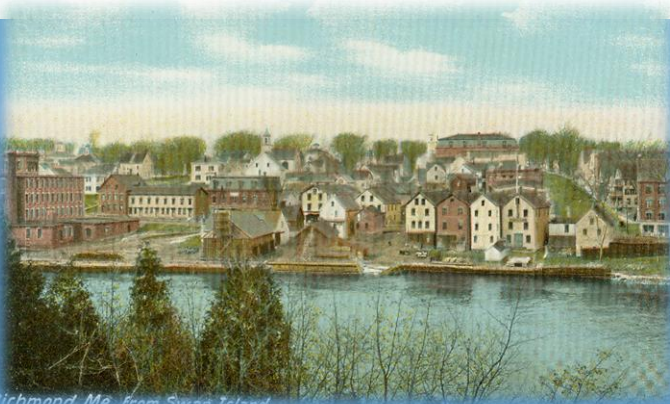
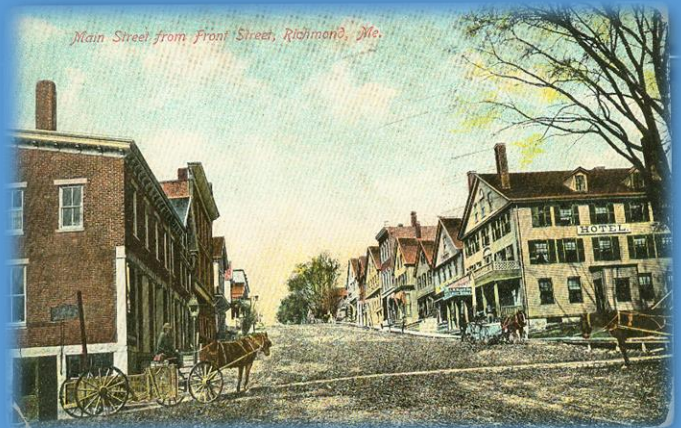


TOWN OF RICHMOND, MAINE COMPREHENSIVE PLAN



Richmond, Me. from Swan Island



Main Street from Front Street, Richmond, Me.

TOWN OF RICHMOND 26 GARDINER STREET, RICHMOND, ME 04357

DRAFT: FOR STATE REVIEW FEBRUARY 2016

TABLE OF CONTENTS

INTRODUCTION.....	3
VISION FOR RICHMOND.....	4
PUBLIC PARTICIPATION SUMMARY	5
REGIONAL COORDINATION.....	9
HISTORIC AND ARCHAEOLOGICAL RESOURCES	11
MAP 1: RICHMOND HISTORIC DISTRICT	22
MAP 2: ARCHAEOLOGICAL SITES.....	23
NATURAL RESOURCES.....	24
MAP 1: WATER RESOURCE AND RIPARIAN HABITATS	38
MAP 2: HIGH VALUE PLANT AND ANIMAL HABITATS.....	39
MAP 3: UNDEVELOPED HABITAT BLOCKS AND HABITAT CONNECTIONS.....	40
MAP 4: WETLAND CHARACTERIZATION	41
MAP 5: USFWS PRIORITIES TRUST SPECIES HABITAT	42
MAP 6: BUILDING & REGIONAL LANDSCAPE	43
MAP 7: DEVELOPMENT CONSTRAINTS	44
MAP 8: RICHMOND PUBLIC WATER.....	45
MAP 9: RICHMOND AQUIFERS.....	46
MAP 10: FARM PROPERTIES	47
MAP 11: PRIME AGRICULTURAL SOILS	48
MAP 12: PRIME AGRICULTURAL SOILS BY PARCEL	49
POPULATION AND DEMOGRAPHICS.....	50
ECONOMY	63
HOUSING.....	71
RECREATION	79
MAP 1: RICHMOND INFRASTRUCTURE RECREATION	86
TRANSPORTATION	87
MAP 1: OVERALL TOWN PARKING MAP	98
MAP 2: MAIN STREET PARKING MAP	99
MAP 3: TRANSPORTATION MAP.....	100

PUBLIC FACILITIES AND SERVICES	101
FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN.....	113
EXISTING LAND USE	121
MAP 1: LAND USE MAP	132
MAP 2: OFFICIAL ZONING MAP.....	133
MAP 3: AERIAL MAP.....	134
FUTURE LAND USE PLAN.....	135
MAP 1: FUTURE LAND USE MAP	137
APPENDICES.....	145
Appendix A: <i>Downtown Revitalization Plan Update, Richmond, Maine, March 2011.</i> Prepared for the Town of Richmond by Wright-Pierce.	
Appendix B: <i>Richmond Bicycle and Pedestrian Plan, 2014.</i> Prepared for the Town of Richmond by the Midcoast Council of Governments (MCOG).	
Appendix C: <i>Town of Richmond Economic Development Strategy, 2015.</i> Prepared for the Town of Richmond by the MCEDD (MCEDD).	
Appendix D: <i>2013 Town of Richmond Survey Results</i> (distributed via Survey Monkey, The Mainely Richmond, and at the Town Office and Library).	
Appendix E: <i>Town of Richmond Future Land Use Visioning Workshop Report, October 21, 2015.</i> Report prepared by Good Group Decisions for the Town of Richmond.	
Appendix F: <i>Town of Richmond Future Land Use Visioning Workshop Report, November 17, 2015.</i> Report prepared by Good Group Decisions for the Town of Richmond.	

INTRODUCTION

The Town of Richmond Comprehensive Plan 2016 is an update of a Plan adopted in 1991. The Plan is, first and foremost, a roadmap for the future. It is intended to be a guide for managing change within the community over the next 10 years or so. It provides a set of policies that help to guide decisions in land use, transportation, economic development, and other areas. As an expression of the community's vision, the Plan serves as a guide for elected and appointed officials in Richmond as they consider new programs and policies.

The Comprehensive Plan is *not* a set of regulations or ordinances, but is intended to provide guidance. While it does contain policy recommendations, those changes must be voted on by residents at future Town Meetings.

Comprehensive Plans generally have a lifespan of 10-12 years. Amendments can be made if local circumstances change or as progress is made in implementing the Plan. The Plan should be flexible to meet the Town's growing needs.

(This Plan was deemed by the State to be consistent with the Growth Management Act.)

VISION FOR RICHMOND

- The Town and its residents guide the growth of Richmond so that it preserves the important values of the community including its heritage, historical values, diversity of population and natural resources.
- Richmond history is part of the fabric of everyday life. The historic appeal of our village architecture is preserved and showcased.
- Richmond's valued water resources are preserved, promoted and kept accessible for recreation, wildlife habitat, and scenic value.
- Richmond residents are responsible stewards of our natural resources, including open space, forest and wetlands. We balance growth and development with the preservation, promotion and continued accessibility of our resources.
- Richmond's various and diverse recreational, arts and cultural opportunities are maintained and expanded, benefiting the town's residents, as well as positioning Richmond as a destination for others seeking these activities.
- There are diverse housing opportunities for all ages and income levels, and Richmond continues to maintain a balance between providing for residential development and maintaining our rural character.
- We maintain the safety of our transportation infrastructure – including roadways, sidewalks, and bicycle lanes – while adapting to growth.
- We use public facilities and services to plan for growth, rather than simply react to growth pressures.
- Richmond is a place that attracts and retains a diversity of businesses and pursues economic growth, while maintaining our quality of life and small-town character.
- Education throughout all stages of life is highly valued, from preschool through secondary school; from higher education, to workforce training; to opportunities for lifelong learning.

PUBLIC PARTICIPATION SUMMARY

The Town of Richmond's most recent Comprehensive Plan was adopted on February 27, 1991 as a guide for the Town's growth and development. Using the 1991 Comprehensive Plan as a guide, this 2016 Update was completed by the Comprehensive Plan Committee with assistance by the Community & Business Development Director Victoria Boundy.

The first public information and visioning session was held in November 2012. Regular monthly Comprehensive Plan Committee meetings began in April 2013 and continued through the first half of 2016. All meeting agendas were posted on the Town's website, as were completed draft chapters. Comp Plan updates and meeting notices were also provided on the Town's Facebook page and in the Town newsletter, *The Mainely Richmond*, which is published six times per year and is mailed to every Richmond resident and business.

Regular Comprehensive Plan updates were provided to the Board of Selectmen and Planning Board, and periodically provided to the Richmond Recreation Committee, Senior Center, Library story hour parents, and other local committees. Several key Committee members had a visioning session with the Richmond High School National Honor Society and Key Club, whose members shared what they like about their town and what kind of future they envision.

The Comprehensive Plan Committee hosted joint information sessions with the Planning Board, where the following topical experts were invited to share information:

- Phil Carey of the Department of Agriculture, Conservation & Forestry presented the Committee with state guidance and requirements on Comprehensive Plans and public outreach strategies to consider.
- Local historian Jay Robbins outlined historic resources for us during our preparation of the Historic Resources chapter.
- Bethany Atkins from the Division of Inland Fisheries and Wildlife "Beginning with Habitat" program gave a presentation on how communities use their habitat maps.
- Carrie Kinne, Executive Director of the Kennebec Estuary Land Trust discussed land conservation and farmland preservation.
- Scott Benson of the Midcoast Economic Development District (MCEDD) had sessions with the Committee on economic development in Maine and the region.
- Frank O'Hara of Planning Decisions shared his knowledge of the housing climate in Maine.

There were several public visioning sessions in addition to the kick-off visioning session, including two Future Land Use workshops in the fall of 2015 that were facilitated by Good Group Decisions, which received good coverage in the Kennebec Journal. Presentations were also given at a Town Meeting

Information Session in May 2015 and draft Plan chapters were provided at an information table at the 2014 and 2015 Town Meetings.

The following community surveys were completed as part of the Comprehensive Plan process:

1. 2013 survey that was inserted into The Mainely Richmond newsletter, which is sent to every resident and business in town, copies at both the Town Office and Library, and online via Survey Monkey.
2. A bicycle/pedestrian survey was distributed at the Town Office, the Library and on Survey Monkey in 2014 as part of a Bicycle/Pedestrian Plan completed by the Midcoast Council of Governments (now MCEDD); recommendations from that plan are integrated into this Plan's Transportation Chapter.
3. Richmond businesses were surveyed in 2014 regarding the opportunities and challenges of doing business in Richmond. Key businesses were also interviewed face-to-face. These surveys were part of an Economic Development Strategy Report completed in 2015 by MCEDD; data and recommendations from that report are incorporated into this Plan's Economic Development Chapter.

The Committee and Town Staff completed the bulk of the work, but we also received some assistance from Planning Decisions and MCEDD staff. Laurisa Loon, Town of Richmond Executive Assistant, designed, formatted and printed this document.

Comprehensive Plan Committee Members:

Jennifer Bourget: Jennifer is a pediatric nurse who has lived in the area for 30 years and in Richmond since 2012. In addition to her involvement in the Comprehensive Plan Committee, Jennifer is a Licensed Massage Therapist, Reiki Master, artisan and avid gardener.

Michail Grizkewitsch: Michail has lived in Richmond since 1972 and has been an active member of the community. Michail has served as a selectman, and member of the school board, community development revolving loan board, and appeals board. Michail has raised three children in the community and enjoys coaching soccer. Michail is retired after several years as an outside machinist and various business throughout Maine.

O'Neil Laplante: O'Neil has been engaged in public service for thirty years. He served as a police officer for 29 years and was a firefighter for five years. O'Neil also served as a school board member in Richmond for two years and was RSU chairman for two years. More recently, O'Neil was on the budget committee for two years; presently, he is a member of the Richmond Board of Selectmen.

Patti Lawton: Patti Lawton has been a realtor since 1991 and is currently a vice president at Sotheby's International Realty in Brunswick. She has also been involved in her local community as past president of Tedford Housing, a local shelter and housing organization, and is soon to be president of Midcoast Maine Community Action Agency. Patti has three children and two grandchildren with one more on the way.

Carol Minnehan: Carol has been a Richmond resident for several years. She works as a real estate broker and is a volunteer with Tedford Housing in Brunswick, an agency that helps people with housing issues and homelessness. Prior to living in Richmond she was a member of her town's planning board and conservation committee. She has two children and a chocolate lab. She particularly loves the Richmond waterfront park and visits there almost daily all year round.

Tom Nugent: Tom moved to Richmond 13 years ago, after retiring from a career in financial publishing. He and his wife, Pam, were attracted by the community's small-town character, its central location, and its rich architectural heritage. He also served on the Richmond Planning Board and has volunteered at Marcia Buker School.

Linda Smith: Linda moved to the Beedle Road in Richmond in fall 2009. She currently works as the Business Development Manager for the Town of Brunswick. She has enjoyed the opportunity to access Pleasant Pond, have a great garden, and play on the Kennebec River and Swan Island! She joined the Comprehensive Planning Committee in late spring 2015 as a way to learn more about the Town, meet her neighbors and give back to the community.

Peter Warner: Peter has lived in Richmond for 18 years, has been married 41 years, has three children and seven grandchildren. Peter is a retired Fire Captain with the US Dept. of Defense and is now employed with Main Street Fuel. He spent eight years on the Richmond Fire Department, on the Dresden/Richmond First Responders, and over four years on the Budget Committee. He has been a Selectman for over three years and is currently Chair. He is also a member of the Richmond Revolving Loan Board Committee, and a volunteer with Richmond Days, the Town Halloween and Christmas tree lighting events, and the Richmond Area Food Bank. By his own account, Peter is "Bullish" on Richmond.

Other Volunteers Included:

- Roger Alexander
- Jon Bellino
- Doug Chess
- Ruthanne Harrison
- Bette Horning
- Kimberly Howard
- Edward Mackenzie
- John Ungemach

The Town has scheduled two public hearing dates to discuss this Plan with the public:

1. May 24, 2016
2. June 1, 2016

The Plan will also be discussed at Town Meeting on June 7. Town residents will be asked to adopt this Comprehensive Plan via Referendum on Election Day, June 14, 2016. This Plan should be reviewed annually to measure progress, amended as needed (with approvals) and wholly updated within 10 years.

