Committee
35	Review town parking standards to make sure they reflect modern best practices.	2, 5	1-2 years	LMPC
36	Review local regulations on accessory dwelling units and home occupations to better reintroduce traditional use patterns to village and agricultural areas, add flexibility for senior living arrangements, and to allow for income opportunities to offset housing costs.	1, 12, 16, 17, 18, 19	1-2 years	LMPC
37	Examine potential to allow for “tiny houses” as accessory units and/or for dedicated “tiny house” communities.	18, 19	1-2 years	LMPC
38	Review subdivision and zoning ordinance language to encourage agricultural and forestry uses in subdivision open space, particularly in areas adjacent to existing agricultural uses.	5, 9	2-5 years	LMPC

	Strategy	Goals met by Strategy	Timeline	Champion
39	Adopt a Complete Streets Policy to ensure that all users are considered when designing, improving, and maintaining roads.	26	1-2 years	LMPC
40	Review the town's wetlands ordinance provisions to ensure they are providing appropriate and reasonable protection to wetlands.	2, 6	2-5 years	LMPC, Environmental Resource Committee
41	Review the subdivision and site plan review processes to ensure that any onsite rare or endangered plant and animal habitat sites as inventoried by Beginning with Habitat are identified and that the applicant consults with Inland Fisheries and Wildlife on how to avoid and minimize any impacts to these resources if they are present.	5, 6	2-5 years	LMPC, Environmental Resource Committee
42	Review the Transfer of Development Rights ordinance to encourage its use for the protection of: <ul style="list-style-type: none"> • Environmentally sensitive land; • Undeveloped habitat blocks; • Agriculture and forestry uses. 	1, 5, 6, 9	2-5 years	LMPC, Environmental Resource Committee
43	Add ordinance language with appropriate requirements for subsurface wastewater systems in sensitive areas such as around Sabbathday Lake.	2, 3	2-5 years	LMPC
44	Review the Groundwater Protection Overlay District ordinance language to ensure that it is adequately protecting the aquifer while not discouraging compatible, low-impact land uses.	3	2-5 years	LMPC
45	Review local ordinances with Maine Forest Service to ensure that they are accommodating and appropriate for active forestry uses.	8, 9, 10	2-5 years	LMPC
46	Consult with Cumberland County Soil and Water District to enact a pesticide and fertilizer ordinance to protect water quality.	2, 3	2-5 years	LMPC, Environmental Resource Committee
47	Update the local Floodplain Ordinance and adopt new FEMA flood maps when they are finalized.	4,5,6	2-5 years	LMPC
48	Review the town's ordinance protections of historic resources including: <ul style="list-style-type: none"> • The Historic Overlay District to ensure it is effectively and appropriately protecting the town's historic resources, including non-structural elements such as landscapes, views, and stone walls. • Consider ordinance revisions to provide historic review of proposed demolitions of any structure over 100 years old. • Strengthen site plan and subdivision protection of historic resources. Consider requiring comment from the Maine Historic Preservation Commission for larger projects. 	1	5-10 years	LMPC

	Strategy	Goals met by Strategy	Timeline	Champion
49	Consider forming a Historic Resource Commission and becoming a Certified Local Government under the national Historic Preservation Amendments Act.	1	5-10 years	LMPC
50	Evaluate and, if appropriate, adopt a Voluntary Municipal Farm Support local tax program.	8, 9, 10	5-10 years	LMPC, Selectboard
51	Gather and disseminate resources on preservation of historic structures and landscapes, including funding assistance opportunities.	1	5-10 years	LMPC or Historic Resource Commission if created
52	Conduct a series of architectural surveys of historic parts of the town to identify and document existing historic structures, archeological sites, and historic landscape features.	1	5-10 years	LMPC or Historic Resource Commission if created
53	Review the Mobile Home Park Overlay regularly to ensure appropriate land continues to remain for mobile home park development and consider identifying other appropriate areas within the village and transitional residential growth areas.	18, 19	Ongoing	LMPC

Economic Development Committee (EDC)

54	Create an inventory of businesses, recreation resources and other local assets: <ul style="list-style-type: none"> • Include a process for keeping the inventory up-to-date; • Create a map of businesses and attractions for distribution to the public. 	12, 13	1-2 years	EDC
55	Develop marketing and other print and web-based materials that highlight the businesses, recreational opportunities and other assets of the town.	12	2-5 years	EDC
56	Install gateway and wayfinding signage.	1, 12	5-10 years	EDC
57	Work with GNGEDC, GPCOG, the Lakes Region Chamber of Commerce, and other regional stakeholders to promote regional economic growth and promote local businesses.	11, 12	Ongoing	EDC
58	Target improvements and outreach to economic sectors that fit in and contribute to the town's sense of place, including but not limited to agriculture, forestry, and the creative economy.	1, 8, 10, 12	Ongoing	EDC
59	Support local community efforts, such as the Community Fair, to foster the sense of community and promote awareness of local groups and businesses.	1, 8, 10, 13,	Ongoing	EDC, Community Fair Committee
60	Target traffic, pedestrian, and utility improvements to key areas to support business growth.	15, 23, 26, 27	Ongoing	EDC
61	Gather and disseminate information on assistance available to local businesses.	11, 12, 13	Ongoing	EDC

	Strategy	Goals met by Strategy	Timeline	Champion
Environmental Resource Committee (ERC)				
62	Enact a policy that explicitly requires consideration of environmental concerns, such as fish passage, water quality, and the increasing stormwater flows due to climate change, in road design.	25, 26, 27, 28	1-2 years	ERC
63	Gather and distribute materials to raise awareness of naturally occurring ground water quality issues such as radon, arsenic, and uranium.	3, 16	1-2 years	ERC
64	Collect and disseminate resources on proper forest management and land stewardship.	1, 8, 10	1-2 years	ERC
65	Create a scenic resources inventory and assessment.	1	2-5 Years	ERC
66	Create an open space plan for the town, identifying all protected open spaces and evaluating priority areas in need of protection for recreational or environmental reasons.	1, 6, 20, 23	2-5 years	ERC
67	Fight invasive species by reviewing town road maintenance and construction best practices and gathering and distributing materials for residents on how to identify and remove common invasive species.	2, 6, 25	Ongoing	ERC
68	Work with the Cumberland County Soil and Water Conservation District, the Royal River Conservation Trust, and other municipalities to create watershed level plans to protect the Royal River and other surface waters, including the removal of barriers to fish passage.	1, 2, 4, 7	Ongoing	ERC
69	Work with the State, land trusts, and other regional stakeholders to create and implement regional environmental protection plans.	2, 4, 6, 7	Ongoing	ERC
70	Continue to work with and provide financial assistance to the Sabbathday Lake Association and other groups to monitor and protect Sabbathday Lake.	2, 6	Ongoing	ERC, Selectboard
71	Help property owners to identify and address old and/or failing subsurface waste systems, with a particular focus on the area around Sabbathday Lake and other areas zoned Resource Protection or Limited Residential Shoreland.	2, 3, 16	Ongoing	ERC
72	Work with land trusts, such the Maine Woodland Owners, Royal River Conservation Trust, and the Maine Farmland Trust, as well as other large land owners to encourage and assist them in balancing productive land use and preservation.	8, 9	Ongoing	ERC
73	Work with regional groups to connect residents with grants and programs that provide home improvement assistance for access and energy efficiency upgrades.	16	Ongoing	ERC

	Strategy	Goals met by Strategy	Timeline	Champion
Parks and Recreation Committee				
74	Expand the town's dedicated indoor recreational space to better support expanded program offerings.	21, 24, 28, 32	1-2 years	Parks and Recreation Committee
75	Work with adjacent towns, MDOT, and bicycle advocacy groups to identify, improve, and publicize safe bicycle routes in and through New Gloucester.	26, 27	2-5 years	Parks and Recreation Committee
77	Work with private and public land owners to create trail connections between existing recreational properties.	23	Ongoing	Parks and Recreation Committee
78	Work with the Royal River Conservation Trust, the Maine Woodland Owners, Maine Farmland Trust, and other land preservation organizations to protect land in ways that allow for both formal (trails, boat launches, etc) and informal (hunting, fishing) recreational use by the public.	1, 20, 22, 23	Ongoing	Parks and Recreation Committee, Environmental Resource Committee
79	Work with surrounding municipalities and other recreational stakeholders to expand and improve program offerings available to residents of the town.	24, 28, 32	Ongoing	Parks and Recreation Committee
80	Monitor conditions of publicly accessible water access points, including Outlet Beach on Sabbathday Lake, the town's boat launch at the fairgrounds, and the Royal River Conservation Trust's boat launches on the Royal River. Work with the owners of these points to ensure that they are maintained and remain open to the public.	21, 22	Ongoing	Parks and Recreation Committee

Appendix A: Residential Build Out Analysis

In order to understand the ability of the town to absorb future growth and to see where growth may go based on current conditions it is useful to conduct a “build out” analysis. This lets us take a look at where there is potential for new development and compare where we would prefer that development to happen. This type of analysis comes with a lot of caveats. It is not a fine grained, exact map of development potential. The data is not accurate to that level and the unknowns are many. That said it is a powerful tool to visualize development potential, estimate potential impacts, and eventually compare different potential changes.

This analysis primarily looks at **Residential** development. Only residential minimum lots sizes are used which differ from commercial minimum lot sizes in some zones. An attempt has been made to identify parcels that are currently commercially developed and remove that land from counts of potential new residential unit totals. Mixed use lots are not identified and no land is taken out of the calculations to reflect non-accessory or home occupation commercial uses on lots that have dwelling units.

This analysis also leaves out the Pineland Development District zones. These zones allow for extremely limited residential development under

current zoning and the majority of the land is controlled by the Libra Corporation which manages Pineland. This land is unlikely to be, and in some instances is prohibited from being, turned into a residential subdivision.

The Upper Village zone has a design bonus opportunity that can change minimum lot size from 1 acre to .5 acres at the Planning Board’s discretion and if the development meets certain standards. This allowance has not been taken into account here. The default 1 acre minimum lot size number is used throughout.

If we merge the Pineland districts together the town is currently split into 10 zones (see page X for a full current zoning map). Breaking that down by approximate areas, and bringing in the minimum lot size requirement for the zones lets us get a very rough, upper end maximum residential development under the zoning as seen in Table 1.

All these numbers are approximate but the “Max. Dwelling Units” numbers are very unrealistic. This does not take into account open water, roads, wetlands, ordinance restrictions, or conservation easements. To try and get a bit closer to a realistic full build out future we’ll bring in parcel data.

New Gloucester is, as of the 2018 tax maps, split into **2,918 parcels** give or take depending on how you count some private rights of ways, split/shared ownerships, and other marginal considerations. All parcel areas are based off of the 2018 tax maps. These numbers do not represent an actual, surveyed lot size but should be close or average out such that these numbers represent a reasonable ballpark. As laid out in Table 2, all together these parcels have roughly enough raw land for **5,924 new** dwelling units. This assumes that all undeveloped lots that are under the minimum lot size are legally non-conforming and could potentially have one new dwelling unit.

This is still likely a higher number than would ever be seen under our regulations. To get more realistic numbers and to begin to take into account physical features of the land we will look at the “Net Residential Acreage” of the land which has potential to be formally subdivided. The Net Residential Acreage of a lot removes undevelopable land such as wetlands, areas zoned as resource protection, and flood plains, from the total area of a parcel being subdivided. This smaller area is then divided by the minimum lot size the parcel is zoned for to find the maximum amount of lots that could be created from that parcel.