REGIONAL COORDINATION

Economic Development

Richmond is a smaller-scale service and employment center for nearby communities. Many residents from surrounding towns in the region visit Richmond to eat and shop downtown, recreate, and work. At the same time, Richmond is a net exporter of employees to the larger labor markets that surround it, including the Brunswick Micropolitan, Augusta Micropolitan, and Lewiston/Auburn Metropolitan labor market areas. Given the importance of Richmond in the smaller region, and vice versa, the Town should seek out opportunities to partner with nearby towns on economic development initiatives, as well as work with regional organizations such as the Southern Midcoast Chamber of Commerce and MCEDD to increase opportunities and resources.

Housing

The Town should seek out opportunities to partner with nearby towns on housing initiatives, as well as work with regional organizations such as the MCEDD to increase opportunities and resources.

Transportation

Connecting Maine, the state's long-range transportation plan (2008 – 2030) was developed by the MaineDOT with assistance from the eleven regional councils. The regional councils identified 38 Corridors of Regional Economic Significance for Transportation (CRESTs). In the Midcoast region, Route 24 was identified as CREST Priority #2 (Route 1 was identified as Priority #1). The next step was to define a prioritized list of transportation and other strategies that will meet the regional objectives of each CREST.

In the fall of 2012, the Midcoast Council of Governments (MCOG) convened an advisory committee to develop a Corridor Plan for Route 24 from Richmond to Harpswell. A set of strategies was outlined for each corridor community. They included the following:

1. Adopt a "Complete Streets" style approach: The "Complete Streets" method of planning designs streets so that they work for all users (pedestrians, bicyclists, motorists, and transit riders of all ages and abilities). The Route 24 Plan recommends that MaineDOT adopt a Complete Streets style approach for the corridor (This has been implemented).
2. MaineDOT should increase the width and clearance of the dangerous railroad trestle in Richmond, which is so low that trucks routinely crash into it.
3. Improve local way-finding signage for tourism destinations throughout Richmond, and coordinate with other Route 24 towns on the format and design.

Public Facilities & Services

Regional cooperation can often result in more cost-effective and improved delivery of services. The following is a summary of town services where the town works closely with other municipalities or where there are cooperative agreements:

- The Town of Dresden contracts with us for five hours per week for the Code Enforcement Officer; and for public works projects on an as-needed basis.
- Fire Protection Mutual Aid Agreements with neighboring communities.
- Coordinating with adjacent communities on road projects.
- The Town always considers bulk-purchasing through MCEDD and uses this option when it is most cost-effective.
- We have a contract with Pittston for use of our Holding Area.

Fiscal Capacity

Regional or interlocal agreements between municipalities may offer opportunities to create economies of scale and cost savings for some town services. The Town already participates in a number of municipal partnerships and takes advantage of regional programs such as fire department mutual aid, cooperative purchasing, membership in MCEDD and sharing the services of a Code Enforcement Officer with the Town of Dresden.

Other types of service affiliations could be possible and should be explored to determine if they will save money and still offer the same or greater levels of service. Identifying opportunities for shared or regional services can lessen increases in some municipal services and programs.

Another strategy is to explore operational and infrastructure efficiencies such as reducing energy costs, road maintenance and repair costs, and the use of new products or methods which can reduce costs. This approach will require the participation of municipal staff to find creative cost saving approaches and the willingness of the Select Board and Richmond citizens to consider the investment usually required to explore and implement these methods.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Vision: Richmond history is part of the fabric of everyday life. The historic appeal of our village architecture is preserved and showcased.

Introduction

The written history of Richmond begins in 1649 with the purchase of a tract of land from the Indians by Christopher Lawson. This tract encompassed the present towns of Richmond and Gardiner. In 1719, Fort Richmond was constructed to facilitate trade to the interior and to offer some protection to the few settlers who had come to this wilderness. This fortification was abandoned and dismantled in 1754 when the Forts Shirley, Western and Halifax were built further up the Kennebec River.

On the incorporation of Bowdoinham in 1762, the territory which is now Richmond was included as part of Bowdoinham. In 1823, Richmond was set off from Bowdoinham and incorporated as a separate town. The population of Richmond at its incorporation was 850. Richmond takes its name from Ludovic Stewart, 2nd Duke of Lennox and 1st Duke of Richmond (1574 – 1624), who was a Scottish nobleman and politician.

Richmond's waterfront, now used mainly for recreation, was once the focus of its commercial and industrial life and the source of the wealth that built many of the town's 19th Century homes. From a modest start in 1815 with the construction of a schooner, shipbuilding in Richmond blossomed during the 19th Century. In his book, *Richmond on the Kennebec*, John Fleming notes that the roughly 75-year span that marked the town's shipbuilding era was its "greatest single period of general prosperity."

Next to Bath, according to *Merchant Sail*, a six-volume history of the shipbuilding industry, Richmond was "the most important shipbuilding community in the greater Bath area during the period 1824-1885." Now removed or buried in rocks and mud, the ways and stocks that lined the Kennebec River at Richmond were the cradles of nearly 250 wooden vessels, including ships, barques, brigs and schooners. Numbered among these vessels were a handful of Richmond-built clipper ships, a special class of sailing vessel designed purely for speed. Analogous to today's FedEx[®], clipper ships were just the ticket for low-bulk, high-value commodities such as opium or tea from China or for a fast trip to the California or Australian gold fields.

Similar to today's software industry, clipper ships were relatively high-tech and represented a significant departure from traditional marine architecture. The primary defining characteristics of clipper ships were their sharp hull design and daring, almost reckless use of spars and canvas. Cargo-carrying capacity was traded for speed. Even the naming of these vessels was different: Prior to the arrival of the clipper ship, vessels often bore the name of the wife or a daughter of the owner or perhaps a family name. In another

break with the past, clipper ships carried names like *Flying Cloud*, *Sovereign of the Seas*, and *Great Republic*. Richmond's contributions included *Pride of America*, *Wild Wave*, *Gauntlet* and *Wizard King*.

The latter two, *Gauntlet* and *Wizard King*, were constructed in the shipyard of T.J. Southard, one of Richmond's most famous citizens. The largest in Richmond, Southard's shipyard launched between 75 and 100 wooden vessels of all types over its 44-year existence, including some of the largest built in Maine. *Wild Wave* was built by George H. Ferrin, whose youthfulness at the time – only 32 years old – was also characteristic of this new technology. Though captained and owned by folks "from away," *Wild Wave* played the opening role in an epic worthy of Robinson Crusoe, ending its days on a coral reef among the Pitcairn Islands. When T.J. Southard saw shipbuilding begin to slacken off, he built mills and commercial buildings, which along with his house are part of the Historic District.

The last ship built in Richmond was the schooner *Phoebe Crosby* built in 1920. Richmond was second only to Bath in shipbuilding in the Sagadahoc/Kennebec River area. (*Sources: The National Register of Historic Places Nomination Form; Richmond on the Kennebec; Richmond – A Long View*)

Another notable piece of Richmond area history is the importance of the ice cutting industry. The Kennebec River had a large ice cutting industry during the late 1800s and early 1900s. In the 1820s the first ice house was built in Richmond, Maine. The ice industry was in its heyday during the late 1800s along the Kennebec River. By 1882, two-thirds of the 1.5 million tons of ice was harvested from the Kennebec River and Maine moved to the forefront of the industry. Twenty-five hundred came to the ice fields on the Kennebec River each winter to cut and store ice during this time.

Due to clever promotion, the Kennebec ice became known as the best ice, higher in purity and health benefits, and people were willing to pay more for Kennebec ice. Farmers and their horse teams were hired by large Boston or New York firms to supply ice to the metropolitan areas south of Maine. Ice houses dotted the banks of the Kennebec River in Richmond and Dresden. Ice was cut and shipped south, even as far as Central America. Seasonal workers, such as farmers, depended on this thriving industry. Ice was considered a luxury item until after the Civil War. However, when Americans added more fresh foods and dairy into their diets, more homes had ice boxes and the ice market rapidly expanded. With modern refrigeration, the ice industry on the Kennebec came to an end. (*Source: Maine Memory Network*).

Also of note, Richmond was once the center of the largest Slavic-speaking settlement in the United States. People of Ukrainian, Russian, and Polish heritage immigrated to the United States during World War II to settle along the Kennebec Valley. In the 1950s and 1960s, there was also a large influx of White Russian émigrés, who earlier fled the Bolshevik Revolution of 1917 and eventually came to Richmond both from Europe and from major US cities like New York. Many of these settlers were retirees, and their families often chose not to remain there. For this reason, the Richmond White Russian community has now largely disappeared. One of the churches that they built, however, the Russian Orthodox Church of St. Alexander Nevsky, continues to function to this day.

Historic Resources

Richmond, historically, was not an agricultural community. To the contrary, it was a community of shipbuilders and seafarers who used their construction skills and knowledge of foreign lands to construct fine, large homes. Often these homes were patterned after buildings seen on their travels on the world trade routes.

During the decades prior to the Civil War, Richmond experienced a period of economic prosperity and growth. It was during this era and the period following the war that much of Richmond's current village center was developed. At that time Greek Revival architecture was popular, resulting in numerous homes in the "temple style." In addition, the Village contains numerous other structures in various architectural styles. For its size the Town of Richmond has more surviving Greek Revival architecture than any town in Maine, in addition to other significant architectural styles.

A significant portion of Richmond Village has been designated as a National Register Historic District ([See Map 1](#)). The District encompasses the area roughly bounded by the Kennebec River, South Street, High Street, and Alexander Reed Road (approximately 100 acres). Within the District, there are a large collection of architecturally and historically significant structures.

The most noteworthy of these are:

The Southard Block, 314 Front Street:

This building is a three-story commercial structure with a cast iron façade and mansard roof. The building is located on Front Street between Weymouth and Church Streets. The building was built in 1882 by T. J. Southard as a bank and counting house. The building is designated as a National Register Historic Site and a Historic American Building (National Register – February 23, 1973 and HABS – ME 159).



The Southard Mill, 307 Front Street:

This structure, known as the “Ames Mill,” is located across Front Street from the Southard Block. It was built in 1881 by T.J. Southard as a cotton mill involving the manufacturing of cotton bags. The building is constructed of brick.



The T.J. (Thomas Jefferson) Southard House, 17 Church Street:

This structure was built in 1855 by T.J. Southard as his residence. T.J. Southard was Richmond’s most prominent shipbuilder and developer. The home is located at the corner of Church and Pleasant Streets. The house is one of the most stylish wooden Italianate homes surviving in the State of Maine. The building is designated as a Historic American Building (HABS – ME 149).



The Captain David Stearns House, 5 Baker Street:

This structure was built in approximately 1851-1855 for Captain Stearns, who was master of both Dresden and Richmond built vessels. The house is a fine example of Greek Revival architecture. It has an interesting feature in that the capitals of the columns are carved in stylized lotus leaves, reflecting the influence of the Egyptian Revival. The house is designated as a Historic American Building (HABS – ME 142).



The Methodist Church (“Drum Church”), 21 Pleasant Street:

This building was originally built as the Village Chapel Society in 1846. It is a characteristic village or rural church with fine Gothic Revival detail on the exterior. It was built by Charles Buker, a Richmond carpenter and joiner, who instructed the building committee to model it after the Gardiner Universalist Church. The building is designated an Historic American Building (HABS – ME 155).



The William S. Hagar House, 3 Hagar Street:

This house was built in approximately 1870-1875 by Hagar. The house is a good example of decorative Victorian architecture. The house is a three-story structure with a central tower which is its most outstanding and decorative feature. William S. Hagar was the first of the shipbuilding Hagars although he built no ships but inherited part of the family fortune. The Hagars built 21 vessels in Richmond, most of which were square riggers.



The Captain Frances Theobald House, 149 Pleasant Street:

This house was built in approximately 1847 – 1855. It is a fine example of Greek Revival architecture with a classic façade with fluted columns rising to a lovely pediment. The columns are capped with Corinthian capitals, the only such examples in Richmond. Captain Francis Theobald was a Richmond shipbuilder who was descended from a Hessian surgeon (18th-century German auxiliaries contracted for military service by the British government) with the British Army during the Revolution. The Theobalds built and sailed many square riggers.



The William Maxwell House, 284 Front Street:

Built in approximately 1880 by William Maxwell, a local carpenter with a seafaring ancestry, this two and a half story dwelling with a mansard roof and attached barn is designed in the Second Empire.



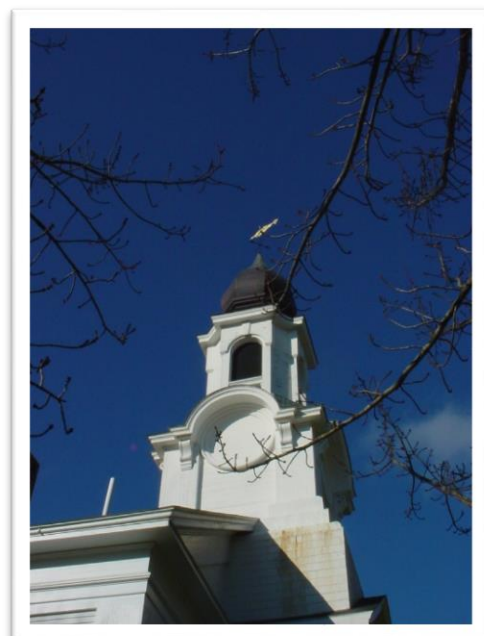
The Charles B. Foster House, 2 Baker Street:

This home was built around 1850-51 and was owned by Charles B. Foster, a local sawmill owner. It was built by shipbuilder Campbell Alexander in the Greek Revival style.



The Nazarene Church, 1 Spruce Street:

This structure was built in 1857 as a Congregational Church. The lines of the church are basically Greek Revival but depart from this style with rounded arch windows with keystones and heavy brackets in the tower. The church is topped with an onion-type dome which replaced the original spire. This church was designed by Harvey Graves of Boston who also did the Free Will Baptist Church in Bangor.



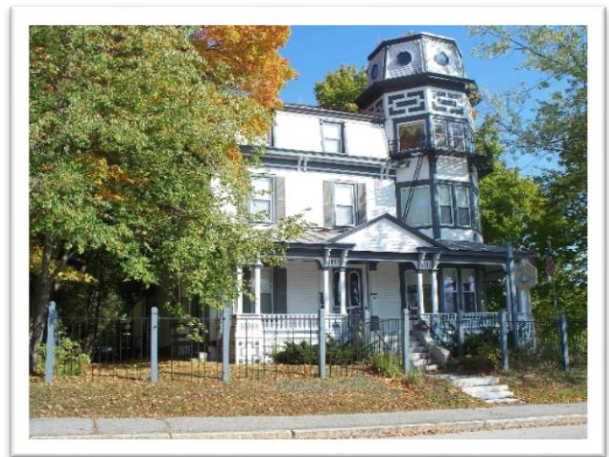
The Central Fire Station, 3 Myrtle Street:

This building was built in 1846 as the Town Hall and Schoolhouse. The building is a two-story gable roofed brick structure.



The Charles Southard House, 2 Hathorn Street:

This building was built in approximately 1870-1875. It was purchased by T.J. Southard for his son Charles and remodeled in 1890. It is now known as the Southard Museum and it highlights Richmond and regional history with permanent exhibits and rotating exhibits and events.



The Hathorn Block, 330 Front Street:

This four and a half story masonry building was built in 1850 as a commercial structure by Jefferson Hathorn and his brother Jackson Hathorn. The first bank in the town of Richmond was located in the Hathorn Block. It is located at the foot of Main Street and is done in the Greek Revival style.



The Richmond Hotel, 7 Main Street:

Built in 1837 by Jefferson “Cap’t Jeff” Hathorn and his brother Jackson Hathorn. These two men came from Dresden to Richmond in 1835. Jackson Hathorn operated a store in Richmond and the two brothers owned and operated a shipyard and wharf. Cap’t Jeff commanded many ships during a career which lasted from 1829 to 1873.



In addition to the designated historic district, there are numerous other architecturally important structures in the northern part of the Village and in outlying areas of the Town. One such building is the Peacock Tavern located on Route 201. This building was built in 1807 and served as an inn for the traveling public on the Old Post Road. The building is registered on the National Register of Historic Places and is protected by an historic easement.

Based on preliminary architectural survey data, the following properties may also be eligible for listing in the Register:

- House, 41 River Road
- Maine Central Railroad Bridge #5394, Richmond Road

(Kirk Mohnney, Maine Historic Preservation Commission, October 2012)

Taken collectively, the buildings, village fabric and rural outlying areas represent a significant historical resource as a representation of a small nineteenth century Maine town.

In addition to the buildings remaining from the nineteenth century, the Town contains the sites of the original Fort Richmond established in the early 1700s. The original site is located on the river side of North Front Street. The fort was later moved to a site near the Richmond-Dresden Bridge. These sites represent a major piece of the heritage of the community.

Archaeological Resources

The Legislature, in recognizing the importance of Maine's cultural heritage of the distant past to our understanding of Maine's people, declares that “it is the policy of this State to preserve and protect archaeological sites for proper excavation and interpretation.” Furthermore, statute dictates “protection of site location information In order to protect the site or protected site from unlawful excavation or harm, any information in the possession of the Maine Historic Preservation Commission, the State Museum, the Bureau of Parks and Lands, other state agencies or the University of Maine System about the location or

other attributes of any site or protected site may be designated by the Maine Historic Preservation Commission or State Museum as confidential and exempt from Title 1, chapter 13. Such data must be made available for the purpose of archaeological research.”

Richmond contains a number of significant archaeological resources (See Map 2: Known Archaeological Sites and Areas Sensitive for Prehistoric Archaeology). To date, eleven historic archaeological sites are documented for the town.

Table 1: Richmond Archaeological Sites

Site Name	Site Number	Site Type	Periods of Significance	National Register Status
Fort Richmond	ME 369-001	Military, fort	1719 – 1754	Eligible
Nowell Mill	ME 369-002	Mill, sawmill	1738 - ?	Undetermined
Swan Island	ME 369-003	Trading post	1650s – 1721	Undetermined
Young Brother(s)	ME 369-005	Wreck, schooner	29-Jun-10	Undetermined
Richmond Corner Settlement	ME 369-005	Farmstead	?	Undetermined
Trott’s Pt. (Haley’s) Icehouse	ME 369-006	Icehouse	ca. 1870 – 1900	Undetermined
J. Trott	ME 369-007	Domestic	ca. 1800 – 1850	Undetermined
James Litch Homestead	ME 369-008	Domestic	ca. 1870 – 1900	Undetermined
Schoolhouse Lot	ME 369-009	School	?	Undetermined
John Parks Homestead	ME 369-010	Domestic	ca. 1775 – ca. 1826	Undetermined
Orient Ice House	ME 369-011	Icehouse	1870 – ca. 1904	Undetermined

Leith Smith, Maine Historic Preservation Commission, October 2012

Richmond also has prehistoric archaeological sites. Three sites are known, all on the banks of the Kennebec River. One professional archaeological survey has been completed (shown in yellow on the accompanying map), associated with studies for the new Richmond-Dresden bridge project. (Arthur Spiess, Maine Historic Preservation Commission, October 2012.

State Goals – Historic and Archaeological Resources:

“To preserve the State’s historic and archaeological resources.” (This refers to those resources found within the boundaries of the State, rather than only to those resources that are directly protected by the State.)

Local Goals:

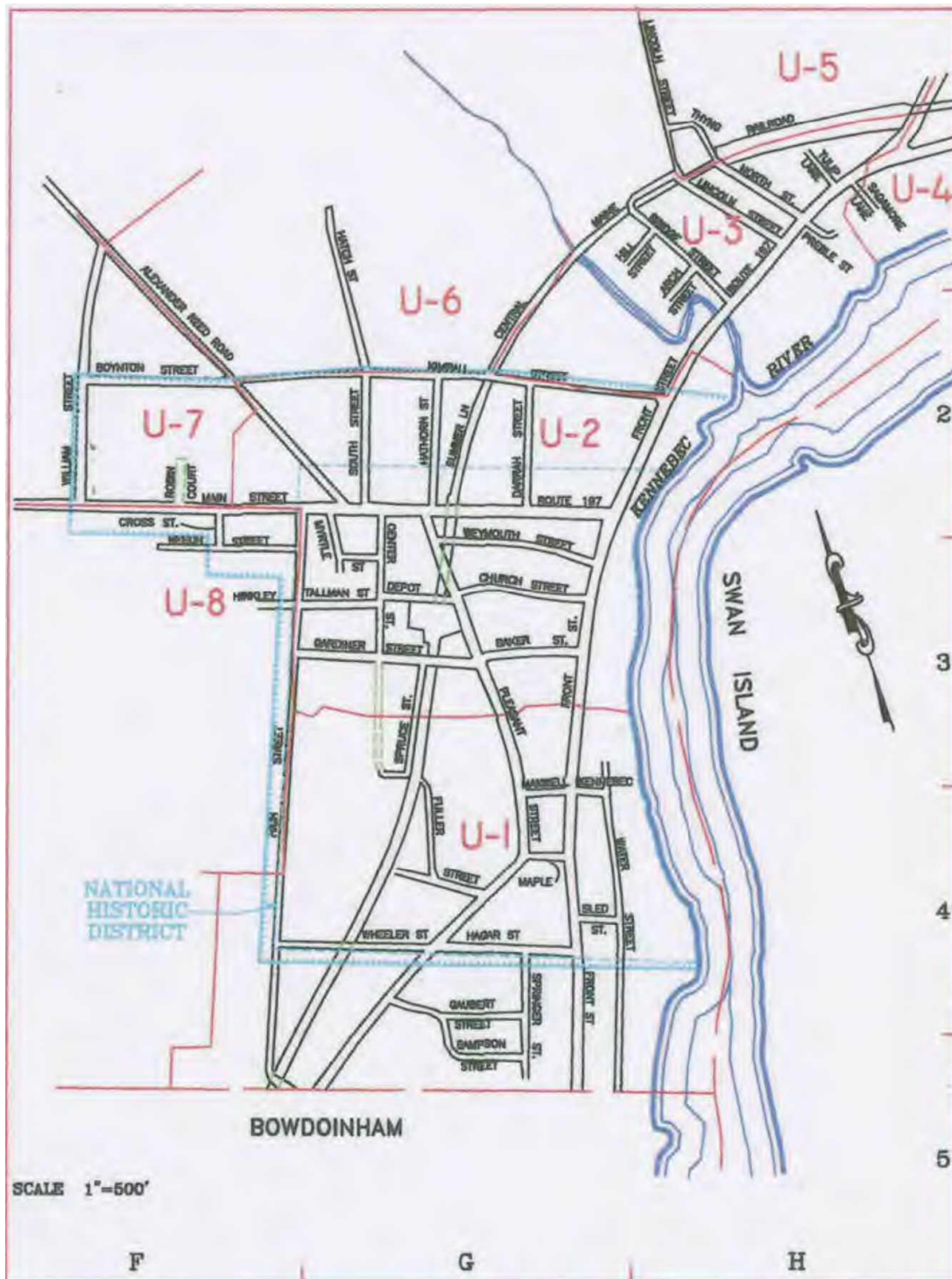
1. To catalog, make accessible, and preserve local historic documents and resources.
2. To share knowledge and educate general public and schoolchildren about Richmond history.
3. To preserve and adaptively reuse important historic and archaeological structures and areas.

Recommended Implementation Strategies

Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: Catalog, make accessible, and preserve local historic documents and resources.			
1. Develop an active Richmond Historical Society to document, protect and preserve Richmond’s historical resources and documents	Community Development Director (C&BD)	1 year after Comp Plan approval	Town Historian
2. Find a permanent, safe and accessible place to house Richmond’s historic documents.	Historical Society	TBD	Town Historian
3. Store, preserve and digitize important records and documents.	Historical Society	TBD	Maine Memory Network, Maine Historic Preservation Commission
4. Store, preserve and digitize historic Town government documents and records.	Town staff designated by Board of Selectmen (BOS)	1 year after Comp Plan approval	Maine Memory Network, Maine Historic Preservation Commission
Goal 2: Share knowledge and educate general public and schoolchildren about Richmond history.			
1. Develop interpretive and educational projects, such as an historic walking tour, interpretive signage, and oral histories.	Historical Society/(C & BD) Director with Town Historian	TBD	Museum in the Streets; neighboring town projects; Downtown TIF funds
2. Begin planning for Richmond’s 200 th anniversary.	Historical Society/Town Staff	1 year after Comp Plan approval	Town Historian
Goal 3: Preserve and adaptively reuse important historic and archaeological structures and areas.			
1. Establish a committee to review the Historic District boundaries and protections.	Selectboard	1 year after Comp Plan adoption	Maine Historic Preservation Commission
2. Develop an historic resources inventory.	Committee above or Historical Society	TBD	Maine Historic Preservation Commission
3. Carry out professional archaeological survey of potentially significant resources associated with the town’s agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 18 th and 19 th centuries (State recommendation).	Committee above or Historical Society	TBD	Maine Historic Preservation Commission





4. Research how other towns and cities successful adaptively reuse historic buildings.	(C&BD)	Ongoing	Maine Historic Preservation Commission
5. The Town should continue to seek resources and grants to protect important historical buildings.	(C&BD)	Ongoing	Maine Historic Preservation Commission
6. Review Zoning Ordinance and make additions or revisions to better protect historic structures.	CEO, with Planning Board and Comp Plan Implementation Committee	Following Comp Plan adoption	State Planning Office
7. Educate property owners in the Historic District about how to restore or protect their properties. Create a fact sheet for owners.	(C&BD)	Ongoing; Add to "new resident" packet	TIF, Town Revolving Loan Fund, State & Historic Tax Credits

MAP 1: RICHMOND HISTORIC DISTRICT



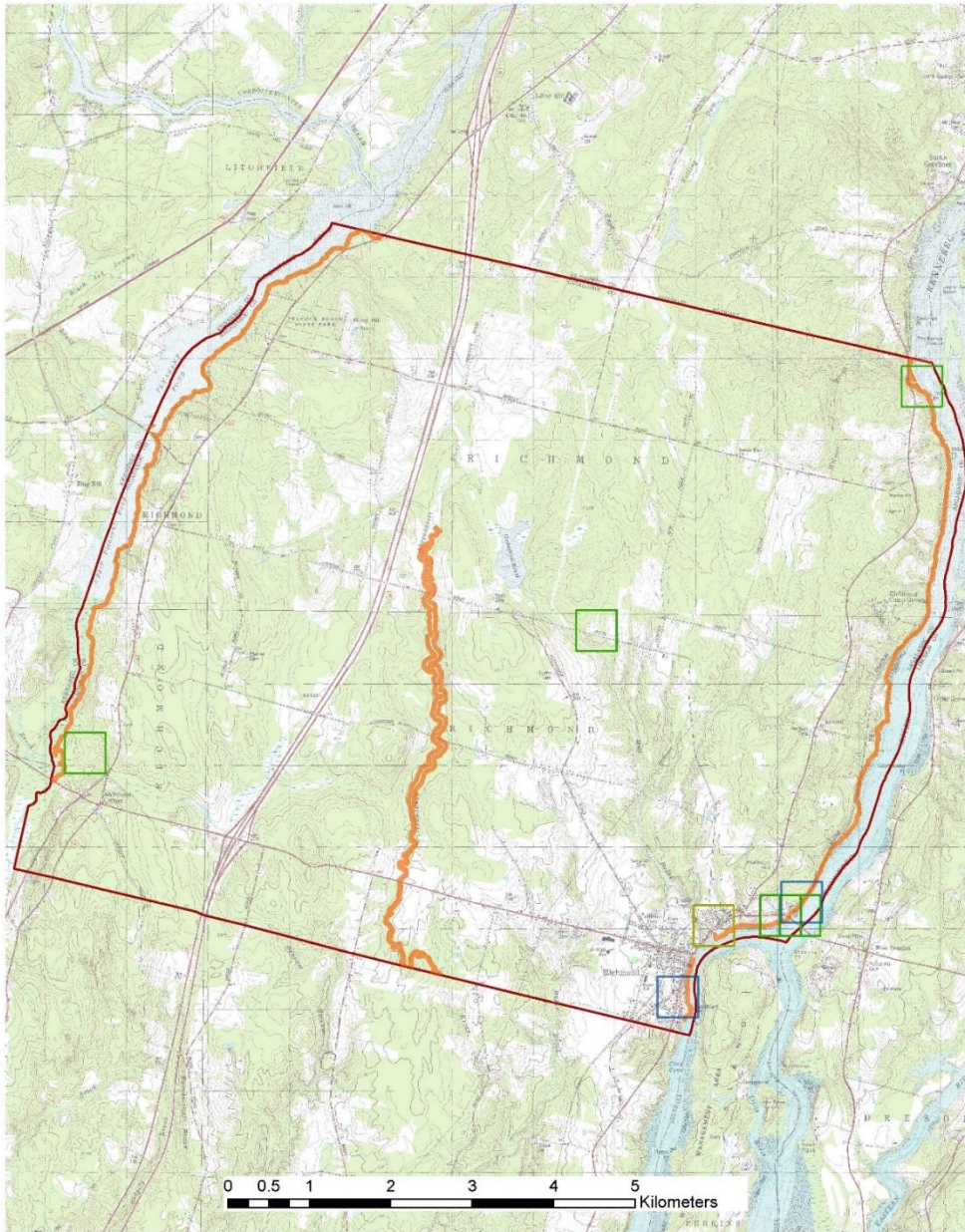
RICHMOND HISTORIC DISTRICT OUTLINED IN BLUE

MAP 2: ARCHAEOLOGICAL SITES

-  Areas sensitive for prehistoric archaeology
-  1/2 k square intersecting a known prehistoric archaeological site.
-  1/2 k square intersecting a known historic archaeological site.
-  1/2 k square intersecting a known historic archaeological site with a good estimated location.