Table 1: Basic Zoning Breakdown

	Total Area	Min. Lot Size	Max. Dwelling Units (Min lot size/Total Area)
Farm and Forest	10,300	5	2,060
Lim. Res. Shoreland	1,750	2	875
Pineland(A, B, C)	920		
Res. B-1	500	2	250
Res. B-2	300	5	60
Res. C	1,250	2	625
Resource Protection	2,500	5	500
Rural Res.	12,700	2	6,350
Upper Village	150	1	150
Village	180	1	180
Total	30,550		11,050

Table 2: Parcel Development Potentials

	Parcels
Total Parcels in Town	2,918
- Conserved and/or government/utility owned	171
- Pineland owned parcels in the Pineland Development zones	11
- Have at least one dwelling and do not have the lot area for another	1,535
Parcels that have space for at least one new DU to be developed	1,201
Room for 1 new unit	625
2 new units	124
3 new units	79
4 or more new units	373

For this analysis parcels with sufficient raw land area for four or more units were considered as those likely to be formally subdivided. To approximate Net Residential Acreage, wetlands as identified by the National Wetlands Inventory and all land zoned as Resource Protection (which includes the vast majority of 100 year flood hazard areas as identified by FEMA) were removed from the total acreage of a property and a further 15% of the area was removed as allowance for roads as required by ordinance. Any lots where the resulting Net Residential Acreage was below that needed to create 3 legal lots were assumed to be developable as two lots outside of subdivision review. This broke down as shown in Table 3. Combining this with the numbers from Table 2 gives us a residential build out of around **4,598 new dwelling units**.

This does not take into account existing non-residential development. In order to remove non-residential developed land from this calculation, parcels were identified that did not have any assessed dwelling units but did have assessed building values greater than \$30,000. There were 203 of these parcels, eight of which had been removed previously due to being owned by a government entity, utility, or Pineland. 140 parcels did not have sufficient lot area to support a second use while 55 could still support additional development. In total these non-residential uses displace 195 potential future dwelling units, resulting in a max residential build out of approximately **4,403 new dwelling units**.

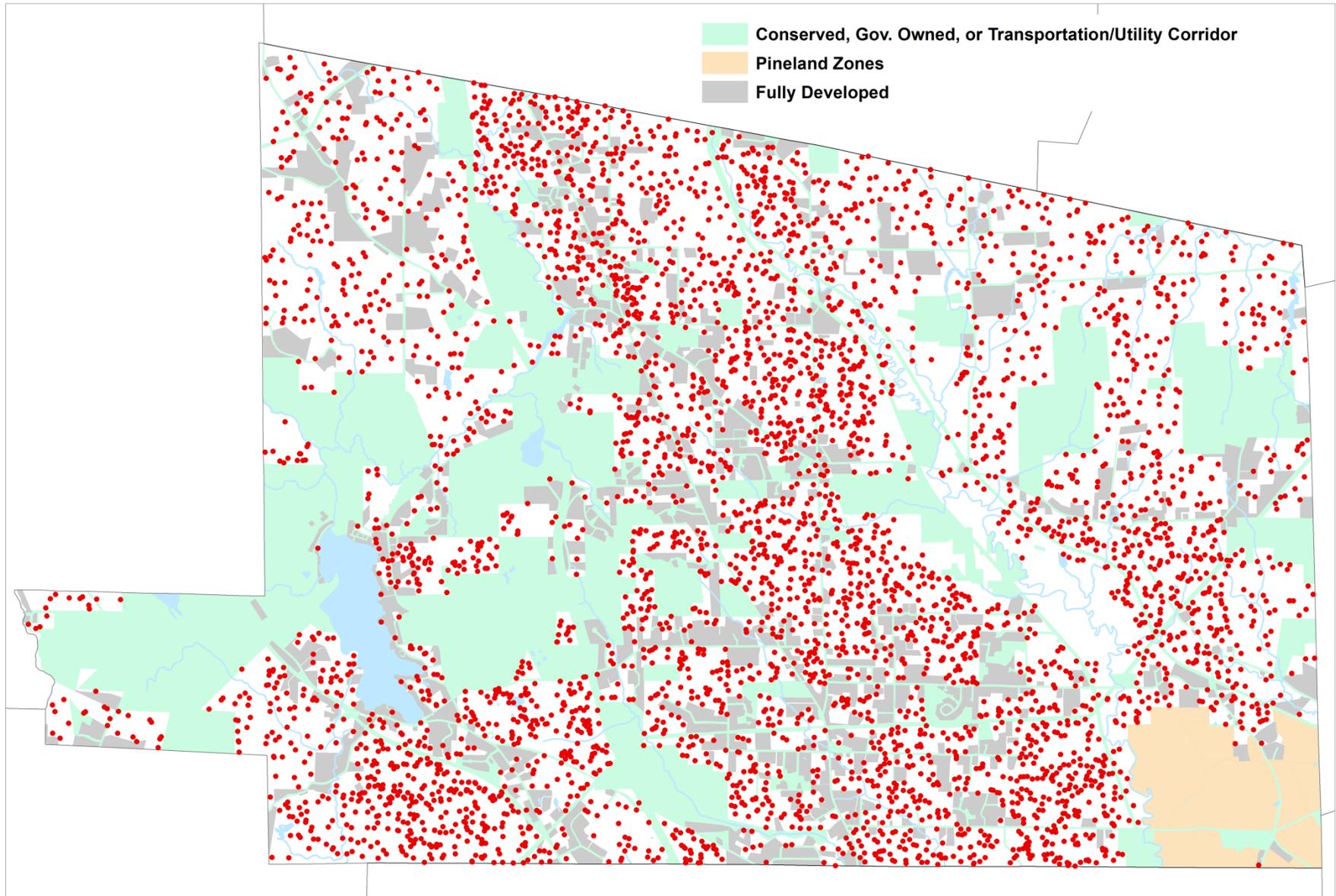
We currently have 2,122 assessed dwelling units in town. **So a fully developed New Gloucester, with all new development being residential, and with no new conserved lands could have potentially as many as 6,525 dwelling units under our current zoning** or about 3.07 times our current number of dwelling units. See the next page for a map of the geographical distribution of these potential units.

Table 3: Potential Subdivision Lots

# of lots supported by NRA of Parcel	Parcels	Resulting new DUs
0	6	10
1	5	10
2	10	14
3	31	86
4	57	201
5 to 9	135	769
10 to 19	90	1,137
20-49	34	913
50 or more	5	347

Potential Maximum Residential Build Out Under Current Zoning

One dot equals one potential new dwelling unit



Appendix B: Town History

The original Native Americans that lived in what is now New Gloucester are known as Paleo Indians, arriving about 12,000 years ago, following the last of the Ice Ages. For a later part of the Paleo period, the people were known as the Red Paint People for their use of red dyes in burial. Abenaki peoples were the first of the newer tribes to settle in the New Gloucester area during the last decades of the pre-historic era. They had their own identifiable language that was part of the Wabanaki language group. The rest of Maine was occupied by other Wabanaki groups: Penobscot, Passamaquoddy, MicMacs and Maliseet. The Abenakis were a nomadic people taking advantage of the rich landscape to travel seasonally to obtain food, clothing and shelter. One of their better known routes used Sabbathday Lake and Royal River to move from the interior to the sea, from winter to summer. "Sabbathday" is actually derived from the Abenaki word "Sabaday", which means "storage place." Archeological digs have uncovered arrowheads above the lake, as well as a dugout canoe at the lake. A major habitation site was located near the former Sabbathday Lake Grange Hall. The Abenakis may also have used "The Three Sisters" - beans, corn, squash - as a source of food, planted together in the Spring and harvested together in the Fall as the Abenakis moved back and forth. The Abenakis were



a generous people. They shared their knowledge of herbs, plants and basket making with the Shakers as the Shakers began their New Gloucester settlement in 1783.

In 1736, sixty residents of Gloucester, Massachusetts petitioned to the General Court "for a grant of land, a township six miles square, exclusive of water, in the eastern part of the Province of Maine where it could be spared". The petition was granted July 5, 1737, with the provision that within 5 years each of the 60 lots be

settled on with a house and 6 acres cleared, and that a minister and meetinghouse be provided for worship. The Proprietors met February 17, 1738 to draw lots and chose the name of "New Gloucester" in the hopes that the town would be to the new settlers what the Town of Gloucester, Massachusetts had been to their parents. John Millet swamped a road from North Yarmouth in 1739, allowing a few of the proprietors to settle, with the first clearing made by

Jonas Mason on Proprietors' Lot 19 on the easterly side of Harris Hill, now known more commonly as Gloucester Hill. During these years there were nineteen frame homes built and a sawmill erected on Stevens Brook, but the town was soon abandoned and the settlers went to back to North Yarmouth or Gloucester, Massachusetts. The houses and mill were burned and it was several years before there was another attempt to settle the town. With the start of the French and Indian War, a blockhouse was erected in 1753-1754, which provided a

home, fort, and church for twelve families for 6 years, until houses were again safely built and the town started to grow. The mill on Stevens Brook was rebuilt, more roads were constructed and other mills, including a grist mill and sawmill, were built on the Great Falls on Royall's River at Upper Gloucester. On November 22, 1763, the first meeting of the Proprietors was held in the blockhouse, for all previous meetings were held in Massachusetts. The Town of New Gloucester was incorporated in 1774 as the 29th town in the Province of Maine, and immediately formed a militia to prepare for the war with England. According to *The New Gloucester Centennial, September 7, 1874*, the town "took a decided stand in the Revolutionary War" and even assembled several soldiers from town under the leadership of Capt. Isaac Parsons.

In January 1792, the town became a half-shire town with Portland, remaining as such until the organization of Oxford County in 1805. Courts were held in the 1764 schoolhouse and the jury rooms were in the Bell Tavern kept by Peleg Chandler. Several lawyers lived and practiced here. U.S Representative Ezekiel Whitman practiced law in both Portland and New Gloucester. Abraham Lincoln's Secretary of Treasury William Pitt Fessenden, and his father, abolitionist Samuel Fessenden who studied law with Daniel Webster, were from New Gloucester. Maine's premier early mapmaker and author Moses Greenleaf grew up here on Peacock Hill and studied law here with Ezekiel Whitman. Lumber and agriculture were the important industries of the town, and as more people arrived and the town grew, more services were needed, too. According to the records of 1825, there were five stores and five taverns. In 1860, there were six sawmills, two tanneries, and two gristmills.

New Gloucester has a rich religious history, starting with worship in the blockhouse. The first marriage solemnized in town was December 27, 1759 between John Stinchfield, Jr. and Mehitable Winship. In 1765, Rev. Samuel Foxcroft was ordained as the town

minister and built his house that still stands today at the entrance to Church Road. The town ended worshipping in the blockhouse and built a church/meetinghouse in 1772. By 1775, some of the settlers objected to paying taxes to support Rev. Foxcroft, and this was the beginning of other religions in New Gloucester. In 1790, the Baptist Religious Society of New Gloucester and Gray was incorporated. In 1801, this was divided and the Baptist Society of New Gloucester was incorporated in 1803 and met for several years in the home of Rev. Ephraim Stinchfield that still stands today on Penney Road. He was the town's first native-born clergyman and grandson of one of the builders of the blockhouse. The Baptists eventually formed two groups – the Calvinists built a church in Lower Village in 1838 that now serves as a barn at 337 Intervale Road, while the Freewill Baptists built a church at White's Corner in 1849. The latter church was destroyed by fire February 8, 1929, but through the efforts of the congregation, a new building was built on the same site in 1930 at 211 Lewiston Road/Route 100. A larger church was built across the road on land they acquired in 1966, and in 1971 voted to change its name to The New Gloucester Bible Church. The original Baptist church was built in 1811 just below the Foxcroft house and purchased for a town house when the previous one was razed in 1838 and the current Congregational church was built in 1839 at 19 Gloucester Hill Road.

The Shakers settled near Sabbathday Lake in 1783 in what was then called Thompson Pond Plantation. Shaker Societies were set up in 11 states, but ours is now the only active Shaker community remaining. The first meeting was held that year in the home of Gowen Wilson, Sr. The meetinghouse was built and ready for use on Christmas Day in 1794, and is now one of 18 buildings on their 1,800 acres of land. Although the community reached its peak in the 1800's, it is still active despite the number of members declining through the years. The Shakers complex on Sabbathday Road is a popular attraction with its

museum and gift shop. They have held an annual Christmas Fair since 1978.

After having held meetings for several years, the First Universalist Society of Christians in New Gloucester was incorporated in 1805. This included members from surrounding towns but in 1838 the members from New Gloucester and Pownal withdrew and formed their own Society. In 1839, the church at 1131 Intervale Road/Route 231 was built and services held regularly until the 1930's, and sporadically until 1957. It is reportedly the oldest church of the denomination in the state. Eastgate Christian Fellowship opened in 1978 in the historic A.C. Chandler homestead at 68 Cobb's Bridge Road. Eastgate Christian Academy opened in 1986 for K-8, adding grades 9-12 in the early 1990s with its first graduating class in 1993, before it closed in 2004.