Known Archaeological Sites* and Areas Sensitive for Prehistoric Archaeology* in **Richmond** information provided by Maine Historic Preservation Commission updated September 2012

*dated material subject to future revision
map 1/1



NATURAL RESOURCES

Vision: Richmond residents are responsible stewards of our natural resources, including open space, forest, water bodies and wetlands. We balance growth and development with the preservation, promotion and continued accessibility of our resources for recreation, wildlife habitat, agriculture, and scenic values.

Introduction

This chapter provides a summary about the natural systems which comprise Richmond's physical environment. The following areas will be discussed to determine how our natural features relate to the overall health and vitality of the town and its future development and land use patterns: geology, topography, soils, surface and ground water, land cover, and unique natural areas and wildlife habitat.

A realistic assessment and appreciation of our environmental features will allow us to both identify constraints on development and to identify areas appropriate for development where negative impacts to natural resources are minimal and costs are lower for construction.

The town's natural resources are regulated by a combination of federal, state and local laws and regulations and often address the same feature. Some resources require multiple levels of review and approval before land development may occur while others are less restrictive. The information provided in this chapter is designed to help the community understand its natural resources and to make sure land use planning and development occurs in such a way that future generations can enjoy the values and beauty of the town.

Watersheds

Richmond is divided into eight major watersheds, each with its own physical characteristics, natural environments and patterns of development. All of the land area within the town eventually drains into the Kennebec River.

Kennebec River watershed parallels the Kennebec River in a band 2,000 to 3,000 feet in width. The watershed occupies 2.4 square miles or 7.5% of the land area in the Town. While Richmond is visually and culturally associated with the Kennebec River, only a small portion of the Town directly drains into the river.

Mill Brook watershed is the second largest watershed, encompassing 7.35 square miles or 23.1% of the town's land area. Mill Brook discharges into the Kennebec River in a deep gully north of the village.

Wilmot Brook watershed is situated in the extreme northeast corner of the Town and covers 2.23 square miles, 7% of the Town's area. Wilmot Brook drains into the Kennebec River near the Gardiner City Line.

Rolling Dam Brook watershed is drained by two intermittent fingers of Rolling Dam Brook that drains a large portion of the City of Gardiner. The Brook empties into the Kennebec River, four miles north of the Town line. This 0.63 square mile area is less than 2% of the town's land area.

Abagadasset River watershed is the major drainage area in Richmond, covering 8.84 square miles which is 27.8% of the town's area.

Baker Brook watershed is mostly found in Bowdoinham where it joins with the Abagadasset River and flows into the Kennebec River. The Richmond section is 2.26 square miles which is 7.1% of the Town's area.

Denham Stream watershed is located in the southwestern corner of Richmond, where it drains 4.32 square miles which is 13.6% of the Town's area. The majority of the watershed is in Bowdoinham and discharges into the West Branch of the Cathance River.

Pleasant Pond watershed contains some of the most extensive amount of development in the Town and contains 3.43 square miles which is 10.7% of the Town's area.

Topography

The topography of the Town is flat to gently rolling, typical of this part of the state known as the coastal lowlands. Elevations range from less than 20 feet above sea level on the shores of the Kennebec River to a high point of 400 feet atop Ring Hill in the northwest portion of the Town. A subtle ridge, 250– 300 feet high, extends south of Ring Hill and defines the boundary of the Pleasant Pond watershed. The only other high point is on the Beedle Road near the New Road, where a 300-foot hill offers a break in the linear road alignment.

Well over 90% of the land consists of a 0 % to 15% slope and 5% is within a 15% to 25% slope. Land in excess of a 25% slope is limited to only 2% of the land area and is mostly located along the slopes of the Kennebec River. Areas with a slope in excess of 15% have severe constraints for development and include the placement of subsurface wastewater disposal systems.

Land cover is primarily woodland with a diverse mix of soft and hardwood forest. Agricultural lands are mostly concentrated in the northern and central part of town but can also be found in other parts of the community. Fields are also found throughout the town and many of these areas were once used for farming. Over time the fields will revert to forest. Wetlands occupy a major area and are especially located in the central portions of the town adjacent to the Abagadasset River.

Soils

More than 24 different soil types have been identified within Richmond by the U.S. Department of Agriculture, Soil Conservation Service (SCS). A complete listing and explanation of these soil types and

what they mean for development and the environment can be found in the Soil Survey of Androscoggin and Sagadahoc Counties Maine published in 1970 by the SCS. The soil survey is a valuable planning tool for obtaining an overview of the soil conditions in an area, to determine if it is suitable for particular activity. Additional on-site investigation is necessary to obtain more detailed knowledge of specific features of the location.

The soil survey provides a general overview of some important environmental features including:

- Hydric soils which are an indication of wetlands;
- Prime farmland soils which are best suited for farming;
- Woodland soils which are best suited for forestry;
- Soils best suited for subsurface wastewater disposal systems; and
- Soil drainage characteristics which impact construction.

Surface Waters

Kennebec River

The Kennebec River forms the eastern boundary of the Town and has shaped the cultural and economic character of the Town over the past century. The Kennebec River is the State's second largest watershed, draining a total of 5,870 square miles. All of Richmond drains into its watershed. The State has classified the river as an Outstanding River, which indicates its state significance in a variety of areas including recreation, habitat and fishing. The water quality in the river is rated as Class C which means that it is suitable for drinking (with treatment), for fishing and other forms of recreation, and it is also an important habitat for fish and other aquatic life.

Abagadasset River

The Abagadasset River is 13 miles in length from its headwaters in Richmond to its confluence with the Kennebec in Merrymeeting Bay. The River is mostly undeveloped and is a valued habitat for fish and other marine life. The river is mostly narrow and slow moving and is surrounded by wetland areas which provide an excellent habitat for waterfowl. The water quality is rated as Class B which is the third highest classification given by the Maine Department of Environmental Protection (DEP).

Pleasant Pond

Pleasant Pond forms the western boundary of the Town and forms the common edge with Litchfield. The Pond has a surface area of 748 acres, a mean depth of 6.9 feet and a maximum depth of 26 feet. The 3.4 square mile watershed in Richmond is small compared to its total 211 square mile drainage area.

The Pond is a component of a much larger system of ponds and streams which eventually drain into the Kennebec River. The Pond has been impacted for many years by erosion and the transport of nutrients

and phosphorus from farming and residential development along its shores. The result is poor water quality (below average for water bodies in the state of Maine) and frequent algae blooms result from an excessive amount of phosphorus. Shoreland Zoning has helped to improve water quality by requiring buffers for new development and limiting the expansion of existing buildings. Likewise, the State Subsurface Waste Water Disposal Regulations have also assisted with water quality by making sure malfunctioning systems are repaired and all new systems are properly installed. Improvements to agricultural operations, especially addressing manure storage areas, have also improved water quality.

The Cobbossee Watershed District, of which Richmond is a member, is the primary water quality advocate for the watershed and plays an active role in working with municipalities, landowners and businesses to continue to improve the water quality of the Pond. Richmond has enacted Phosphorus Control Standards applicable to all proposed development in the Pleasant Pond Watershed. These standards reduce proposed developments' phosphorus load into the pond and thereby help to reduce the negative impacts of phosphorus on water quality. The Friends of Cobbossee Watershed also conducts two major projects to reduce invasive plant growth, especially the variable leaf water milfoil.

Wetlands

The Wetland Characteristics Map shows all of the major wetland areas in Town. Open water wetlands and wetlands connected with a river, ponds or some streams are protected by Shoreland Zoning which prohibits development within at least 100 feet of the upland edge of the wetland. Wetland areas rated as high or moderate value for water fowl habitat are zoned as Resource Protection under Shoreland Zoning and have a 250-foot setback for any development. All other wetland areas, including forested wetlands areas, are also protected by both State and federal regulations which require setbacks and limit the amount of filing which can occur in a wetland. Activities proposed adjacent to a wetland also require a permit from the State in most circumstances.

Subdivisions and major development as per the town's land use ordinances require applicants to identify any wetland areas and keep development from these areas. This type of review and protection should also be applicable to all other proposed development, especially if the wetland is not protected by Shoreland Zoning. The maps available from Beginning with Habitat provide an excellent resource to verify if a proposed development is near a wetland. These maps are also made available to the public.

Wetland protection is important because of the many ways wetlands contribute to the overall health of the environment, including providing habitat for birds, mammals, reptiles, fish and plants. They also play a significant role in improving water quality and flood water control.

Focus Area of Statewide Ecological Significance

The Kennebec Estuary has been identified as a "Focus Area of Statewide Ecological Significance" by the Maine DIFW and other state agency partners. There are 140 Focus Areas in the state that support

unusually rich concentrations of rare and high-value species and natural communities that intersect with large blocks of undeveloped habitat. Estuaries are places where rivers meet the sea and fresh water mixes with salt. The Kennebec Estuary Focus Area contains more than 20 percent of Maine’s tidal marshes, a significant percentage of Maine’s sandy beach and associated dune habitats, and globally rare pitch pine woodland communities. More than two dozen rare plant species, numerous imperiled species of animals, and some of the state’s best bald eagle habitats set this Focus Area apart. At the heart of the Kennebec Estuary is Merrymeeting Bay, one of the most important waterfowl areas in New England. Six rivers, draining one-third of the State of Maine, converge in Merrymeeting Bay to form an inland, freshwater tidal delta.

Swan Island is noted as a particularly biologically important area in Merrymeeting Bay. The island is well known for its abundant and often quite visible wildlife, especially nesting bald eagles, white-tailed deer and wild turkey. Several hundred acres of tidal flats surround the island, and the shoreline has a range of substrates – soft and firm mud, sand, gravel, cobble, and ledge – that provide suitable habitat for seven rare plant species including wild rice. The islands upland forests of mature oak and pine have regrown on former pastures. A long-standing prohibition on hunting, however, has resulted in a large deer population that is impeding forest regeneration by over-browsing seedlings and saplings.

(Source: Beginning with Habitat)

Important Plants, Animals, and Habitats

The maps showing the location of plant and animal habitats are shown on the following Beginning with Habitat maps:

- Water Resources and Riparian Areas
- High Value Plant and Animal Habitats
- Wetland Characterization
- USFWS Priority Trust Habitats

The following information about the important plant, animal and habitats in the Richmond area was inventoried by the Beginning with Habitat Program (of the Maine Natural Areas Program) and are based upon the best available data. It is based upon known occurrences or known geographic distribution of the species listed.

Table 1: Rare, Threatened and Endangered Plants

Plant Name	Comment
Estuary Monkeyflower (<i>Mimulus ringens</i>)	Imperiled in Maine due to rarity. It is not considered threatened or endangered.
Long-leaved Bluet (<i>Houstonia longifolia</i>)	Rare in Maine but not considered threatened or endangered.
Parker’s Pipewort (<i>Eriocaulon parkeri</i>)	Rare in Maine but not considered threatened or endangered.
Spongy Arrowhead (<i>Sagittaria calycina</i>)	Rare in Maine but not considered threatened or endangered.

Source Maine Natural Areas Program (MNAP)

Table 2: Rare, Threatened and Endangered Animals

Animal Name	Comment
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	Secure in Maine. Not considered threatened or endangered.
Tidewater Mucket (<i>Leptodea ochracea</i>)	Rare in Maine and considered threatened.

Source Maine Division of Inland Fisheries and Wildlife (DIFW)

Table 3: Bird Species of Greatest Conservation Need

American Bittern (<i>Botaurus lentiginosus</i>)	Brown Thrasher (<i>Toxostoma rufum</i>)	Greater Shearwater	Ruddy Turnstone (<i>Arenaria interpres</i>)
American Black Duck (<i>Anas rubripes</i>)	Canada Warbler (<i>Cardellina canadensis</i>)	Greater Yellowlegs	Sanderling (<i>Calidris alba</i>)
American Woodcock (<i>Scolopax minor</i>)	Chestnut-sided warbler (<i>Setophaga pensylvanica</i>)	Horned Lark (<i>Eremophila alpestris</i>)	Sandhill Crane (<i>Grus canadensis</i>)
Baltimore Oriole (<i>Icterus galbula</i>)	Chimney Swift (<i>Chaetura pelagica</i>)	Louisiana Waterthrush (<i>Parkesia motacilla</i>)	Scarlet Tanager (<i>Piranga olivacea</i>)
Barn Swallow (<i>Hirundo rustica</i>)	Common Eider (<i>Somateria mollissima</i>)	Marsh Wren (<i>Cistothorus palustris</i>)	Sandpiper (<i>Scolopacidae</i>)
Barred Owl (<i>Strix varia</i>)	Common Loon (<i>Gavia immer</i>)	Nelson’s Sparrow (<i>Ammodramus nelsoni</i>)	Snowy Egret (<i>Egretta thula</i>)
Black-and-White Warbler (<i>Mniotilta varia</i>)	Common Nighthawk (<i>Chordeiles minor</i>)	Northern Flicker (<i>Colaptes auratus</i>)	Veery (<i>Catharus fuscescens</i>)
Black-billed Cuckoo (<i>Coccyzus erythrophthalmus</i>)	Eastern Kingbird (<i>Tyrannus tyrannus</i>)	Northern Parula (<i>Setophaga americana</i>)	Vesper Sparrow (<i>Poocetes gramineus</i>)
Blackburnian Warbler (<i>Setophaga fusca</i>)	Eastern meadowlark (<i>Sturnella magna</i>)	Pied-billed Grebe (<i>Podilymbus podiceps</i>)	Willet (<i>Tringa semipalmata</i>)
Black-throated Green Warbler (<i>Setophaga virens</i>)	Eastern Towhee (<i>Pipilo erythrophthalmus</i>)	Prairie Warbler (<i>Setophaga discolor</i>)	Willow Flycatcher (<i>Empidonax traillii</i>)

Black-throated Blue Warbler (<i>Setophaga caerulescens</i>)	Field Sparrow (<i>Spizella pusilla</i>)	Purple Finch (<i>Haemorhous purpureus</i>)	Wood Thrush (<i>Hylocichla mustelina</i>)
Blue-Gray Gnatcatcher (<i>Poliophtila caerulea</i>)	Great blue heron (<i>Ardea herodias</i>)	Red Crossbill (<i>Loxia curvirostra</i>)	Yellow-bellied Sapsucker (<i>Sphyrapicus varius</i>)
Bobolink (<i>Dolichonyx oryzivorus</i>)	Great Crested Flycatcher (<i>Myiarchus crinitus</i>)	Rose-breasted grosbeak (<i>Pheucticus ludovicianus</i>)	Yellow-throated Vireo (<i>Vireo flavifrons</i>)

This list was compiled primarily from breeding bird atlas and county distribution data. Based upon known ranges, these species may occur in Richmond if appropriate habitat is available.

Table 4: Significant, Essential and Other Animal Habitats

Habitat Name
Deer Wintering Areas
Inland Fowl and Wading Bird Habitat
Tidal Waterfowl and Wading Bird Habitat

Source: MDIFW

Table 5: Fish Species of Greatest Conservation Need

Alewife (<i>Alosa pseudoharengus</i>)	Atlantic Tomcod (<i>Microgatus Tomcod</i>)	Sea-run Brook Trout
American Eel (<i>Anguilla rostrata</i>)	Blueback Herring	Shortnose Sturgeon (<i>Acipenser brevirostrum</i>)
American Shad (<i>Alosa sapidissima</i>)	Brook Trout (<i>Salvelinus fontinalis</i>)	Striped Bass (<i>Morone saxatilis</i>)
Atlantic Salmon (<i>Salmo salar</i>)	Rainbow Smelt (<i>Osmerus mordax</i>)	
Atlantic Sturgeon (<i>Acipenser oxyrhynchus oxyrhynchus</i>)	Sea Lamprey (<i>Petromyzon marinus</i>)	

Data from MDIFW, Department of Marine Resources (DMR) and US Fish and Wildlife Service (USFWS), based on known ranges. These species may occur in Richmond if appropriate habitat is available.

Table 6: Other Species of Greatest Conservation Need

Graceful Clearwing (<i>Hemaris gracilis</i>)	Lamellate Supercoil (<i>Paravitrea lamellidens</i>)
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Data from MDIFW Damselfly/Dragonfly Survey and Maine Butterfly Atlas. Based upon known ranges, these species may occur in Richmond if appropriate habitat is available.

USFWS Priority Trust Habitats

The Beginning with Habitat Program has produced a map titled “USFWS Priority Trust Habitats” which is included in this section and shows the areas with the best habitat in Richmond for certain priority species of birds, animals, fish, reptiles and plants. Many of these species are also listed above in the State lists of threatened and endangered species and habitats.

The USFWS Map displays habitats that are best suited to support these rare, threatened or endangered species. This makes the map a valuable planning tool for future development, especially when locating a new structure, creating soil disturbance or rezoning land for a new activity.

Some of the priority species which are not also listed on the State priority list include the following:

Animals: Canada Lynx (*Lynx canadensis*)

Reptiles: Plymouth Red-Bellied Turtle (*Pseudemys rubriventris bangsi*)

Fish: Horseshoe Crab (*Limulidae*), Winter Flounder (*Pseudopleuronectes americanus*)

Plants: Eastern Prairie Fringed Orchid (*Platanthera leucophaea*), Furbish Lousewort (*Pedicularis furbishiae*), Robbins' Cinquefoil (*Potentilla robbinsiana*), and Small Whorled Pogover (*Isotria medeoloides*)

Waterfowl and Wetlands

High and moderate value wetlands which the town has zoned as Resource Protection Districts provide essential habitat for many waterfowl. The most notable location is the Umberhind Marsh and other areas as shown on the 'Water Resource and Riparian' Map.

Richmond is one of the northernmost towns found along Merrymeeting Bay. The Bay is a significant waterfowl concentration area and a key component of the Atlantic Flyway system. Wetlands provide the necessary food and shelter for many waterfowl and other birds, reptiles, fish and animals. All of the Town's wetlands and riparian areas associated with all other waterbodies also play a critical role in providing habitat for a range of species. The undeveloped and forested buffers surrounding waterbodies provide shade and habitat, and impede the flow of soil, phosphorus and other pollutant sources from negatively affecting water quality. The continued protection of both the riparian areas and the waterbodies are essential for maintaining a vital and healthy environment.

Fisheries

Richmond has three major bodies of water that have existing or potential value as fish habitat: The Kennebec River, Abagadasset River and Pleasant Pond. The Town also has many other smaller streams and ponds. The Kennebec River is an important sport fishing area and contains both striped bass and bluefish. Continued efforts to improve water quality and the recent removal of the Edwards Dam in Augusta have helped to improve the fisheries and have also made the river attractive for recreation and boating.

Furbearers

The Kennebec Valley and the associated countryside provides excellent habitat for a number of furbearing mammals. Aquatic furbearers including mink, otter, muskrat and beaver are found in Richmond's wetlands, ponds and other waterways. Upland furbearers including red fox, grey fox, raccoon, fisher, and coyote are found throughout the Town in reverting fields, woodlands, farmlands and along watercourses.

Stream Habitat Crossings

Culverts or bridges are used for streams to pass under roadways which allow water, fish and other marine life to pass. Often, under-sized culverts and bridges stop the passage of fish and marine life and block access to breeding areas, food and habitat. The ecosystem and the long-term health of the fishery and overall water quality are damaged unless these structures are upgraded to allow the passage of marine life.

Culverts on the following roads have been identified as potential barriers:

- Alexander Reed Road
- Beedle Road
- Lincoln Street
- Pitts Center Road
- Route 24
- In addition, one dam location along Route 197 was identified as a barrier.

Replacing these culverts with properly designed and larger culverts will eliminate the barrier for fish passage and often will improve stormwater flow in storm events. With proper stream crossing sizing and installation, roads can be improved, streams can function more naturally, and fish and wildlife can freely migrate.

Upgrading these culverts should be a priority for the Town, especially when they require replacement or when grant funds are available to meet the stream crossing standards for fish and marine passage. The use of Hazard Mitigation Grant Funds from FEMA may also be available if some of these culverts are causing road flooding.

Deer Wintering Areas

Deer are widely distributed throughout the Town through most of the year. When winter snows exceed 18 inches, they seek out areas to provide shelter from bitter winds and snow. These areas, known as deeryards or deer wintering areas, typically represent 10 to 20% of a deer's year-round range.

The location of deer wintering areas in Richmond are shown on the Beginning with Habitat Map titled "High Value Plant and Animal Habitats." Most of these areas are located in the forested areas in the central portions of the Town. Deer wintering areas help the deer population to survive the winter and their continued existence is essential habitat for the deer herds.

Undeveloped Habitat

The Beginning with Habitat Map titled "Undeveloped Habitat Blocks" shows areas in Town that are mostly undeveloped and contain fields, forest, farms, open space, wetlands and waterbodies. All road frontage

and existing built-up areas such as the village are shown as developed. Most of the large undeveloped habitat blocks are in the Agricultural District in the northern portion of the Town. Some of these areas do contain structures and some residential housing.

The areas shown as undeveloped habitat comprise 12,356 acres which is 67% of the Town's total area. When we also look at the other Beginning with Habitat Maps especially the locations of wetlands, deer wintering areas and other waterbodies it is apparent that these environmental features correspond with the undeveloped habitat areas.

The Importance of Habitat

The inventory of significant plants, animals, birds and fish contains a note which states that the location of these species may occur if the appropriate habitat is available. When allowed to exist in its natural state and not be negatively impacted by pollution or other outside factors, land can provide habitat for a diversity of species and ecosystems.

Many animals and plants cannot exist unless the appropriate set of natural conditions is available. While some species can adapt to changing circumstances and continue to thrive, many cannot and will no longer occupy a place. Often, development and other man-made activities create changes in habitats which result in a loss of species diversity. Some habitat changes occur with minimal or no human activity.

All the changes we make to the environment have consequences even if they are prudent and fill a societal or community need. Nevertheless, it is wise to understand the consequences of our actions upon the environment and to develop in a way that does the least harm. This can be accomplished by making sure all applicable local, state and federal environmental laws are followed and the community is making sound future land use plans for to accommodate future development.

Protection of Natural Resources from Development

Over 80% of the Town is within an Agricultural Zoning District which also allows, with development review, a wide range of manufacturing activities in addition to farming, forestry, recreation and other traditionally rural activities. Single family residential housing is also allowed but subdivisions are subject to annual development limits. This District contains the majority of the farms, forestry operations, deer wintering areas, and wetlands, and over time could gradually shift from a rural to more suburban environment.

The existing land use ordinance does provide adequate review of development, especially for the protection of natural resources, stormwater and shoreland zoning. State and federal regulations will also be applicable in some circumstances, depending upon the location, type and scale of the proposed development. Currently under Shoreland Zoning most of the Town's major waterbodies are protected and subject to development setbacks. However, many wetlands, especially forested wetlands and vernal pools, may not be adequately protected unless they are subject to state or federal oversight.

Promoting the continued health of farming and forestry in Town and throughout the state is an important strategy to keep traditional rural activities thriving. The Town's role may be limited but it can take steps to promote local farms and to participate in statewide organizations which assist both agriculture and forestry. Likewise, revisiting the appropriate uses that can occur in the Agricultural Zoning District will also help to preserve the area for farming and forestry.

Another important strategy is to use the natural resource information contained in the Beginning with Habitat Maps and related data to guide the location of new development in a manner which protects waterbodies, riparian areas, wetlands and vernal pools, deer wintering areas, and unique and endangered plant and animal habitat. It is recommended that the land use ordinance contain some restrictions to prohibit or limit development in certain areas.

Agricultural and Forest Resources

Currently there are 30 parcels totaling 944 acres that are enrolled in the Farmland Tax Program. Richmond's rolling and flat topography and prime farmland soils create an ideal environment for agriculture. Much of the agricultural activity occurs along the Beedle Road, Main Street and the Alexander Reed Road. Working farms range in size up to 1,000 acres and produce beef and dairy cattle, hay and silage corn. Other smaller farms produce goats, hay, produce, orchards and Christmas trees. The majority of farms in Richmond are located in the northern section of Town.

The most suitable areas for farming are found in scattered locations throughout the community, with concentrations in the Pleasant Pond area, and along the Beedle, Pitts Center and New Roads. The most common soil in Richmond is Buxton Silt loam, which is described as prime farmland soil.

Currently the State is undergoing a renaissance in agriculture with an influx of young people engaging in new farming activities. Most of these new operations are small and produce a variety of vegetables and other products targeted towards local markets. Likewise, the growing small brewery and winery movement has increased the demand for hops, organic wheat and grapes. Additional new products include cheese, meats, and preserved vegetables, along with related products such as baked goods, soaps, jams, beer and wine. There are new agricultural operations in Richmond, including a new Maine Organic Farmers and Gardeners Association (MOFGA) certified organic farm, and there has been a farmers' market in the past.

Currently there are 83 parcels totaling 2,474 acres enrolled in the Tree Growth Tax Program. Forestry is primarily done on a small scale and often in conjunction with the multiple use aspect of a larger farm. According to the Soil Conservation Service information on soils, the most suitable areas for woodland production are found in the rolling hills of the Abagadasset, Mill Brook and Denham Brook Watersheds, on hills and ledges around Pleasant Pond and on the west side of Route 201, and along the upper sections of the Baker Brook Watershed.

Agricultural and forestry activities are allowed without restriction throughout town except for the Village District, where timber harvesting and farming are not allowed and seasonal produce for sale not raised on premises requires development review by the Planning Board.

Marine Resources

Richmond is considered a coastal community because of its location on a tidal river, even though it takes the average boater two hours to reach the open ocean. Richmond is similar to many Kennebec River communities in its long history of commercial activity along its waterfront. Ice harvesting, shipbuilding and shipping all contributed to the Town's heritage and its development patterns. Today the waterfront serves as a recreational area for boating and fishing. The park is used actively for a variety of events and the waterfront provides an ideal backdrop for walking and many other recreational pursuits.

The waterfront in Richmond is located in a bend in the side channel of the Kennebec River. The main channel, 16 feet in depth, is on the east side of Swan Island. According to the Coastal Marine Geologic Environments of Gardiner SE Quadrangle Maine, prepared in 1976 for the Maine Geological Survey, the majority of the channel is classified as tidal Fluvial Channel, which means that it is typical of the lower portions of river channels under tidal influences, but not carrying estuarine waters. The chart shows the presence of occasional ledges, mud flats and fluvial marshes. The latter environment consists of vegetated river floodplains and banks and freshwater pond vegetation subject to daily tidal action.

There are no shellfishing or worming areas in the town. The Kennebec River is mostly used for recreation, especially boating and fishing. The fishing has improved in response to improvements in water quality and the removal of the Edwards Dam in Augusta which has opened up traditional reaches of the river to many fish species.

The Waterfront Park and boat landing area is designated as a Commercial Fisheries and Marine Activity District in the Zoning Ordinance and is designed to allow a variety of water dependent activities. The Town has a Harbormaster who is responsible for the waterfront, moorings and boating along the river. It is anticipated that recreational use will continue to grow, especially as economic activity increases in the village.

State Goals – Natural Resources:

- To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.
- To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas.
- To safeguard the State's agricultural and forest resources from development which threatens those resources.