Our first schoolhouse was built in the center of town in 1764. After incorporation in 1774, the town was divided into four districts, and then into eight districts by 1803. The districts were abolished in 1877 to allow 11 one-room schoolhouses to be managed by a committee. This system continued until the construction of Memorial School at 86 Intervale Road in 1950 to consolidate the five remaining schoolhouses. It now serves grades K-2 for New Gloucester students and the gymnasium is used for several town activities, including town meetings. Memorial School PTA have held an annual Christmas fair and craft sale since 1988. In the late 1800's, high school classes were held in homes and there were private schools which provided education above the grammar school level. These included the Stevens School, the Yeaton School for Boys, and the Bailey Home School. The town established a high school in April 1900, which was held at the 1838 Baptist church until construction was completed in 1903 for the high school built at 379 Intervale Road. This was used until 1962 when the town merged with Gray to form S.A.D. 15 and built Gray-New Gloucester High School in Gray. The old high school has been home

to our Public Library since 1998, and had been used for Kindergarten classes just prior to that. The New Gloucester High School Alumni Association was formed in 1905 and continues to hold a well-attended annual banquet. The Burchard A. Dunn School, the former Perry Hayden Hall which was part of the former Pineland campus, opened at 667 Morse Road in September 1998, and currently serves Pre-K, and grades 3-4 for S.A.D. 15.

The Opportunity Farm, a home for homeless boys, was incorporated June 14, 1912, two farms were purchased for the facility, and they operated their own school until consolidation in 1950. These buildings, which include the dormitories and large barn, dominate the top of Gloucester Hill which commands a beautiful view of the Intervale area of New Gloucester. It became Opportunity Farm For Boys and Girls in 2001. A branch of the Morrison Center opened in New Gloucester in 2018. The various Morrison Centers in southern Maine support people with disabilities. Two houses formerly owned and operated by the Wayfinder School on Short Bennett Road will house ten Morrison clients each. The two houses were originally built as facilities for the Opportunity Farm, and then sold to Wayfinder in 2011. The 125-acre campus in New Gloucester offers recreational spaces, gardening areas and farm-to-table activities.

Day One, Maine's leading agency addressing youth substance use, came to New Gloucester in 2018 with the creation of a new residential facility in a 1795 farmhouse at 934 Intervale Road. The building had been renovated in 2006 by Libra Foundation which owned it at the time. Libra built a three story addition, and the house sits on six acres of land at Fogg's Corner.

The Maine School for the Feeble-Minded was established by the Legislature in 1907, as a hospital for mentally handicapped persons, with the state purchasing 1,200 acres in New Gloucester, Gray, Pownal, and North Yarmouth. The buildings and land are mainly in New Gloucester, although in 1925, the name was changed to Pownal

State School. In 1957, it became the Pineland Hospital and Training Center, and the state closed the facility in 1996. Pineland had over 40 buildings and 1,500 residents at its peak in the 1930's. The last few years of Pineland's existence as a State institution were fraught with investigations. A whole new era for Pineland began with Libra Foundation's purchase of the property in 2000. The real estate and buildings are held by the October Corporation, a nonprofit title-holding company of the Libra Foundation. The foundation was made possible by the generosity of Elizabeth B. Noyce. Pineland has been restored as a 19-building campus on 5,000 acres that are used by Pineland Farms, a large business park and recreational areas. Business park tenants run the gamut from a YMCA, medical services, civil engineers, research firms, a telephone company, the Collaborative School to the campus' own restaurant, market, hostelrys, and equestrian center. Recreation includes woodlands and fields open to the public for year-round outdoor activities, including 30 kilometers of professionally designed, well-kept trails for biking, walking, trail running, Nordic skiing, and snowshoeing, which have hosted many championship events. They also offer orienteering, dry-land Nordic ski training, sledding, ice skating, tennis, and disc golf. And Pineland is home to VAST (Veterans Adaptive Sports & Training). Pineland resources also include large public gardens, farm tours, and many educational programs. Pineland Public Lands' 1200 acres, formerly part of Pineland Center, went to the Bureau of Public Lands in 1975 as declared surplus state property, and trails were opened to the public in 1988. A training center for the Canine Unit of the Maine State Police operated for several years just below the current Dunn School on Morse Road. The town had its own police service until 1989, and is now covered by state and county police.

Lower Gloucester (a/k/a Lower Corner or Lower Village) was built around the blockhouse and first burial grounds. The present Town Hall at 385 Intervale Road was built and dedicated in 1886,

replacing the former 1st Baptist church that had been used by the town since 1838. Two years later, a library was started on the lower floor, and a public library was built beside it in 1896. This building now serves as the town's meetinghouse, which includes the New Gloucester Cable Television Committee's studio, where they began broadcasting live telecasts of various municipal meetings in 1998 on Channel 3, and the New Gloucester Historical Society's archives vault.

In 1974, the Maine Historic Preservation Commission did a Historic Resources Inventory in New Gloucester, specifically in the Lower Village area, and designated a Historic District which was nominated and is listed on the National Register of Historic Places. 29 structures and 2 sites were recognized as "of special interest" or "contributing". The District extends from Lower Corner about ¼ mile northwesterly and southeasterly along Intervale Road, and about ¾ mile southwesterly along Gloucester Hill Road and about ¾ mile northeasterly along Cobb's Bridge Road. In his nomination, Architectural Historian Earle Shettleworth said, "Few villages in Maine have as many substantial two and a half story dwellings of the period in their natural setting". Along with the Historic District, the 1839 Universalist Meeting House, the Intervale Farm, and the Shaker Community are listed on the National Register. The Shaker Community is also designated as a National Historic Landmark.

The Pine Tree Telephone and Telegraph Company began operation in 1899, and long continued as a private company, serving Gray as well as New Gloucester, until being acquired and merged into OTELCO in 2008, which now has an office located on the Pineland campus. Village Coffee House has been held monthly in the Congregational Vestry since 1996, hosting several world-touring musicians. The New Gloucester Food Pantry moved to the Congregational Church in 1997 from Leighton's.

At a special town meeting in November 1928, it was voted to form the New Gloucester Fire Department and to build a fire station

between the library and town hall in which to house its new 1928 Ford Model A chemical unit. From that small building, New Gloucester now has a Fire Department and Rescue Squad in a modern 10-bay, 15,000 square foot station built in 2009 at 611 Lewiston Road, replacing the Lower and Upper Stations, and is also used for public voting. That same 25-acre parcel, purchased by the town in 2005, is currently the site of the recently completed construction of the new town highway department facility, which replaces the outdated

“Willard H. Waterman” Public Works Town Garage and salt shed at 1036 Lewiston Road. An annual Fireman’s Ball has been held at Amvet’s Hall since 1975.

Upper Gloucester (a/k/a Upper Corner or Upper Village) is home to our first of two blinking traffic lights and has long held several businesses. One of the first organizations in town was the Cumberland Lodge of Masons. On August 2, 1803, their first meeting was

held in a private hall at Upper Gloucester. The current Masonic Hall at 11 Bald Hill Road was built and dedicated in 1903 to celebrate 100 years of Cumberland Lodge No. 12. The Masons had been using a hall dedicated 50 years earlier at 27 Upper Village Street. Boaz Royal Arch Chapter No. 72 received its Charter October 29, 1926 and the Golden Sheaf Chapter No. 114 of the Eastern Star was instituted April 7, 1904 and still meets regularly.



In 1890, the farm of Jacob Osgood Haskell, on the bank of Royall’s River at Upper Gloucester, was purchased and a ½ mile oval race track built. An exhibition hall and horse sheds were soon added and the New Gloucester and Danville Agricultural Association held an annual fair here for many years. Now the former “Trotters Park” grounds and track are owned by the town, and the 31-acre “New Gloucester Fairgrounds” is home to the public water wellhead facilities and the resurgence of the New Gloucester Community Fair.

Lunn-Hunnewell Amvets Post No. 6 was chartered in 1951 with 15 Charter Members. The first meetings were held in Centennial Hall in Upper Gloucester. With much hard work by the members, the current hall at 1095 Lewiston Road/Route 100 was built and dedicated in 1962. This group has accomplished a great deal for they are active in Civilian Defense, Community Service, as blood donors, etc., as well as

Halloween and Christmas parties for the children and senior citizens of New Gloucester and patients at Togus and in nursing homes. Monthly meetings and weekly Beano games are currently held, along with occasional suppers. The auxiliary was formed in 1952 with ten Charter Members. They work with the Amvets to raise money for the various projects undertaken by the two groups. Boy Scouts Troop 135 and Cub Scouts Troop 135 are sponsored by the Amvets Post No. 6, but Girl Scouts Troop 660 and Brownies Troop 660 are no longer active.

The New Gloucester Veterans Monument was built and dedicated in 2014. The land for the monument site was generously donated by the McCann family. It is located prominently on Route 100 in the Upper Village at 1029 Lewiston Road. The monument was a joint project of Lunn-Hunnewell Amvets Post No. 6, the New Gloucester Historical Society, and dedicated citizens. The formal dedication took place on November 9, 2014, with Governor Paul R. LePage attending, being the first visit by a sitting Maine governor to a ceremony in New Gloucester.

The monument honors all from the Town of New Gloucester who have served in the armed forces of the United States, from the Revolution to the conflicts in Afghanistan and Iraq. The center slab of the monument was originally dedicated May 30, 1968 as a town memorial and was moved onto the Route 100 site from its original placement at the nearby Masonic Hall. This center slab is now flanked by

service emblems in red granite, and there are six gray granite tablets set behind the center slab containing the names of those who have served. A particularly special notation is the inclusion of the names of two British airmen who died in 1943 when their planes collided over the Intervale. Outdoor lights, two granite benches, five maple trees, and granite fence posts have been added since the 2014 dedication.



16 acres were purchased from the Maine Turnpike Authority and the Transfer Station was opened there at 264 Bald Hill Road on September 30, 1978, replacing “the dump”, an open landfill opposite the fairgrounds along Royal River.

Pearl Eveleth Snow conveyed 20 acres to the town in 1985 at 87 Rowe Station Road behind Memorial School; 6 acres were developed in 1989 and dedicated to David Ray, where there are now two baseball fields, a basketball court, and two tennis courts. The

larger, regulation-sized ball field is the Edward J. LeDuc Memorial Field.

The Intervale served as the farming and shipping center of the town, even having its own post office until 1954. Royal River still meanders through the meadows on its way to Yarmouth. The first railroad in town, known as the Atlantic and St. Lawrence, came through New Gloucester in 1848. It was later known as the Grand

Trunk Railway, and owned by Canadian National Co., but is now state owned. The Maine Central Railroad, which originally ran from Cumberland to Danville, came in 1870, closed the Intervale station in 1955, and is now operated by Pan Am Railways. These both had stations in town where the farmers would ship their crops to the cities, and also provided passenger service. From 1914 to 1933, the Portland-Lewiston Interurban provided luxurious passenger service, as well as freight, with several stops throughout town. There are currently studies

being done regarding the return of passenger train service between Portland and Lewiston.

On December 13, 1955, the 66-mile extension of the Maine Turnpike from Portland to Gardiner was opened through our town, where we now feature one of the highway's three plazas, located on the plains near Mayall Road, with the first high-speed lane in the state added in 2013 for Open Road Tolling (ORT). After attempts to modify the New Gloucester section of State Route 26 in 1988 and 1989, efforts began again in 1996, resulting in a southern bypass of the Sabbathday Lake area combined with a northern bypass of Shaker Village. Construction was completed by the fall of 2004 for the new location of Route 26, named Maine Street.

In 1970, a group of local snowmobile enthusiasts formed the "Royal River Riders" Snowmobile Club. The group remains an active one, having rallies, Christmas parties and dances for the members. They have marked and maintained trails in New Gloucester, encouraging family participation and safety for 50 years. The SkyStreakers Radio Control Club has operated a flying field since pre-1980, and is still actively hosting events for R/C model airplane enthusiasts on the Waterman property at 262 Bald Hill Road.