- To protect the State’s marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.

Local Goals:

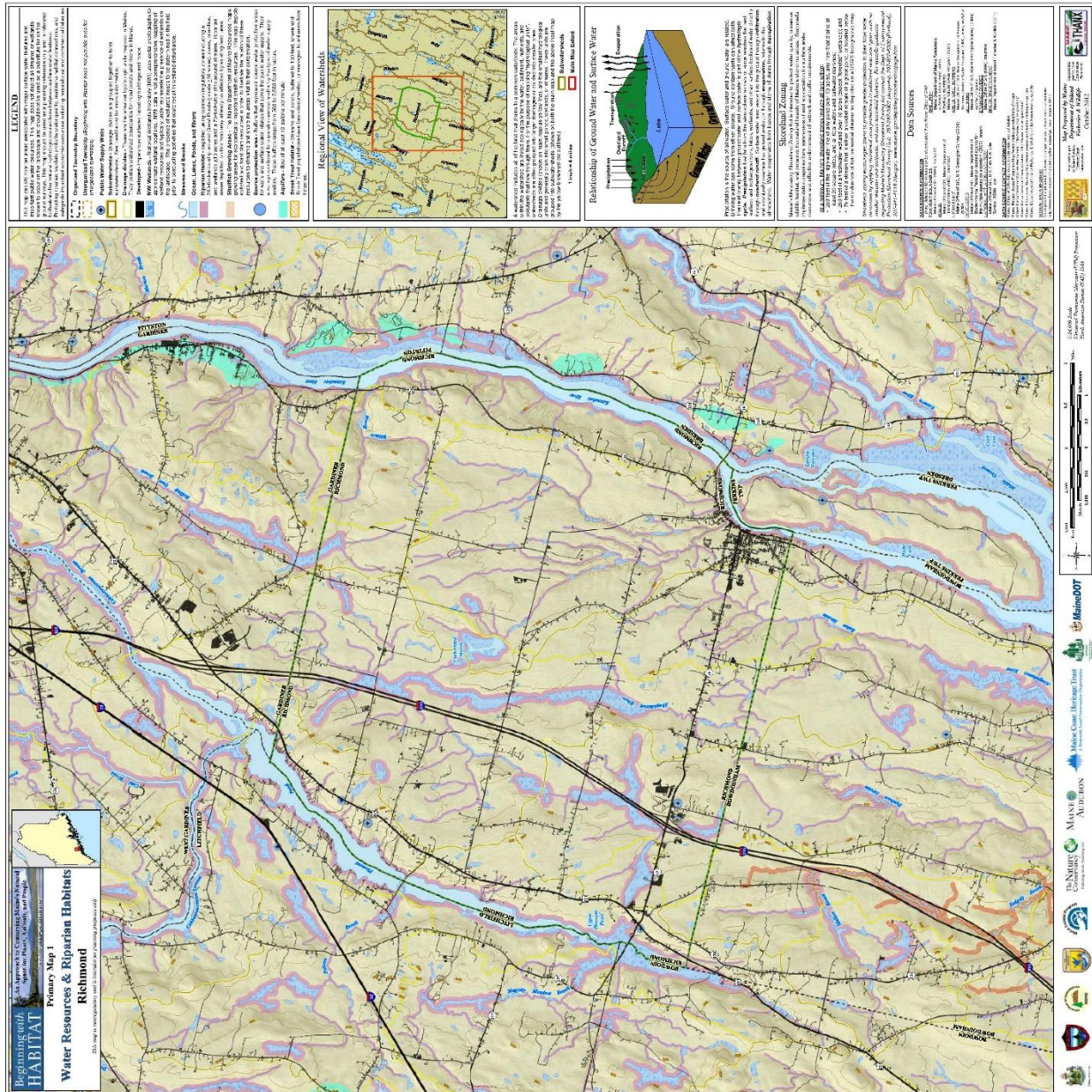
1. To protect significant surface water resources from pollution and improve water quality where needed.
2. To conserve and protect critical natural resources in the community.
3. To safeguard lands identified as prime farmland or capable of supporting commercial forestry and to support the economic viability of these industries.
4. To continue to maintain physical and visual access to the Kennebec River for all appropriate uses, including recreation, fishing, and tourism.

Recommended Implementation Strategies

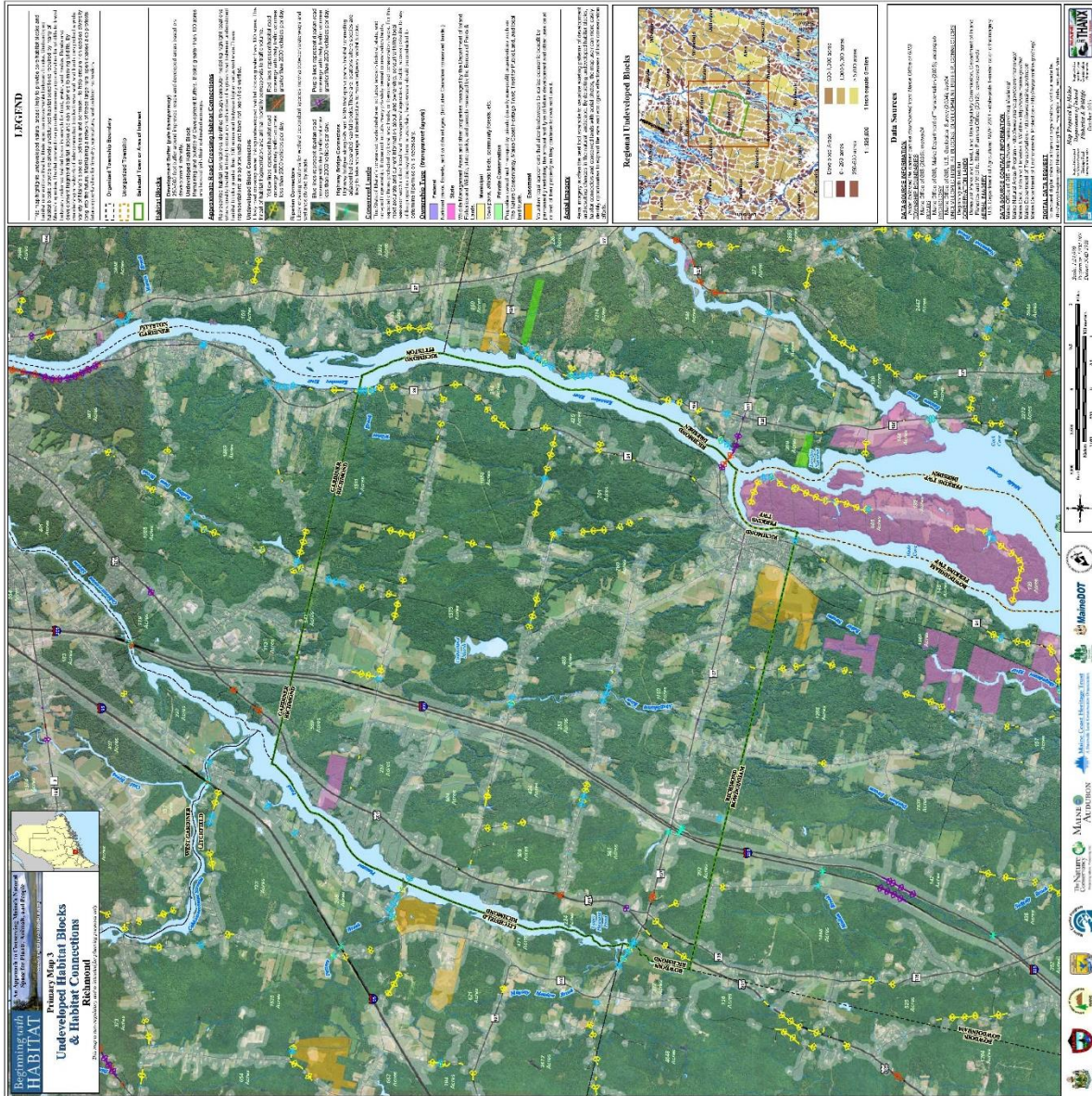
Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: To protect significant surface water resources from pollution and improve water quality where needed.			
1. Continue to participate and be actively involved in the Cobbossee Watershed District to maintain and improve the water quality at Pleasant Pond.	BOS	Ongoing	Town Meeting support
2. Review the land use ordinance for erosion control and low impact development standards to protect water quality.	CEO, with Planning Board	One Year	MaineDEP
Goal 2: To conserve and protect critical natural resources in the community.			
1. Reference the Maine DIFW “Beginning with Habitat” maps on permit application forms. Give the Planning Board the option to seek the opinion of the MDIFW or natural resources consultant on natural features identified and proposed mitigation measures.	CEO, with Planning Board	Ongoing	DIFW Beginning with Habitat Program
2. Continue to monitor state and federal requirements for floodplain management, shoreland zoning, and protection of critical natural resources, and continue incorporating these requirements into the land use ordinance.	CEO, with Planning Board	Ongoing	MaineDEP; Maine DACF
3. Upgrade culverts on the priority list from the BWH maps with state and FEMA funding.	Public Works Director, with Director of B&CD.	Ongoing	State; FEMA
4. Create a Conservation Commission that is charged with inventorying and promoting the protection and maintenance of our natural resources and trail network.	BOS	3 Years	Maine Association of Conservation Commissions
5. Review the land use ordinance use chart for the Agricultural District and ensure that agricultural lands are being adequately protected.	CEO with Planning Board, Comp Plan Implementation Committee	1 Year	Other Towns; DACF

Goal 3: To safeguard lands identified as prime farmland or capable of supporting commercial forestry and to support the economic viability of these industries.			
1. Encourage, in important farmland areas, the development of natural resource based businesses and services, outdoor recreation businesses, and home occupations.	CEO, with Planning Board and Comp Plan Implementation Committee	Ongoing	Zoning Ordinance review
2. Encourage owners of productive farm and forest land to enroll in the current use taxation programs and to consider maintaining traditional public access to open space and trails.	CEO, with BOS	Ongoing	
3. Consult with the Maine Forest Service district forester and with Sagadahoc County Soil and Water Conservation District staff when evaluating new land use regulations pertaining to farm or forest land management practices.	CEO, with Planning Board	Ongoing	Maine Forest Service; Sagadahoc County Soil and Water Conservation District
Goal 4: To continue to maintain physical and visual access to the Kennebec River for all appropriate uses, including recreation, fishing, and tourism.			
1. Identify needs for additional recreational and commercial access, including parking, boat launches, docking space and swimming access.	Harbormaster, with BOS and Director of CB&D	Ongoing	Maine DACF
2. Continue to implement the 2008 Waterfront Improvement Plan.	Director of CB&D, with Harbormaster and BOS	Ongoing	Small Harbor Improvement Program (SHIP), Boating Infrastructure Grant (BIG) Program
3. Work with interested property owners, land trusts and others to protect major points of visual and physical access to waterfront and Pleasant Pond.	Director of CB&D, with Harbormaster and BOS.	Ongoing	MaineDACF; Land for Maine's Future

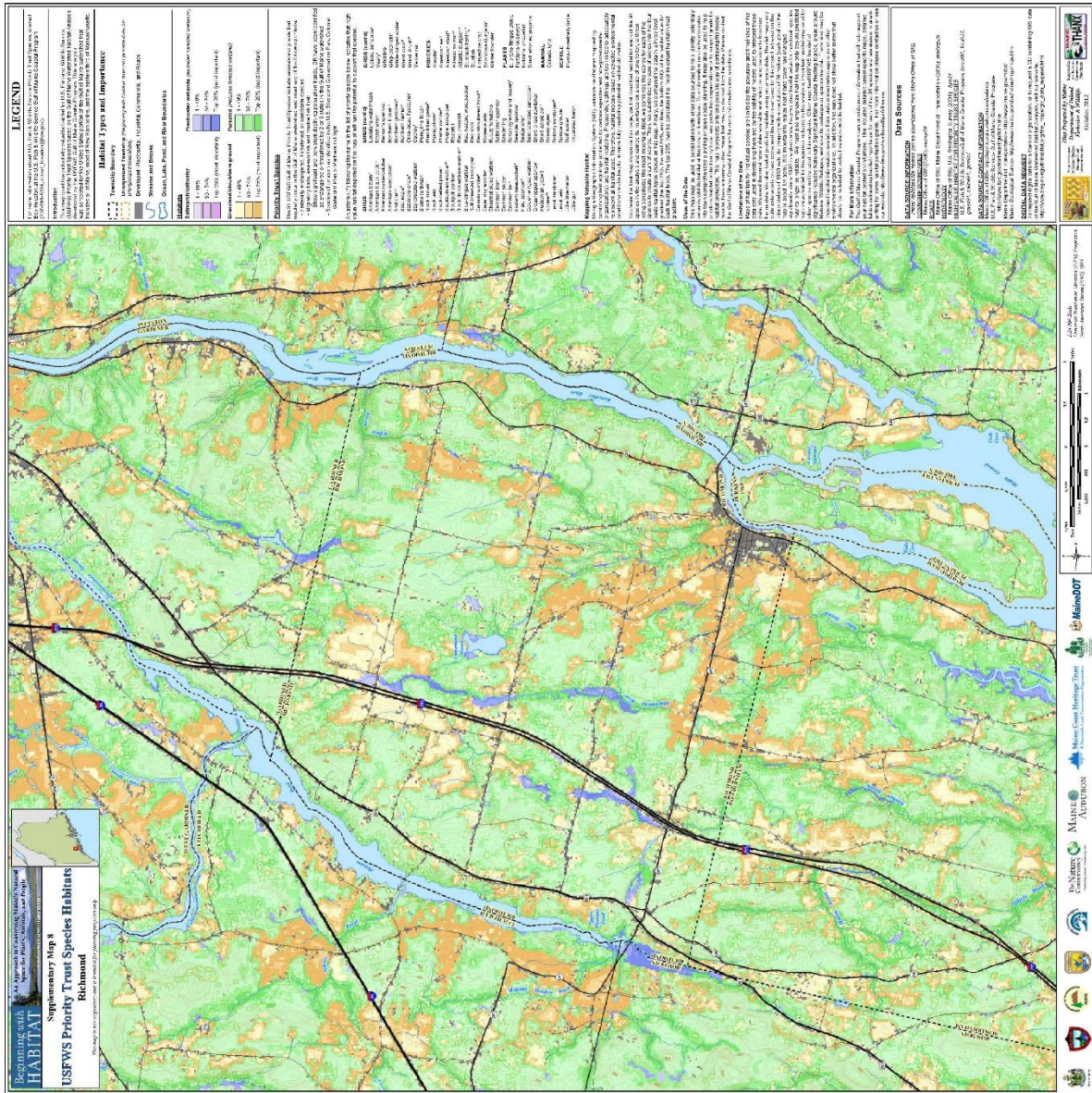
MAP 1: WATER RESOURCE AND RIPARIAN HABITATS