Chandler Brothers transferred the 117-acre parcel encompassing Lily Pond to Inland Fisheries & Wildlife in 2016. It served as the site for Chandler Mill from about 1890 to 1934, and in May 2019, the U.S. Geological Survey changed the official name to Chandler Mill Pond. In 2018, Chandler Brothers transferred 17 parcels of working forest land (approximately 2,000 acres) to Maine Woodland Owners through their land trust program. The Chandler property had been cared for by the family for generations, with the first of it being logged in 1782. As time went by, the Chandlers looked for a permanent owner who would keep the land undeveloped as a working forest. Maine Woodland Owners, founded in 1975 to assist and support small woodland owners with management of their land,

established their land trust program in 1990 as a way to address a growing need to conserve working forests in Maine. They only accept land and easements where active forest management is allowed, and they continue to pay taxes on the land they acquire as it remains in Tree Growth or Open Space.

The New Gloucester Land Preservation Trust formed in 1988 and received its first land donation in 1991. In 2006, it merged into the Royal River Conservation Trust, which has acquired several parcels to create Preserves and Trails, such as Flowing North Preserve, Intervale Preserve, Big Falls Preserve, and Pisgah Hill Preserve. The Trust also helped create a conservation easement covering 1,700 acres surrounding Sabbathday Lake Shaker Village. The Trust is currently working with Gray-New Gloucester Little League on a "Campaign to Protect Lower Gloucester Village" to acquire 180 acres. New Gloucester Little League, chartered in 1997, merged with Gray Little League in 2014. They had received 34 acres along Penney Road in 2007, including Morrison Field, which held its first game for the New Gloucester Townies in 1982. The field once home to the rival New Gloucester Reds on Intervale Road has become the softball field, and is part of what the Trust and GNGLL are now trying to acquire.

The New Gloucester Cemetery Association was incorporated in 1927, still meeting regularly and handling burials and maintenance for eight cemeteries. The pond across from the Lower Cemetery on Stevens Brook was created when the town installed a dam along Gloucester Hill Road in 1942. Stevens Brook Pond is stocked and open to fishing under age 16. The New Gloucester State Fish Hatchery was established in 1932 along Eddy Brook. The facility produces 60,000 catchable fish per year. Royal River Rod & Gun Club acquired 10 acres near the Fish Hatchery in 1958 and continues to stay active. WLAM/WWAV built a 500-foot tall FM radio station tower at the summit of Gloucester Hill in 1981. A 47-foot tall fire tower was

constructed on land leased from Opportunity Farm in 1942, and disassembled in 1997.

The Portland-Lewiston concrete highway was opened for travel in New Gloucester on October 26, 1923, bypassing the previous “main” street in Upper Gloucester, now known as Upper Village Street. In 1921, electric light service was installed in the villages at Upper Gloucester and Lower Gloucester, provided by the Androscoggin Electric Company. Central Maine Power Company installed an overhead transmission line through town in 1933. The Socony Vacuum Oil Company placed an underground pipeline through town in 1949. The Post Office was built in 1998 at 9 Gilmore Road in Upper Village, re-locating from 417 Intervale Road in Lower Village, where it had been since 1968.

Sabbathday Lake Association was incorporated in 1975 to help educate about conservation and preserve the quality of the lake. Fraternal Order of Eagles Gray #4131 was established in 1986, and since 1991 has made its home at the former Centennial Spring house at 341 Sabbathday Road. Sabbathday Lake Grange Hall was dedicated in 1903, and was home to the last active Grange in town until it was absorbed by the Danville Junction Grange in 2016, but the hall now sits empty. Another local long-running organization dissolved in 1999. The Red Men Mishawaka Tribe No. 115 of the Improved Order of Red Men was formed in 1910 by 40 New Gloucester men. Durumquen Council No. 33 Degree of Pocahontas was founded in 1912 consisting of 69 men and women. Their hall, long home to meetings, beano games, and receptions, was removed, and a new residence was built at 233 Intervale Road.

The New Gloucester Historical Society was incorporated in 1934, and celebrated its 75th anniversary in 2009 with the opening of the History Barn on the site of the former stable behind Town Hall. The archives are located in a vault on the rear of the Meetinghouse (former town library), which was added in 1998 when the town library moved into the former high school building. The Historical Society had previously utilized the old high school, but has since held monthly meetings with programs for the public in the Meetinghouse. They co-host the annual Christmas Tree lighting in front of Town Hall with the library, have held an annual Strawberry Festival since 1976, as well as an annual Apple Pie Sale since 1991, while the History Barn is open monthly.

The office of the New Gloucester News had been in the basement of the old high school until the building was expanded in 1997 and became the current library. The newspaper began in 1972 with the Gray News, but neither are currently publishing. Local news can now be found on the website NGXchange, which began in 2012.

There have been many changes in New Gloucester since the first settlers arrived in 1739. Commuters now make their homes in New Gloucester, and the nearby cities are growing steadily toward the Town. The ultimate challenge to today’s residents is to preserve and maintain the Town’s rural characteristics in the face of this change.

Respectfully submitted,
Thomas Blake, Leonard Brooks, and Beverly Cadigan
Appendix B Committee, New Gloucester Historical Society

Appendix C: Capital Improvement Planning

NEW GLOUCESTER MULTI-YEAR CAPITAL IMPROVEMENT PLAN OVERVIEW

What is a capital expenditure?

Capital expenditures include the purchase of buildings, building improvements, major equipment and other items that have a significant value and a useful life of several years. Capital projects are usually financed and approved separately from the annual operating budget. **Examples of capital items include buildings, vehicles and equipment, facilities, road maintenance, etc.**

What is a capital improvement plan?

Capital improvement planning *for New Gloucester* includes the scheduling of long-term capital expenditures **that have a useful life of three years or longer and a value in excess of more than \$15,000.**

What does the Capital Improvement Plan contain?

- Inventory of all Town Assets (*updated at least every three years*).
- A list of proposed projects (*covering at least five to ten years*).
- A prioritization of the projects and the year in which each project will be initiated.
- The amount to be expended in each year and the proposed method of financing.

What is the scheduling of capital items within the Capital Improvement plan based on?

- The identified need for the project in the community.
- The Town's ability to pay for the improvements.
- The importance of the project in comparison with other Town needs.

Can a Capital Improvement Plan be changed?

It should be understood that the priorities may have to shift due to unexpected emergencies and/or changes in priorities. The capital improvement plan is reviewed by the Capital Improvement Plan Committee each year.

What are the benefits of doing a capital improvement plan?

- The Capital Improvement Plan focuses attention on the needs, goals and financial capabilities of the community.
- The Capital Improvement Plan promotes sound financial planning by helping to predict future needs and costs and by reducing substantial fluctuations in the yearly tax rate.
- The bond rating of the community may be established or improved if a Capital Improvement Plan is in operation.

- Project priorities can be established rationally so that wider community interest, rather than specialized interests are addressed.
- The Capital Improvement Plan process can result in better cooperation and understanding between various “layers” of government (Town Manager, Board of Selectmen, Budget Committee, Department Heads, and Capital Improvement Plan Committee).
- A successfully Capital Improvements Plan can also result in a more efficient governmental administration.
- A Capital Improvement Plan can be a tool to implement the Town’s Comprehensive Plan and to anticipate the needs of growth and development.
- The existence of a Capital Improvements Plan may enhance a community’s eligibility for federal and state grant programs.
- A Capital Improvement Plan is a necessary first step in developing impact fees.

How is the capital improvement plan prepared?

The first stage in the preparation of the Capital Improvement Plan is the completion of an inventory of existing Town-owned capital items, including age and condition of equipment.

The next stage involves the identification of future needs by Town staff and/or committees including a detailed description of the project and the alternatives considered, a justification for the request, an estimate of cost (initial and recurring), an identification of funding sources, and a recommendation for the year in which the requests are then prioritized according to community need by the Capital Improvement Plan Committee and then listed in the multi-plan.

Who is on the Capital Improvement Plan Committee?

The Capital Improvement Plan Committee is a seven voting member committee which includes:

- A Selectman (appointed annually by the Selectmen)
- 4 New Gloucester residents (appointed to three year terms by the Selectmen)
- 1 Representative from the Budget Committee (appointed annually by the Budget Committee)
- 1 Representative from the Planning Board (appointed annually by the Planning Board)

The Chair and Vice-Chair of the Capital Improvement Plan Committee will be elected by the committee on an annual bases. The Town Manager will also serve on the committee in a non-voting capacity.

Town of New Gloucester Capital Improvement Plan Flow

1. Capital improvement requests from each Department Head are submitted to the Town Manager.
2. The requests are reviewed by the Town Manager/Selectmen.
3. The requests are reviewed by Capital Improvement Plan Committee (in a succession of meetings) for financial analysis and for compatibility with Comprehensive Plan and Zoning Ordinance.
4. Capital Improvement Plan Committee develops a capital improvement project list with priority rankings of each request.
5. The capital improvement project list is reviewed by the Selectmen.
6. The Budget Committee reviews any reserves included in the capital improvement project list.
7. Final review of capital improvement project list by Selectmen to create current year town warrant.
8. Final vote at Annual Town Meeting.

The multi- year plan represents the long-term strategy of scheduling for local physical improvements. Each year the plan is updated and presented to the Board of Selectmen for approval and, upon their approval, included in the town warrant for community approval at the Town Meeting. It is important to remember that approval of the multi-year plan does not commit funds to these individual projects for a specific period, but instead indicates a ranking of priorities as determined by the committee.

Each year during the budget process, department heads are requested to submit current capital expenditure needs as well as those expected in the near future.

Based on current as well as anticipated capital expenditures, the Selectmen and Budget Committee make recommendations of the amount of money to be placed into the Capital Reserve Account on an annual basis. These monies are then used to purchase large capital items.

The actual appropriation of funds for capital expenditure through the current years warrant article is a commitment to fund only that year of the multi-year plan. Each year a new Capital Improvement Plan Committee approved list will be submitted, with the final decisions made at the New Gloucester Annual Town Meeting.

The Capital Improvement Plan is a tool which promotes sound financial planning by predicting future needs and costs, thus reducing substantial fluctuations in the yearly tax rate.

Long range planning for capital expenditures is not a new concept for New Gloucester. The process outlined in this plan was created as part of the town's 1990 comprehensive plan. Following this capital improvement process has enabled the town to analyze all the community needs and avoid the problem of last minute votes at town meeting to get "pet projects" approved.

In 2005 a Facilities Management Plan was developed as a working document. The document was established by the Board of Selectmen, Department Heads and the chairs of all town boards and committees. A number of recommendations included in that Long-range Plan have been completed but the following projects remain or have arisen in subsequent years:

Capital Projects:

- Updates to the Municipal Complex including:
 - Improvements to Town Hall to allow for active use of the second floor
 - Improvements to the complex parking lot
 - Improvements to Community Building to better serve the needs of the Parks and Recreation Department
 - Updates to the Meeting House
 - Significant maintenance of the Old Fire Barn
- Implementation of Upper Village Master Plan including but not limited to the reconfiguration of the intersection of Lewiston Road (Route 100), Peacock Hill Road, and Upper Village Street.
- Improvements to recreation facilities including but not limited to the Fairgrounds
- A water tower or other means of improving the New Gloucester Water District's ability to meet fire suppression needs.
- Reconfiguration of the Transfer Station lay out to address safety concerns
- Steven's Brook dam/culvert project

Other Capital Needs:

- Capital Reserve Accounts for the following
 - Fire/Rescue Equipment
 - Public Works Equipment
 - Transfer Station Equipment
- Road Improvement/Paving

TOWN OF NEW GLOUCESTER
CAPITAL IMPROVEMENT PLAN
GENERAL PRIORITIES

PRIORITY WILL BE GIVEN IF THE ITEM MEETS THE FOLLOWING:

- Capital improvements that will meet emergency health and safety needs.
- Capital improvements that assist in maintaining the rural character of New Gloucester.
- Capital improvements that will maintain and improve natural resources/environment such as air and water quality.
- Capital improvements that will produce measurable reductions in the town's operating cost.
- Capital improvements that will follow the priorities as detailed in the Comprehensive Plan.
- Capital improvements that will assist in maintaining the infrastructure of buildings, roads, and bridges.

CAPITAL IMPROVEMENT PROGRAM
ROAD CRITERIA

1. Complete Inventory based on technical evaluation system.
2. Determine use by category:
 - a. Volume of traffic
 - b. Type of traffic
 - c. Frequency and pattern of traffic
 - d. Present and anticipated traffic
3. Safety and/or environment.
4. Are there any alternatives to the project i.e. complete vs. phase?
5. Does/will the road meet standards?
6. What are the costs of deferment?
7. Is there any benefit attained from other pending projects?
8. Is it a response to urgent need or opportunity?
9. Does the project fit into current municipal, regional, or state strategies?
10. What are the long-term benefits and costs associated with the project?
11. Is the implementation of the project feasible (what is the timetable?)
12. What is the definition of the cost, i.e. planning, etc. (what are the associated costs to the project i.e. extra equipment, extra manpower, etc.?)

CAPITAL IMPROVEMENT PROGRAM
EQUIPMENT CRITERIA

1. Urgency of this purchase:
 - a) Emergency
 - b) Scheduled
 - c) Anticipated need (does it tie in with other projects)

2. Age and use of equipment:
 - a) Present
 - b) Anticipated
 - c) Population served and/or cost effectiveness

3. Parts availability.

4. Safety issues.

5. Cost of deferment.

6. Alternative use.

7. Associated Costs.

8. Does this equipment respond to a State or Federal Mandate?

CAPITAL IMPROVEMENT PROGRAM
VEHICLE CRITERIA

1. Need for the vehicle:
 - a) Urgent to meet an immediate need in response to safety
 - b) Urgent to meet an immediate anticipated need for safety
 - c) Routine replacement scheduled use, replacement item

2. Age of vehicle, mileage, approximate number of hours per week/year used.

3. Use of vehicle:
 - a) Present
 - b) Anticipated
 - c) Population that will be served and/or cost effectiveness (i.e. purchasing a vehicle for town use instead of paying mileage for town employees)
 - d) Is there an alternative use for the vehicle?

4. How affordable are parts/maintenance?

5. Does this vehicle meet or will the vehicle meet DOT standards?

6. Cost of deferment on this vehicle.

7. Associated cost of vehicle.

8. Source of funding.

CAPITAL IMPROVEMENT PROGRAM
PROPERTY PURCHASE CRITERIA

1. What is the use/purpose of this property?
2. Is it a suitable site/location?
3. Is it adequate land for the purpose and future uses?
4. Is the land properly zoned for the intended use?
5. Are the deeds to this land clear? Is the land properly surveyed?
6. What is the urgency of this purchase? Is there lost opportunity if not purchased now?
7. What are the fiscal impacts to the town of purchasing this property? What is the effect on the mil rate?
8. What are the costs vs. the benefits for this purchase?
9. How there any health and safety impacts? i.e. radon/aquifer/prior pollution?
10. What is the community economic value associated with this purchase?
11. What is the possible disruption to the surrounding property with this purchase?
12. What is the feasibility of completing this purchase? Is the price realistic-is the owner agreeable to all conditions of the sale?
13. What is the relation of the purchase of this property in relation to other projects?
14. Could other projects coordinate their needs with this project?
15. What is the impact of not purchasing this property?
16. What is the population served?
17. What is the cost of future development (waiting)?

CAPITAL IMPROVEMENT PROGRAM
BUILDING INVENTORY

1. What is the purpose/function of the building? Complete plans/drawings/zoning approvals/planning board approvals etc. must accompany request.
2. Is there suitable/adequate land for this building?
 1. Explain the urgency of the need or the opportunity available for completing the building now. What is the population served?
 3. What are the fiscal impacts of this building purpose? What amount will have to be borrowed and what affect will this have on the mil rate?
 4. What are the costs/benefits associated with this? What is the impact of NOT building now? What are the hidden costs and 5 year maintenance plans?
 5. What are the health and safety impacts? Any pollution effects?
 6. What will be the community economic affect? I.E. added town value?
 7. What disruption/inconvenience will be caused by the construction of the building?
 8. Does the building plan meet Federal, State, and local standards and zoning requirements?
 9. Is the construction of this building required for Federal/State/local mandate?
 10. What is the feasibility of the project? Does it have public support and can it be ready to go with the budget year?
 11. What is the relationship of this project to other projects planned? Could this project coordinate with other projects?
 12. For a building addition, how much will this add to the useful life of the existing building?

		Revised 1/14/2021		FY2022 Capital Improvement Plan Committee Project List with Rankings								
				Department Priorities								
				Capital Improvements - FY 2022 Projects								
						FY 2022		FY23	FY24	FY25	FY26	
Dept.	1st FY on CIP	FACILITY OR ITEM	Priority	EST. COST	Capital Reserve Account Balance	Year 1	Funding Source	Year 2	Year 3	Year 4	Year 5	
Bldg & Grounds	2019	Library Heat Pumps	3	\$25,000	\$2,956	\$25,000	Reserve/Taxation					
Fire & Rescue	2022	Body Repair to A1	1	\$17,000		\$17,000	Taxation					
Fire & Rescue	2022	Mini Pumper	3.5	\$265,000	\$550,324	\$265,000	Reserve					
Fire & Rescue	2021	Battery Extrication Tools	4	\$29,365		\$29,365	Taxation					
Fire & Rescue	2018	Chief Command Vehicle	3	\$50,000	\$550,324	\$50,000	Reserve					
Parks & Rec	2021	Widen & Improvements to Fairgrounds Entrance	1	\$60,000		\$60,000	Taxation					
Public Works	2022	Replace Public Works Loader	1	\$160,000	\$173,948	\$160,000	Reserve/Taxation					
Public Works	2022	Replace Dump Truck 501	1	\$200,000	\$173,948	\$200,000	Reserve/Taxation					
Public Works	2019	Stevens Brook Dam/Culvert Replacement	1	\$754,050	\$192,333	\$561,717	Reserve/Bond					
Transfer Station	2022	Replace Roll Off Containers	1	\$30,000	\$178,813	\$30,000	Reserve					
Transfer Station	2019	Replace Transfer Station Loader	1	\$125,000	\$178,813	\$125,000	Reserve					
		SUB-TOTAL CAPITAL IMPROVEMENTS		\$1,715,415		\$1,523,082		-	-	-	-	

Capital Reserves Not Rated by Committee Unless Greater Than Plan Amount											
						FY 2022		FY23	FY24	FY25	FY26
Dept.	1st FY on CIP	PLAN	Priority	EST. COST	Capital Reserve Account Balance	Year 1	Funding Source	Year 2	Year 3	Year 4	Year 5
Trans Station	per plan	TS Reserve	1	\$50,000	\$178,813	\$50,000	Taxation	\$100,000	\$50,000	\$50,000	\$50,000
Paving	per plan	Paving	NR	Per Replace Plan	-	\$346,054	Taxation	\$409,806	\$323,264	\$254,220	\$531,200
		SUB-TOTAL RESERVES NOT RATED				\$396,054		\$509,806	\$373,264	\$304,220	\$581,200

Capital Reserves FY 2022 Payment for Future Projects											
					Capital Reserve	FY 2022		FY23	FY24	FY25	FY26
Dept.	1st FY on CIP	FACILITY OR ITEM	Priority	EST. COST	Account Balance	Year 1	Funding Source	Year 2	Year 3	Year 4	Year 5
Bldg & Grounds	2020	Town Hall Complex (Capital Maintenance)	1	\$25,000		\$25,000	Taxation	\$25,000	\$25,000	\$25,000	\$25,000
Fire & Rescue	per plan	FD Reserve	2	\$125,000	\$550,324	\$125,000	Taxation	\$175,000	\$175,000	\$175,000	\$275,000
Public Works	per plan	PW Reserve	1	\$200,000	\$173,948	\$200,000	Taxation	\$100,000	\$150,000	\$100,000	\$200,000
		SUB-TOTAL CAPITAL RESERVES FUTURE PROJECTS				\$350,000		\$300,000	\$350,000	\$300,000	\$400,000

2021/2022 Capital Improvement Committee Final Ranking

Rank	Item	Score	Project Cost	21/22 Request	Funding Source
1	Stevens Brook Dam/Culvert	44.10	\$754,050	\$561,717	CR/Bond
2	Rpl Transfer Sta Loder	43.20	\$125,000	\$125,000	CR
3	Rpl 2 Roll Off Containers	39.59	\$30,000	\$30,000	CR
4	Fire/Rescue CR	38.73	\$125,000	\$125,000	Tax
5	Rpl Dump Truck 501	38.61	\$200,000	\$200,000	CR/Tax
6	Public Works CR	38.27	\$200,000	\$200,000	Tax
7	Town Hall Complex (Cap Main) CR	37.95	\$25,000	\$25,000	Tax
8	Body Repair A-1	36.52	\$17,000	\$17,000	Tax
9	Rpl Public Works Loader	35.57	\$160,000	\$160,000	CR/Tax
10	Battery Extrication Tool	30.65	\$29,365	\$29,365	Tax
11	Library Heat Pumps	30.04	\$25,000	\$25,000	CR/Tax
12	Mini Pumper	29.83	\$265,000	\$265,000	CR
13	Fairgrounds Entrance	27.88	\$60,000	\$60,000	Tax
14	SUV Command Vehicle	25.92	\$50,000	\$50,000	CR
	Transfer Station CR	Not Rated	\$50,000	\$50,000	Tax

Transfer Station Equipment Replacement Schedule

Fiscal Year	Capital Reserve Appropriation	Equipment to Purchase	Life Expectancy	Less Estimated Cost with 5% increase	Capital Reserve Balance	Replace in
FY20	\$50,000	Front End Loader	8	\$0	\$128,813	
FY21	\$50,000				\$178,813	
FY22	\$50,000	2 Roll Off Containers	12	\$30,000	\$198,813	FY34
FY22	\$0*	Front End Loader	10	\$125,000	\$73,813	FY32
FY23	\$100,000	Pac More Trailer	10	\$125,000	\$48,813	FY33
FY24	\$50,000	Rebuild Used Trailer	10	\$75,000	\$23,813	FY34
FY25	\$50,000	2 Roll Off Containers	12	\$25,000	\$48,813	FY37
FY26	\$50,000	2 Roll Off Containers	12	\$26,500	\$72,313	FY38
FY27	\$50,000	2 Roll Off Containers	12	\$28,000	\$94,313	FY39
FY27	\$75,000	Diesel Power Unit	15	\$20,000	\$149,313	FY42
FY28	\$50,000				\$199,313	FY38
FY29	\$40,000	2 Roll Off Container	12	\$30,000	\$209,313	FY41
FY30	\$40,000	1 Roll Off Container	12	\$15,000	\$234,313	FY42
FY31	\$40,000				\$274,313	
FY32		Front End Loader	10	\$160,000	\$114,313	FY42
* Taxpayers approved the purchase of a loader in 2020, which was not purchased and we extended the life of the loader an additional two years. The loader needs to be replaced in 2022.						

This is a working document that will be revised each year with current information by staff.

Fire and Rescue Vehicle/Equipment Replacement Schedule

Fiscal Year	Reserve Appropriation	Vehicle or Equipment	Purchase Year & Life	Purchase Price	Projected Reserve Balance
FY15	\$0				\$165,449
FY16	\$0				\$165,449
					\$165,449
FY17	\$26,875				\$192,324
FY18	\$150,000				\$342,324
FY19	\$100,000				\$442,324
FY20	\$50,000				\$492,324
FY21	\$100,000	Utility	2004 - 15 yrs.	\$42,000	\$550,324
FY22	\$125,000	Mini Pumper-Replace Squad	1999- 15 yrs	\$265,000	\$410,324
		Chief's Vehicle	2021 - 10 yrs	\$65,000	\$345,324
FY23	\$175,000	Ambulance 2	2014 - 10 yrs	\$300,000	\$220,324
		UTV	2001 - 20 yrs	\$28,000	\$192,324
FY24	\$175,000	Tanker	1995 - 20 yrs	\$500,000	-\$132,676
FY25	\$175,000				\$42,324
FY26	\$175,000	Remount A1	2014 - 7 yrs	\$200,000	\$17,324
FY27	\$175,000				\$192,324
FY28	\$200,000	Engine 3	2004- 20 yrs	\$800,000	-\$407,676
FY29	\$200,000				-\$207,676
FY30	\$200,000				-\$7,676
FY31	\$200,000				\$192,324
FY32	\$200,000	Chief's Vehicle	2014 - 10 yrs	\$70,000	\$322,324
FY33	\$200,000	Ambulance 2 Remount	2023 - 10 yrs	\$330,000	\$192,324

This is a working document that will be revised each year with current information by staff.