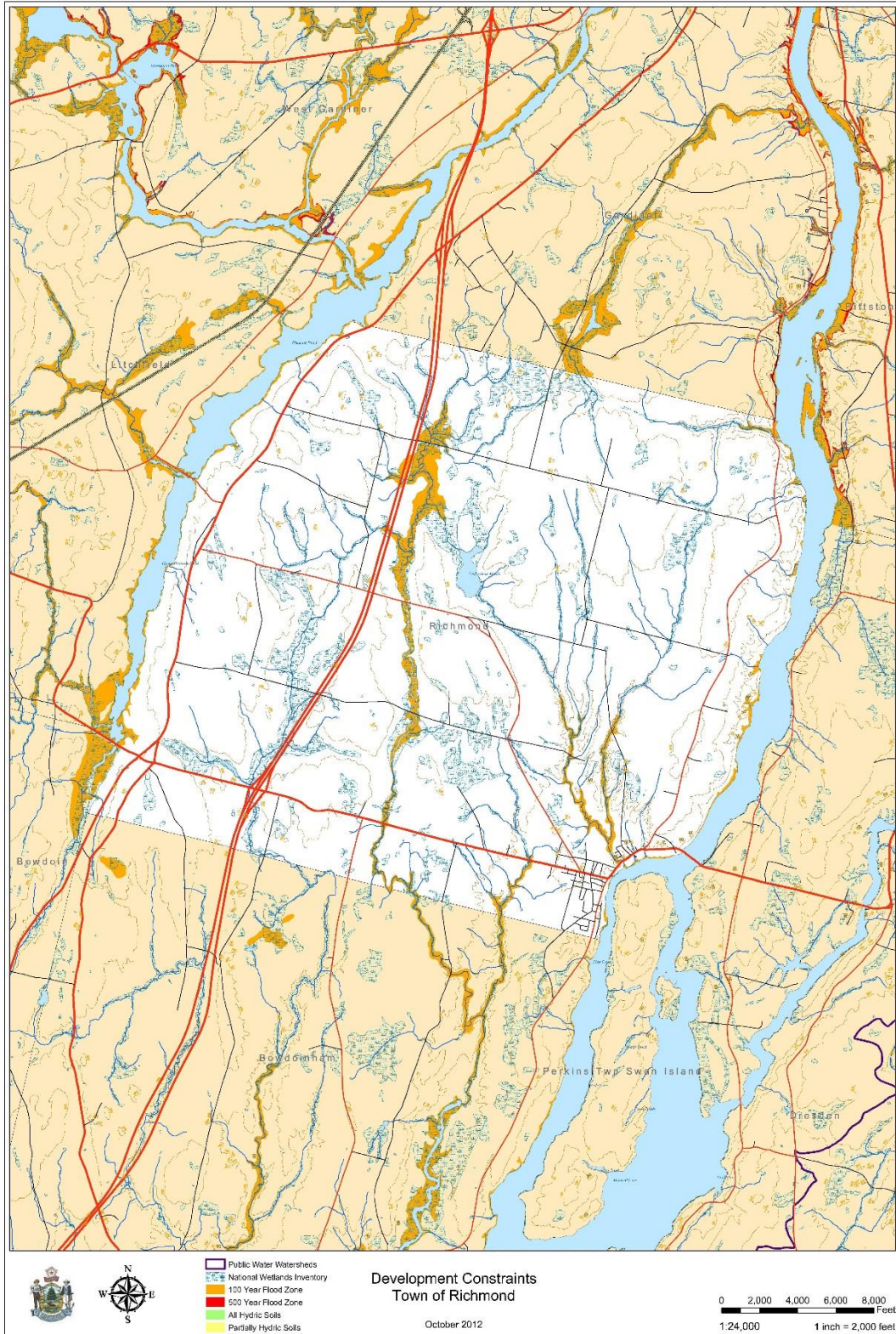
MAP 3: UNDEVELOPED HABITAT BLOCKS AND HABITAT CONNECTIONS



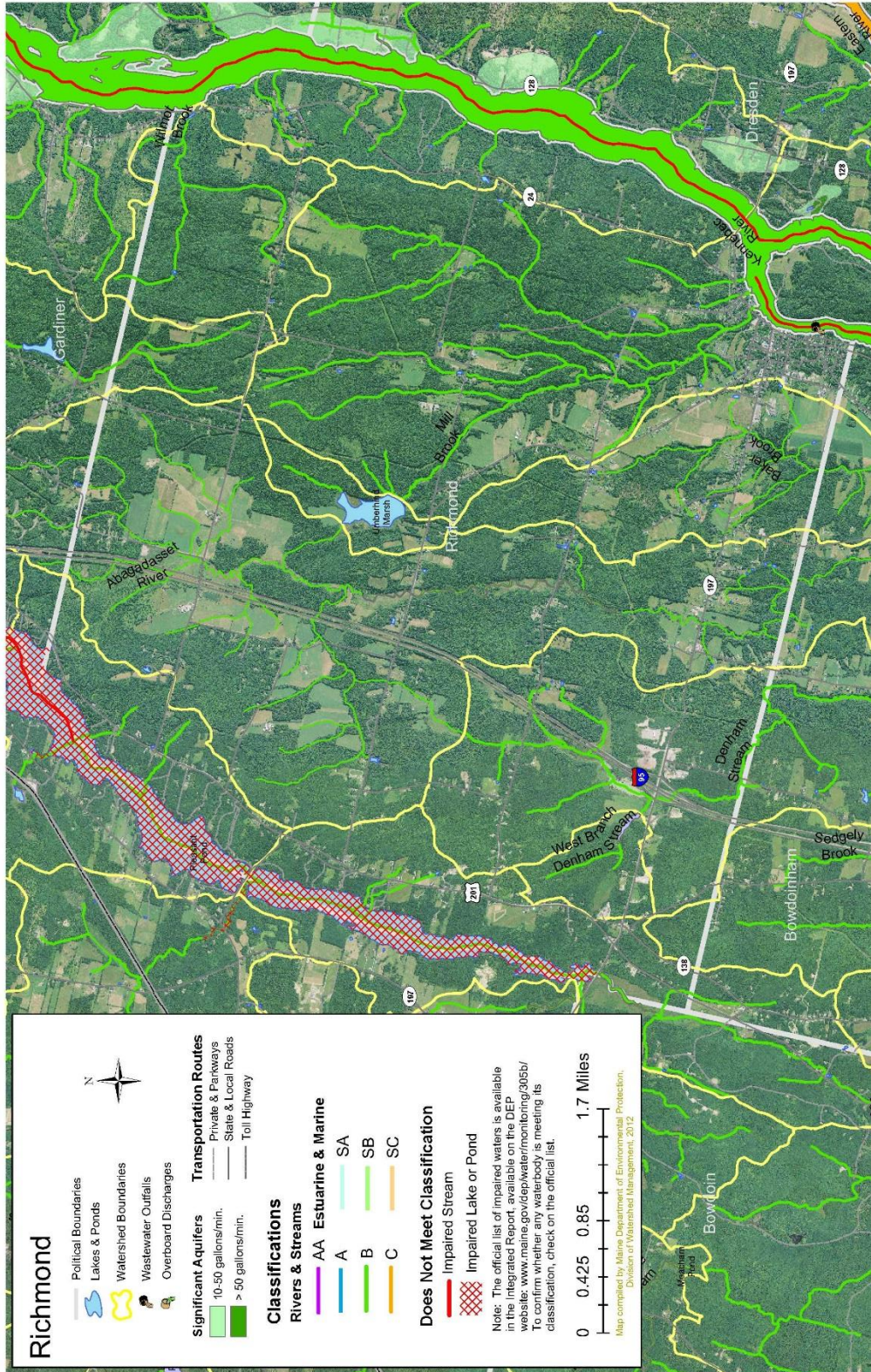
MAP 5: USFWS PRIORITIES TRUST SPECIES HABITAT