Public Works Vehicle/Equipment Replacement Schedule

Fiscal Year	Reserve Appropriation	Vehicle or Equipment	Purchase Year & Life	Purchase Price	Projected Reserve Balance	Becomes Spare
FY21	\$50,000	Replace H3 (1 ton)	2004-16 yrs.	\$60,000	\$173,948	
FY22	\$200,000	Loader	2011-10 yrs.	\$160,000	\$213,948	
FY22		2 axle dump-501	2005-17 yrs.	\$200,000	\$13,948	2006 Volvo
FY23	\$100,000	Pickup H1	2008-15 yrs.	\$70,000	\$43,948	
FY24	\$150,000	2 Axle Dump 504	2006-18 yrs.	\$202,500	-\$8,552	2008 Frt.Liner
FY25	\$100,000	B & G Tractor	2006-19 yrs.	\$57,000	\$34,448	
		Cemetery Mower	2007-18 yrs.	\$18,000	\$16,448	
FY26	\$200,000	2 Axle Dump 502	2008-18 yrs.	\$213,000	\$3,448	2012 Frt. Liner
FY27	\$200,000	P/Up w/Equip. H2	2017-10 yrs.	\$80,500	\$122,948	
FY28	\$200,000				\$322,948	
FY30	\$250,000	2 Axle Dump 505	2012-18 yrs.	\$232,750	\$340,198	2013 Frtliner
		Cemetery Mower	2012-18 yrs.	\$23,370	\$316,828	
FY31	\$250,000	2 Axle Dump 503	2014-17 yrs.	\$246,250	\$320,578	2014 Frtliner
		Grader	2013-18 yrs.	\$290,000	\$30,578	
FY32	\$300,000	Pickup H4	2020-12 yrs.	\$50,000	\$280,578	
		2 Axle Dump 506	2016-16 yrs.	\$250,000	\$30,578	2017 Frtliner
		B & G Mower	2017-15 yrs.	\$20,000	\$10,578	
FY33	\$200,000	Loader	2021-11 yrs.	\$175,000	\$35,578	
FY34	\$150,000	Pickup H1	2023-11 yrs.	\$75,000	\$110,578	
FY35	\$200,000	2 Axle Dump 507	2019-16 yrs.	\$277,156	\$33,422	2019 West Star
FY36	\$250,000	1 Axle Dump 501	2022-14 yrs.	\$250,000	\$33,422	2021 something
FY37	\$200,000	P/Up w/Equip. H2	2027-11 yrs.	\$85,000	\$148,422	
		1 Ton Dump H3	2021-16 yrs.	\$70,000	\$78,422	
FY38	\$300,000	2 Axle Dump 504	2024-15 yrs.	\$285,000	\$93,422	2023 something
		B & G Tractor	2023-15 yrs.	\$75,000	\$18,422	
FY39	\$100,000	Cemetery Mower	2024-15 yrs.	\$29,134	\$89,288	
FY40	\$300,000	2 Axle Dump 502	2026-14 yrs.	\$311,940	\$77,348	2027 something
FY41	\$100,000				\$177,348	

This is a working document that will be revised each year with current information by staff.

Pavement Management Plan

Fiscal Year	Road to Pave	Last Year Paved	Tons Purchased	Prie Per Ton	Value of Purchase	Paving Total Cost	Paving Construction Cost	Capital Reserve Acct Appropriation	Next Year to Be Paved
FY22	Town Farm Rd.	2006	2,000	\$76.00	\$152,000				FY34
	Swamp Rd.	2000	1,235	\$76.00	\$93,860				FY34
	Megquier Rd.	2000	533	\$76.00	\$41,574				FY34
	Chestnut Common	1999	389	\$76.00	\$31,120	\$318,554	\$27,500	\$346,054	FY34
FY23	Rowe Station Rd.	2006	1,977	\$78.00	\$154,206				FY35
	Gloucester Hill Rd.	2011	2,950	\$78.00	\$230,100	\$384,306	\$25,500	\$409,806	FY35
FY24	Sabbathday Rd.	N/A	3,888	\$78.00	\$303,264	\$303,264	\$20,000	\$323,264	FY36
FY25	McKenney Dr	2008	604	\$80.00	\$48,320				FY37
	Waterman Drive	N/A	750	\$80.00	\$60,000				FY37
	Jack Hall Road	2011	1,215	\$80.00	\$97,200				FY37
	Witham Road	2011	290	\$80.00	\$23,200	\$228,720	\$25,500	\$254,220	FY37
FY26	Snow Hill Rd.	2007	6,140	\$80.00	\$491,200	\$491,200	\$40,000	\$531,200	FY38
FY27	Penney Rd.	2008	3,875	\$80.00	\$310,000	\$310,000	\$20,000	\$330,000	FY39
FY28	Shaker Rd.	N/A	1,850	\$82.00	\$151,700				FY40
	Briarwood Drive	2006	660	\$82.00	\$54,120				FY40
	Cobble Hill	2008	750	\$82.00	\$61,500	\$267,320	\$25,000	\$292,320	FY40
FY29	Morse Rd.	2011	4,500	\$82.00	\$369,000	\$369,000	\$25,000	\$394,000	FY41
FY30	Chandler Mill Rd	2013	2,185	\$84.00	\$183,540				FY42
	Bryana Way	N/A	710	\$84.00	\$59,640				FY42
	Vivian Verrill	N/A	290	\$84.00	\$24,360				FY42
	Elderberry Lane	N/A	710	\$84.00	\$59,640	\$327,180	\$25,000	\$352,180	FY42
FY31	Bridgham Rd. and Ellery Drive	2010	496	\$84.00	\$41,664				FY43
	Mayall Rd. (Gray Line to Turnpike)	2014	1,175	\$84.00	\$98,700				FY43
	Bluff Circle	2010	1,000	\$84.00	\$84,000	\$224,364	\$25,000	\$249,364	FY43
FY32	Church Rd.	2015	1,523	\$86.00	\$130,978				FY44
	Colbath Rd. and Quarry	2010	2,018	\$86.00	\$173,548				FY44
	Colebrook Rd.	2010	591	\$86.00	\$50,826	\$355,352	\$25,000	\$380,352	FY44

Fiscal Year	Road to Pave	Last Year Paved	Tons Purchased	Prie Per Ton	Value of Purchase	Paving Total Cost	Paving Construction Cost	Capital Reserve Acct Appropriation	Next Year to Be Paved
FY33	Cobbs Bridge Rd. (231 to R.R.)	2013	1,995	\$88.00	\$175,560				FY45
	Dougherty Rd.	2016	1,436	\$88.00	\$126,368	\$301,928	\$25,000	\$326,928	FY45
FY34	Bald Hill Rd.	2012	3,973	\$90.00	\$357,570	\$357,570	\$25,000	\$382,570	FY46
FY35	Peacock Hill Rd.	2017	1966	\$92.00	\$180,872				FY47
	Gilmore Rd.	2017	174	\$92.00	\$16,008				FY47
	McIntire Rd.	2018	695	\$92.00	\$63,940				FY47
	Upper Village Street	2018	260	\$92.00	\$23,920	\$284,740	\$25,000	\$309,740	FY47
FY36	Outlet Road	2018	1742	\$94.00	\$163,748				FY48
	Mayall Rd. (Turnpike to Sabbathday)	2019	1667	\$92.00	\$153,364	\$317,112	\$25,000	\$342,112	FY48
FY37	Long Bennett Rd.	2020	3265	\$94.00	\$306,910	\$306,910	\$25,000	\$331,910	FY49
FY38	Tobey Road	2018	2056	\$96.00	\$197,376				FY50
	Short Bennett Rd.	2016	1076	\$96.00	\$103,296	\$300,672	\$25,000	\$325,672	FY50
FY39	Black Point Rd.	2020	1075	\$98.00	\$105,350				FY51
	Sunset Shores Rd.	2020	1000	\$98.00	\$98,000				FY51
	Tufts Rd.	2019	805	\$98.00	\$78,890	\$282,240	\$25,000	\$307,240	FY51
FY40	North Pownal Road	2020	3066	\$100.00	\$306,600	\$306,600	\$25,000	\$331,600	FY52
FY41	Cobbs Bridge Rd. (R.R. to Auburn)	2020	1655	\$102.00	\$168,810	\$168,810	\$10,000	\$178,810	FY53

Revised 1/13/2021

This plan includes all town roads except Brackett Road, Dave Snow Road, Estes Road, Grange Hall Road, Mercier Drive, Merrill Farm Road, Morgan Hill Road, Quarry Road (gravel), Swamp Road (gravel), Tobey Road (gravel) and Underpass Road

This is a working document that will be revised each year with current information. Staff will evaluate the current year and the next two years and update appropriately.

Appendix D: List of Town Buildings, Equipment and Other Assets



Property & Casualty Pool Building & Personal Property Schedule

Member Name: New Gloucester
 Certificate Number: P05140PC2020
 Coverage Period: 07/01/2020 to 07/01/2021

Loc #	Bldg #	Building Name/Occupancy	Street Address	Organization	Valuation Type	Condr. Type	Year Built	Flood Zone	Appraisal Date	Square Footage	Nat'l. Lo. Href. Reg.	Deductible	Building Value	Contents Value	Total Value	Contribution
10	13	Central Fire/Rescue Station w/generator	611 Lewiston Rd.	Fire Department	RC	Frame	2009		06/21/2018	15427	N	\$1,000	\$2,620,167	\$75,000	\$2,695,167	\$2,055
12	18	Cemetery Shed	Stever's Brook	Municipal	RC	Frame			01/24/2013	288	N	\$1,000	\$12,349		\$12,349	\$17
6	5	Community Building	381 Intervale Rd.	Municipal	RC	Masonry Non-Combustible	1949		04/14/2016	3710	N	\$1,000	\$430,513	\$32,000	\$462,513	\$380
11	17	Gazebo	Intervale Rd	Municipal	RC	Frame	2009		03/21/2019	452	N	\$1,000	\$40,713		\$40,713	\$54
8	20	Granite Plaque-Pioneers of New Gloucester	385 Intervale Road	Municipal	RC	Non-Combustible			05/22/2014		N	\$1,000	\$2,000		\$2,000	\$2
13	21	Kiosk & Picnic Table	106 Bald Hill Rd.	Municipal	RC	Frame					N	\$1,000	\$2,800		\$2,800	\$4
5	9	Library	379 Intervale Rd.	Municipal	RC	Frame	1902		03/21/2019	4572	N	\$1,000	\$1,085,645	\$300,000	\$1,385,645	\$1,031
9	3	Meeting House	389 Intervale Rd.	Municipal	RC	Frame	1898		04/14/2016	1682	N	\$1,000	\$334,574	\$50,000	\$384,574	\$424
	22	Monument w/ 2 benches	Malaga Cemetery	Municipal	RC	Frame	2017				N	\$1,000	\$16,400		\$16,400	\$27
13	24	Pavilion	106 Bald Hill Rd.	Municipal	RC	Frame					N	\$1,000	\$22,000		\$22,000	\$35
13	23	Playground	106 Bald Hill Rd.	Municipal	RC	Frame					N	\$1,000	\$42,200		\$42,200	\$67
10	25	Sand/Salt Building	611 Lewiston Rd.	Municipal	RC	Frame	2020		02/04/2020	12800	N	\$1,000	\$594,578		\$594,578	\$315
7	7	Storage Shed	381B Intervale Rd.	Municipal	RC	Frame	1961		04/14/2016	432	N	\$1,000	\$12,870	\$2,000	\$14,870	\$24
8	4	Town Hall w/Generator	385 Intervale Road	Municipal	RC	Frame	1851		12/18/2019	6488	Y	\$1,000	\$1,006,894	\$50,000	\$1,056,894	\$983
14	27	Fuel Shed & Tank	611A Lewiston Rd	Public Works	RC	Frame	2020			360	N	\$1,000	\$40,000		\$40,000	\$53
14	29	Picnic Shelter	611A Lewiston Rd	Public Works	RC	Frame	2020			196	N	\$1,000	\$7,500		\$7,500	\$10
14	28	Public Sand Shed	611A Lewiston Rd	Public Works	RC	Frame	2020			324	N	\$1,000	\$15,000		\$15,000	\$20
14	26	Public Works Garage	611A Lewiston Rd	Public Works	RC	Non-Combustible	2020		02/04/2020	22000	N	\$1,000	\$3,420,701	\$400,000	\$3,820,701	\$2,621
3	8	Sand/Salt Shed (Vacant)	1044 Lewiston Rd.	Public Works	ACV	Frame	1986		04/25/2017	9600	N	\$5,000	\$204,353		\$204,353	\$181
2	10	Storage Building (Vacant)	1040 Lewiston Rd.	Public Works	ACV	Frame	1999		04/06/2020	3220	N	\$1,000	\$231,565		\$231,565	\$262
1	1	Town Garage (Vacant)	1036 Lewiston Road, Rt.100	Public Works	ACV	Masonry Non-Combustible	1956		04/25/2017	7500	N	\$5,000	\$373,208		\$373,208	\$268

June 24, 2020

Page 1 of 2



Property & Casualty Pool
Building & Personal Property Schedule

Member Name: New Gloucester
Certificate Number: P05140PC2020
Coverage Period: 07/01/2020 to 07/01/2021

Loc #	Bldg #	Building Name/Occupancy	Street Address	Organization	Valuation Type	Constr. Type	Year Built	Flood Zone	Appraisal Date	Square Footage	Nat'l/Loc Hldg. Reg.	Deductible	Building Value	Contents Value	Total Value	Contribution
4	15	Recycling Building	254 Bald Hill Rd	Transfer Station	RC	Frame	1980		03/17/2015	256	N	\$1,000	\$10,548		\$10,548	\$15
4	2	Transfer Station Compactor Building	254 Bald Hill Rd	Transfer Station	RC	Frame	1980		03/17/2015	1793	N	\$1,000	\$166,414	\$10,000	\$176,414	\$215
4	16	Universal Waste Building	254 Bald Hill Rd	Transfer Station	RC	Frame	2005		03/17/2015	672	N	\$1,000	\$24,292		\$24,292	\$33
Total													\$10,717,284	\$919,000	\$11,636,284	\$8,096



Maine Municipal Association
RISK MANAGEMENT SERVICES

Property & Casualty Pool
 Automobile Schedule

Member Name: New Gloucester
 Certificate Number: P05140PC2020
 Coverage Period: 07/01/2020 to 07/01/2021

Year	Make	Model	Vin#	Organization	Cost New	Valuation	Comp Deductible	Collision Deductible	Contribution
1928	Ford	Model A	74813	Fire Department	\$15,000	Stated Amount	\$500	\$1,000	\$254.00
1995	Peterbilt	Tanker Truck	78521	Fire Department	\$250,000	Agreed Value	\$500	\$1,000	\$1,089.00
1999	Peterbilt	330 w/Rescue Box	02537	Fire Department	\$250,000	Agreed Value	\$500	\$1,000	\$1,089.00
2001	Freightliner	Fire Truck	61979	Fire Department	\$280,000	Agreed Value	\$500	\$1,000	\$1,089.00
2004	GMC	Pickup MdL TK25953	43838	Fire Department	\$25,000	Actual Cash Value	\$500	\$1,000	\$402.00
2004	Pierce	Enforcer Fire Truck	03735	Fire Department	\$410,000	Agreed Value	\$500	\$1,000	\$1,222.00
2012	Ferrara	Pumper	40907	Fire Department	\$600,000	Agreed Value	\$500	\$1,000	\$1,360.00
2014	Ford	Fire/Rescue	04231	Fire Department	\$300,000	Agreed Value	\$500	\$1,000	\$1,591.00
2016	Unknown Manufacturer	Utility Trailer	68593	Fire Department	\$2,500	Actual Cash Value	\$500	\$1,000	\$66.00
1994	World	Trailer/Washer	28892	Public Works	\$8,000	Actual Cash Value	\$500	\$1,000	\$91.00
2005	Ford	F350 Dump w/sander	19175	Public Works	\$39,313	Actual Cash Value	\$500	\$1,000	\$478.00
2005	Sterling	Dump	23707	Public Works	\$91,133	Actual Cash Value	\$500	\$1,000	\$661.00
2006	John Deere	Mower Tractor	81360	Public Works	\$35,000	Actual Cash Value	\$500	\$1,000	\$591.00
2007	Volvo	Dump Truck	85169	Public Works	\$160,000	Actual Cash Value	\$500	\$1,000	\$764.00
2009	Freightliner	M112V truck	K1460	Public Works	\$170,000	Actual Cash Value	\$500	\$1,000	\$858.00
2009	GMC	Sierra	20155	Public Works	\$35,680	Actual Cash Value	\$500	\$1,000	\$564.00
2010	John Deere	Wheel Loader	28810	Public Works	\$168,800	Actual Cash Value	\$500	\$1,000	\$591.00
2012	Freightliner	Dump	J8267	Public Works	\$170,000	Actual Cash Value	\$500	\$1,000	\$958.00
2012	John Deere	Grader	47844	Public Works	\$215,000	Actual Cash Value	\$500	\$1,000	\$591.00
2014	Freightliner	Dump Truck	W4810	Public Works	\$200,000	Actual Cash Value	\$500	\$1,000	\$1,810.00
2016	Freightliner	114SD w/dump	K1953	Public Works	\$187,703	Actual Cash Value	\$500	\$1,000	\$2,009.00
2016	Kubota	Mower (road reg)	10395	Public Works	\$26,000	Actual Cash Value	\$500	\$1,000	\$591.00
2016	Unknown Manufacturer	Utility Trailer	68946	Public Works	\$1,500	Actual Cash Value	\$500	\$1,000	\$66.00
2017	Chevrolet	Silverado w/sander & plow	11118	Public Works	\$58,870	Actual Cash Value	\$500	\$1,000	\$974.00
2019	GMC	Sierra	01357	Public Works	\$39,455	Actual Cash Value	\$500	\$1,000	\$835.00
2019	Western Star	Dump w/Plow, Wing & Sander	G8887	Public Works	\$166,563	Actual Cash Value	\$500	\$1,000	\$1,499.00
1970	Trailer	Transfer Station	19506	Transfer Station	\$1,000	Actual Cash Value	\$500	\$1,000	\$83.00
1985	Trailer	Transfer Station	22433	Transfer Station	\$1,000	Actual Cash Value	\$500	\$1,000	\$83.00
2012	Volvo	Wheel Loader	76053	Transfer Station	\$82,000	Actual Cash Value	\$500	\$1,000	\$803.00
Total									\$23,062.00



Member Name: New Gloucester
 Certificate Number: P05140PC2020
 Coverage Period: 07/01/2020 to 07/01/2021

Mobile Equipment

Year	Make	Model/Description	Vin/Serial#	Organization	Deductible	Value	Contribution
		(2) Defibrillator		Fire Department	\$250	\$64,000.00	\$370.00
		(21) Scott Air Packs & Spare Bottles		Fire Department	\$250	\$141,749.00	\$819.00
		(4) Portable Generators		Fire Department	\$250	\$8,000.00	\$46.00
		(40) Sets Turnout Gear		Fire Department	\$250	\$80,000.00	\$462.00
		101 Fire/Rescue Radios		Fire Department	\$250	\$45,000.00	\$260.00
		Generator		Fire Department	\$250	\$8,000.00	\$46.00
		Portable Generator		Fire Department	\$250	\$6,000.00	\$35.00
		Thermal Imaging Camera		Fire Department	\$250	\$18,000.00	\$104.00
		Various Tools		Fire Department	\$250	\$15,000.00	\$87.00
2007		1000WATT VHF Repeater		Fire Department	\$250	\$25,000.00	\$144.00
	Genisis	Extraction Tool		Fire Department	\$250	\$30,000.00	\$173.00
	Holmatro	Jaws of Life	#12877	Fire Department	\$250	\$30,000.00	\$173.00
	Kawaski	Mule Mdl.3010	#JKIAFCE162B515	Fire Department	\$250	\$10,000.00	\$58.00
	Lucas	Chest Compression System (w/attachments)	99576-000063	Fire Department	\$250	\$14,714.00	\$85.00
2020	Stryker	Stair Chair		Fire Department	\$250	\$5,000.00	\$29.00
2020	Stryker	Stretcher		Fire Department	\$250	\$25,000.00	\$144.00
2015	LL Bean	(2) Canoes		Parks & Recreation	\$250	\$3,000.00	\$17.00
2015	LL Bean	(2) Kayaks		Parks & Recreation	\$250	\$1,200.00	\$7.00
		Digital Camera		Public Works	\$250	\$500.00	\$3.00
		Radar Sign w/solar		Public Works	\$250	\$7,500.00	\$43.00
		Sweeper		Public Works	\$250	\$7,500.00	\$43.00
		Various Tools		Public Works	\$250	\$25,000.00	\$144.00
	John Deere	Mower & Trailer		Public Works	\$250	\$9,016.00	\$52.00
2007	John Deere	Lawn Tractor	#11235	Public Works	\$250	\$13,989.00	\$81.00
2006	Morbark	Blizzard Chipper	40483	Public Works	\$250	\$30,000.00	\$173.00



Member Name: New Gloucester
 Certificate Number: P05140PC2020
 Coverage Period: 07/01/2020 to 07/01/2021

Year	Make	Model/Description	Vin/Serial#	Organization	Deductible	Value	Contribution
2016	RadarSign	TC-400		Public Works	\$250	\$3,200.00	\$18.00
2006	Somolax	Bridge Crane & Hoist		Public Works	\$250	\$12,500.00	\$72.00
2006	State	Compressor		Public Works	\$250	\$20,000.00	\$116.00
	York	Rock Rake		Public Works	\$250	\$2,500.00	\$14.00
		(9) Roll-Off Containers @ \$9,000 each		Transfer Station	\$250	\$81,000.00	\$468.00
	Freuhauf	Box Trailer, #HPM319506		Transfer Station	\$250	\$3,500.00	\$20.00
1997	J&J	Pak Mor Box-Semi		Transfer Station	\$250	\$35,000.00	\$202.00
2010	Packer	40ftTrailer	S#410021	Transfer Station	\$250	\$70,000.00	\$404.00
Total						\$850,868.00	\$4,912.00

Electronic Data Processing

Description	Organization	Deductible	Value	Contribution
Electronic Data Processing	Municipal	\$250	\$66,536.00	\$307.00
Total			\$66,536.00	\$307.00

Miscellaneous Property

Model/Description	Organization	Contribution
Baroque Carousel Painting by Dahlov Ipcar - \$20,000 - Appraised 7/14/16	Library	\$0.00
Shore Birds by Bernard Langlas - \$1,800 - Appraised 7/14/16	Library	\$0.00
Total		\$0.00



Property & Casualty Pool
General Liability

Member Name: New Gloucester
Certificate Number: P05140PC2020
Coverage Period: 07/01/2020 to 07/01/2021

Class Code Description	Description	Exposure Base	Exposure	Contribution
40111 Boats/Canoes/Rowboats (Not-For-Rent-Not Equipped w/Motor)	(2) Canoes & (2) Kayaks	Total #	4.00	\$32
44101 Governmental Subdivision -Municipalities (population 2,501-10,000)		Expenditures	1,790,483.00	\$4,552
48727 Streets, Roads, Highways or Bridges-Existence & maintenance hazard only		# Miles	70.00	\$1,882
68607 Vacant Buildings-not factories (Not-For-Profit only)	Sand/Salt Shed @ 1044 Lewiston Rd	Square Feet	9,600.00	\$94
68607 Vacant Buildings-not factories (Not-For-Profit only)	Storage Building @ 1040 Lewiston Rd	Square Feet	3,220.00	\$31
68607 Vacant Buildings-not factories (Not-For-Profit only)	Town Garage @ 1036 Lewiston Rd	Square Feet	7,500.00	\$73
			Total	\$6,664

GL Miscellaneous

Miscellaneous Type	Description	Contribution
Cyber Liability	Privacy & Network Security Liability (Cyber)	\$0
Total		\$0

Appendix E: Survey Questions

Survey One

The Town's Comprehensive Plan is from 1990. A lot has changed since then! A comprehensive plan is a town's business plan. It takes stock of where we are and what we are doing then sets goals for where we want to be in the future.

In order to update our plan for today we need to hear from you. We will be asking for public input throughout this process but help us get started by answering these questions. We'll start with two demographic questions to make sure that we are reaching everyone then we'll ask for what you're thoughts on New Gloucester.

What do you do in New Gloucester? (check all that apply)

- I live here year round I live here seasonally I work here I play here

What age group are you in?

- 0-18 19-29 30-59 over 60

What do you like about New Gloucester?

What are the greatest challenges that we are facing as a town?

What do you hope will happen here in the next decade? What do you hope doesn't happen?

The comprehensive plan will be looking at the following topic areas. Which are most important to you personally (check all that apply):

- Environmental resources
- Historic and cultural resources
- Agriculture
- Economy
- Housing
- Recreation
- Transportation
- Public facilities and services
- Town government
- Land use, zoning, and development

Beyond and within that list we can focus on anything that is important to residents of the town. What is important to you?

Is there anything else that you feel the committee or the town should be aware of or thinking about as we go forward in planning for the future?

Thank you!

To receive ongoing email updates about the comprehensive plan please leave your email below.

Email: _____

Survey Two

A comprehensive plan is a town's long range look at what the town wants to do and be in the future. New Gloucester's current plan was passed in 1990 and it is time to take a fresh look. The plan will only be useful if it reflects the wants and needs of the residents of our town. Please take a moment and fill out this survey to let us know what YOU are thinking. We'll start with a few demographic questions to make sure that we are reaching everyone then we'll ask for what you're thoughts on New Gloucester.

We are trying to get to as many residents as possible so once you filled this out have your friends and family fill one out too!

What do you do in New Gloucester? (check all that apply)

I live here year round I live here seasonally I work here I play here

What age group are you in?

0-18 19-29 30-49 50-64 65-80 Over 80

What is the nearest intersection to where you live? For example Town Hall is closest to the intersection of Intervale Rd and Gloucester Hill Rd.

Where are your favorite places in New Gloucester?

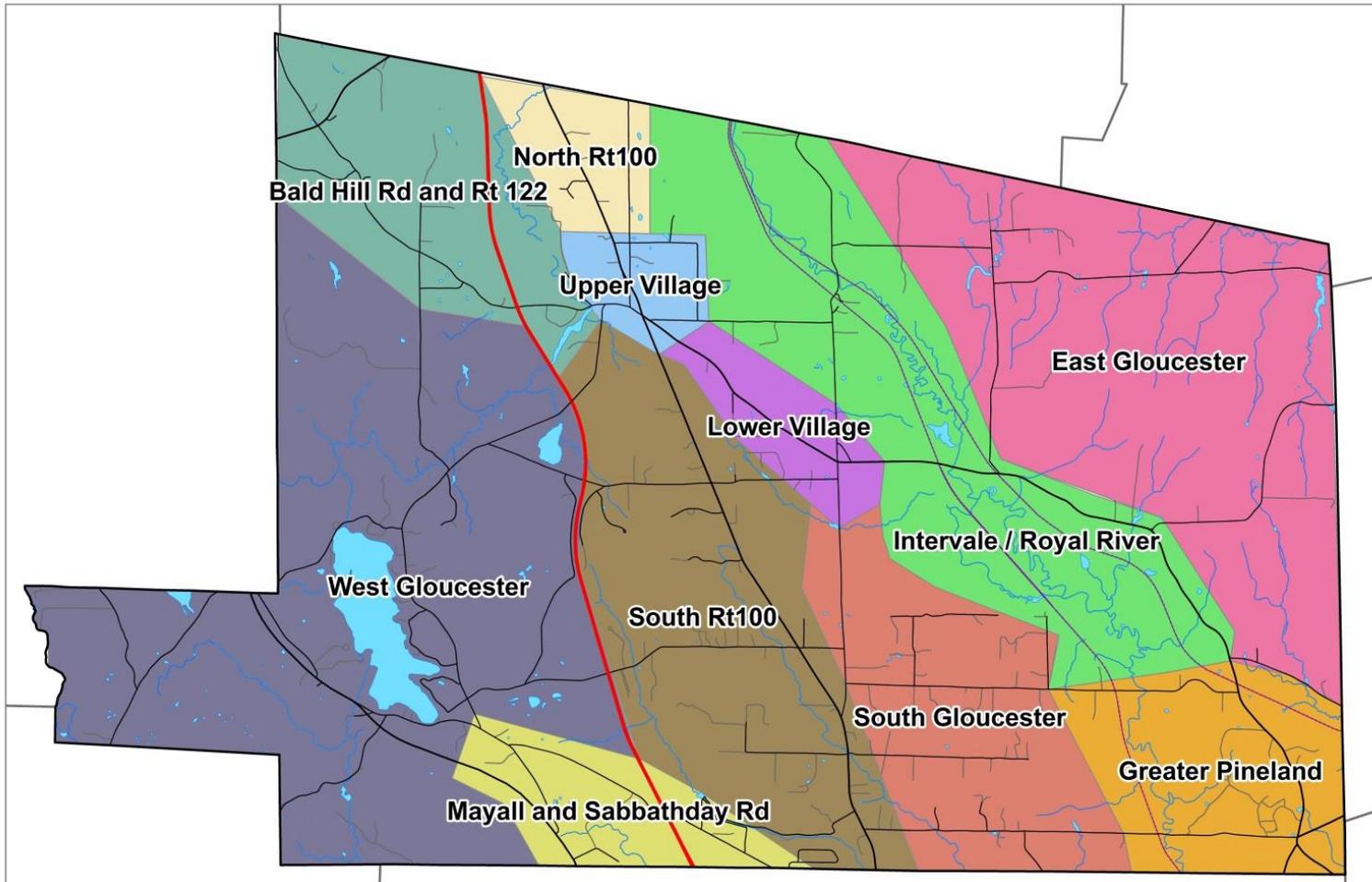
If you have a picture of one of your favorite places in New Gloucester submit it to the Town Planner (shastings@newgloucester.com) for a chance for it to be used in the final plan!

In the last survey many people said that they liked the “rural character” and “small town feel” of New Gloucester. People mentioned the following things. Which ones do you think are part of our character?

- The people/Community
 That it is quiet
 The rich and visible history
 The scenic and natural resources
 The farms
 That there is elbow room
 Other (Please specify): _____

Based on the map and uses on the next page check the boxes for the type of use(s) that you think are best for that part of town:

	Neighborhood Residential	Large Lot Residential	Local Oriented Business	Large Comm/ Industrial	Agriculture/ Forestry
Bald Hill/Rte 122					
North Route 100					
South Route 100					
Upper Village					
Lower Village					
West Gloucester					
Mayall Rd/Sabbathday Rd					
South Gloucester					
The Intervale/Royal River					
East Gloucester					
Greater Pineland					



Types of Uses:

- **Neighborhood Residential** - Smaller lots; you can wave to your neighbors from your front door.
- **Larger Lot Residential** - Medium lots; you know your neighbors but it's hard to know what they're up to.
- **Local/Small Business** - Small and/or shared lots; you know what they do and might make use of them.
- **Large Commercial/Industrial** - Larger buildings on larger lots; maybe you know someone that works there but the business isn't expecting you to go there.
- **Agriculture/Forestry** - Very large lots; use is about the land, not about what is built on it.

Where do you go for recreation in New Gloucester?

Outside of New Gloucester?

Do you walk in Town? Yes / No
If yes; where?

Do you bike in Town? Yes / No
If yes: Where?

Are there roads or areas of town where you currently walk/bike or that you wish you could walk/bike but you don't feel safe? Where?

Have you used the regional bus (Concord Coach) out of Auburn? Yes / No

Rate how much you agree with the following statements:

I would be interested in a BUS that connected New Gloucester to other cities?

Strongly disagree 1 2 3 4 5 Strongly agree

I would be interested in a TRAIN that connected New Gloucester to other cities?

Strongly disagree 1 2 3 4 5 Strongly agree

Are there roads or intersections that you feel are unsafe in NG? If so, what are they?

On a scale of 1 to 5 how satisfied are you with town services?

Not at all satisfied 1 2 3 4 5 Very satisfied

Are there services you would like to see New Gloucester provide that it doesn't now? If yes what?

How important do you feel Agriculture and Forestry are to New Gloucester?

Not very important 1 2 3 4 5 Very important

Why?

Rate how much you agree with the following statements from 1: strongly disagree to 5: strongly agree

The town should take an active role in supporting local farm and forest operations. 1 2 3 4 5

The town should consider enacting regulations to protect agriculture and forestry uses from development. 1 2 3 4 5

The town should take an active role in acquiring and/or preserving land to protect environmentally sensitive areas. 1 2 3 4 5

The town should consider stricter regulations on development to protect rivers, lakes, and ground water. 1 2 3 4 5

The town should take an active role in acquiring and/or managing land for recreation. 1 2 3 4 5

The town should consider new restrictions on large and/or prominent structures that could impact views and scenic areas in town. 1 2 3 4 5

The town should take a leading role in encouraging renewable energy sources. 1 2 3 4 5

How important do you feel undeveloped land is to New Gloucester?

Not very important 1 2 3 4 5 Very important

Why?

Rate how much you agree with the following statements from 1: strongly disagree to 5: strongly agree

- | | | | | | |
|---|---|---|---|---|---|
| The town should take an active role in attracting new businesses | 1 | 2 | 3 | 4 | 5 |
| The town should take an active role in supporting existing businesses. | 1 | 2 | 3 | 4 | 5 |
| If the town took an active role in economic development it should focus on attracting large new facilities/employers. | 1 | 2 | 3 | 4 | 5 |
| If the town took an active role in economic development it should focus on encouraging the growth of existing businesses. | 1 | 2 | 3 | 4 | 5 |
| The town should promote itself as a destination for visitors. | 1 | 2 | 3 | 4 | 5 |
| There is enough affordable housing in the town. | 1 | 2 | 3 | 4 | 5 |
| The town should encourage the development of senior housing in town. | 1 | 2 | 3 | 4 | 5 |
| The town should work with other towns to share the cost of town services. | 1 | 2 | 3 | 4 | 5 |
| The town should consider regulations that give the Planning Board more flexibility to work with large projects. | 1 | 2 | 3 | 4 | 5 |

Are there any types of businesses that you feel New Gloucester is lacking or needs more of? If so what?

Are there any types of businesses that you feel are NOT appropriate for New Gloucester?

Improved, expanded, or new services cost money. Please check which of these statements you most agree with:

- I support more town services at the cost of increased property taxes (all changes would go through the budget/town meeting process)
- The town should focus on keeping property taxes low, not providing services
- There are specific services that I feel the town should have/improve that warrant an increased to property taxes (please specify below)

How is internet service at your house/business?

- I have service that meets my needs
- Service that meets my needs is available but costs too much
- I don't have internet service by choice
- I have service but it is too slow
- I can't get service

How do you learn about what is happening in town?

What is the best way for the town to communicate with you?

Thank you!

If you aren't already getting emails about the comprehensive plan and want to receive ongoing email updates about our progress please leave your email here.

Email: _____

Is there anything else you think the committee should be considering when drafting the updated plan?

Questions for Groups at the High School Workshop

How many people are in this group? _____

1) Do you picture yourself living in New Gloucester at some point in the future?

Maybe you want to stay here now or you plan to leave for school or work but want to come back afterwards? Write a count of your group's answers below:

Yes, I'd like to live in New Gloucester in the future: _____

No, I don't think that I will live in New Gloucester in the Future: _____

2) What are the best parts about living in New Gloucester?

3) What are the worst parts?

4) What challenges do you think New Gloucester will be facing in the future?

5) What do you think New Gloucester needs to be better?

This can be general ideas such as encouraging agriculture or having more things to do.

It can also be very specific such as building a public pool or protecting the royal river.