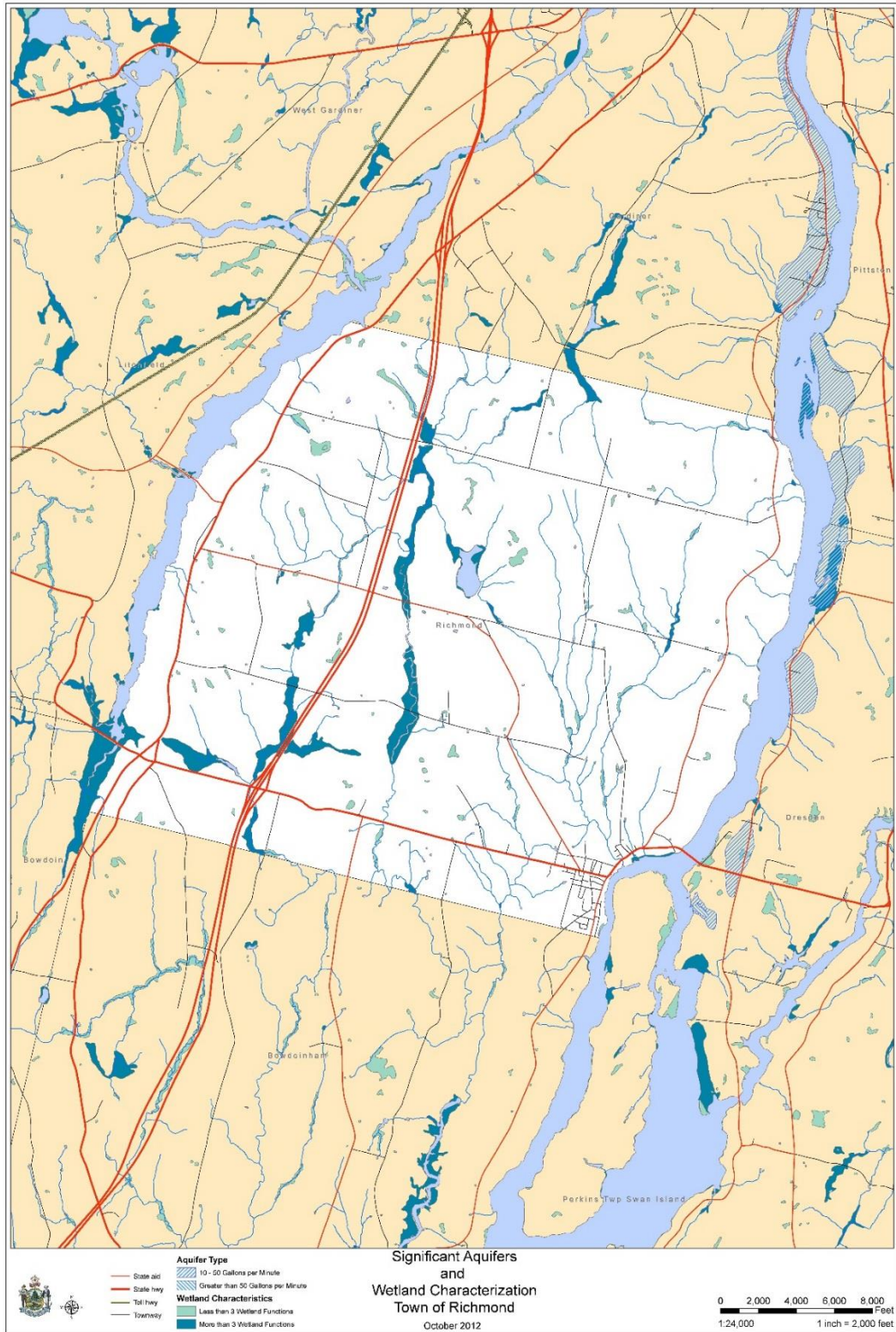
MAP 7: DEVELOPMENT CONSTRAINTS



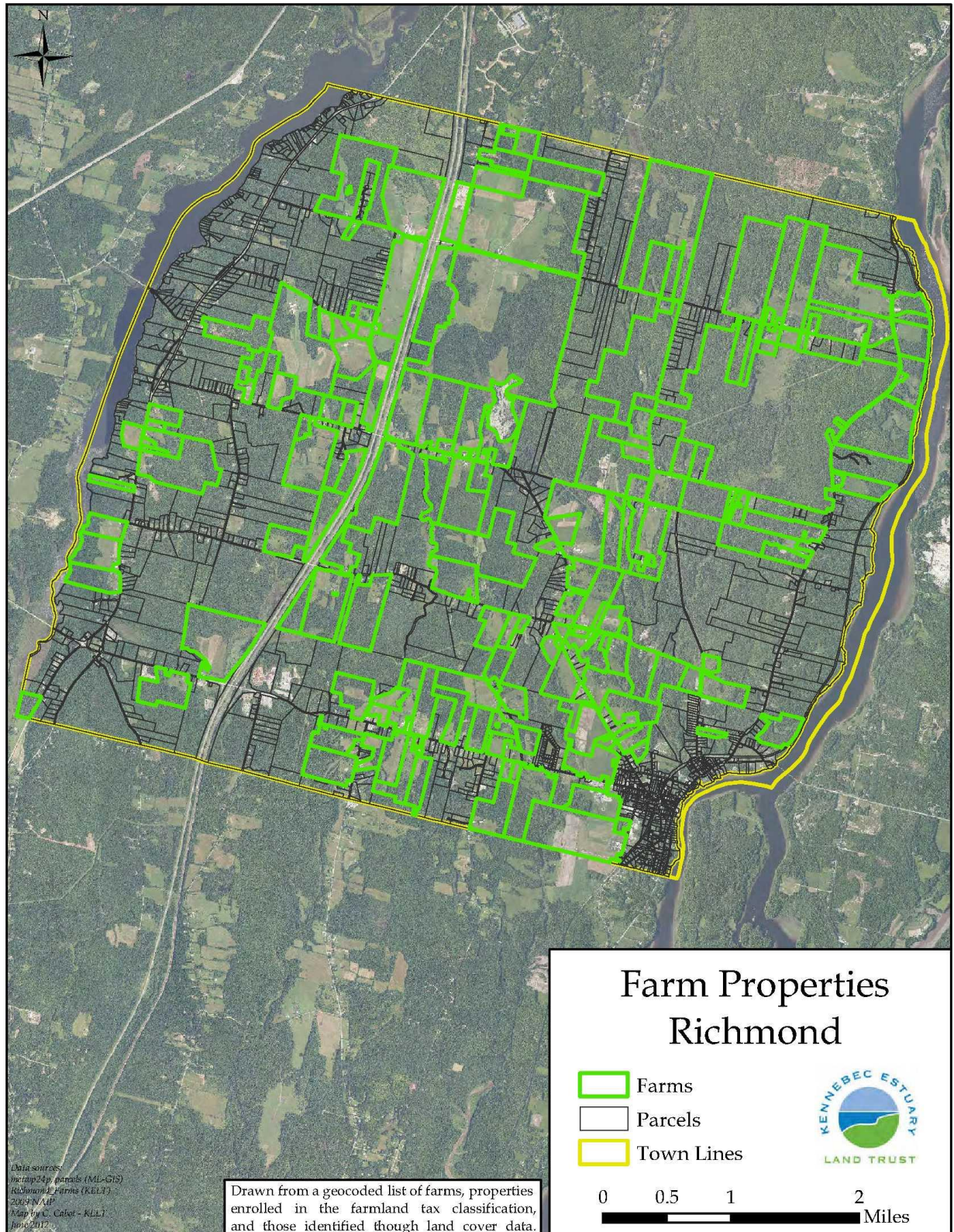
MAP 8: RICHMOND PUBLIC WATER



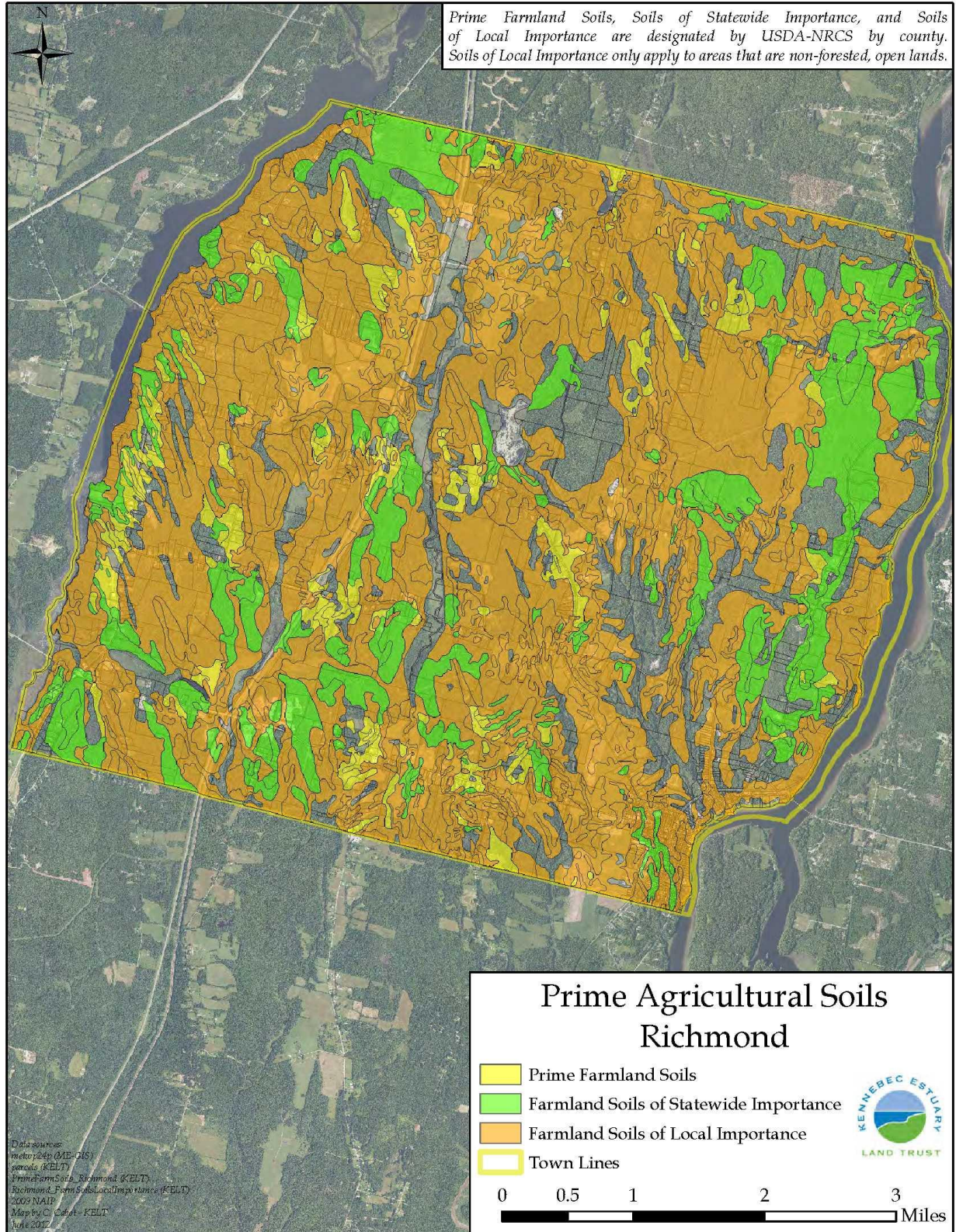
MAP 9: RICHMOND AQUIFERS



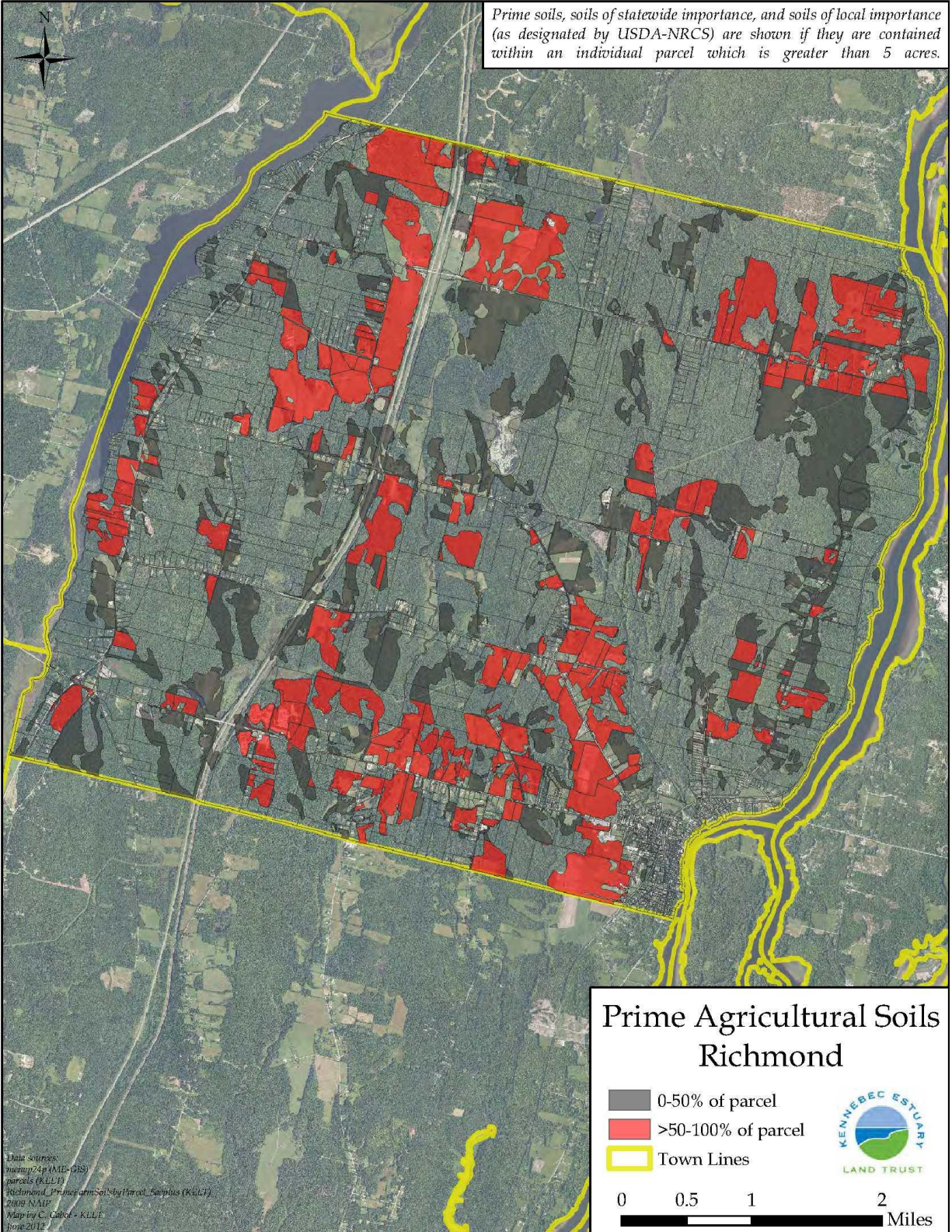
MAP 10: FARM PROPERTIES



MAP 11: PRIME AGRICULTURAL SOILS



MAP 12: PRIME AGRICULTURAL SOILS BY PARCEL



POPULATION AND DEMOGRAPHICS

Population

Between 1990-2010 Richmond's total population increased at a faster rate than Sagadahoc County and the state. Although all forecasts are subject to change, we are including in this document a projection by the Maine Economic and Demographics Program anticipating a decline of 77 persons (2.2%) between 2010 and 2032. Whether this projection proves reasonably accurate or even erroneous in forecasting a dip, we have no reason to believe that Richmond's population will change significantly up or down over the next several years. We do feel confident that, while absolute numbers of residents may not change significantly, the composition of residents will indeed change, continuing a trend already in place in the years leading up to 2010.

Table 1: Total Population

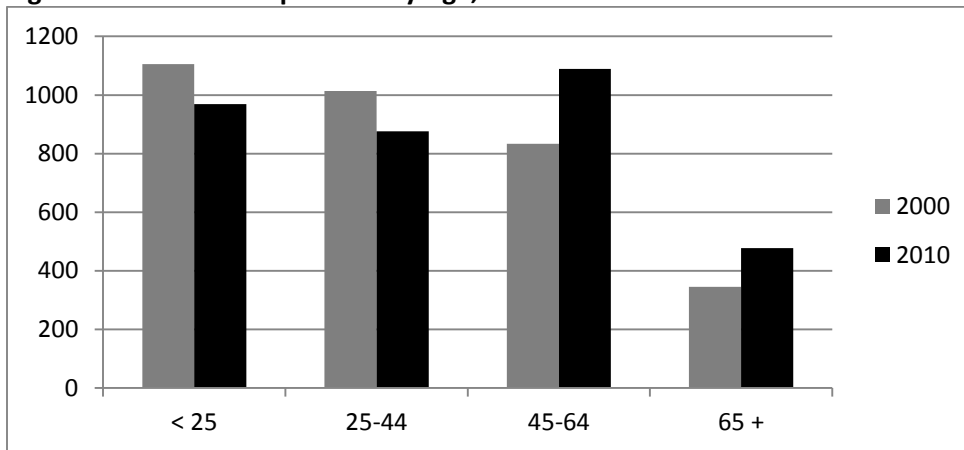
	1990	2000	2010	1990-2010, # Change	1990-2010, % Change	Projected 2032 ¹
Richmond	3,072	3,298	3,411	339	11.0%	3,334
Sagadahoc County	33,535	35,214	35,293	1,758	5.2%	34,066
Maine	1,227,928	1,274,923	1,328,361	100,433	8.2%	1,300,166

Source: Maine Economic and Demographics Program

The increase in overall population between 1990 and 2010 was not uniform across all age groups. As in many Maine towns, Richmond's population under age 25 and age 25-44 has decreased, while its population 45-64 and 65 and over has increased.

¹ Town population projections by Maine Economic & Demographics Program based on changes in Richmond's share of the county's population.

Figure 1: Richmond Population by Age, 2000-2010



Source: Maine Economic and Demographics Program

As of 2010, Richmond’s population profile was similar to that of Sagadahoc County and the rest of the state as a whole.

Table 2: 2010 Population by Age, Richmond compared to County, State

	Total Pop	Under 25	% Total Pop	25-44	% Total Pop	44-65	% Total Pop	65 and over	% Total Pop
Richmond	3,411	969	28%	876	26%	1,089	32%	477	14%
Sagadahoc County	35,293	9,713	28%	8,343	24%	11,449	32%	5,788	16%
Maine	1,328,361	390,605	29%	316,000	24%	410,676	31%	211,080	16%

Source: Maine Economic and Demographics Program

In common with the county and the state as a whole, Richmond’s median age has been rising, although it remains slightly below both county and state.

Table 3: Median Age, Richmond compared to County, State

	2000	2010
Richmond	37.2	42.1
Sagadahoc County	38	44.1
Maine	38.6	42.7

Source: US Census

In Richmond, as in the county and in Maine, average household size is decreasing. This is consistent with national trends as a result of fewer children per family, people living longer and more single-parent and non-traditional households.

Table 4: Average Household Size

	2000	2010
Richmond	2.54	2.39
Sagadahoc County	2.47	2.32
Maine	2.39	2.32

Source: Maine Economic and Demographics Program, US Census

Household Changes

The total number of households increased by 10% over the period 2000-2010. Although the number of family households rose 7% over the period, those with people over age 65 climbed 28%; non-family households rose 17%; and householders living alone rose 13%. The following table shows the differences in household characteristics between the 2000 and the 2010 census. It is important to monitor changes in household size and composition because it affects many other areas such as housing and municipal service demands. Some areas which should be monitored include; household size, the number of single person households, and households with persons over 65 years old. It will be important to continue to review how these household areas have changed when updated Census figures are available.

Table 5: Richmond Household Changes between 2000 and 2010

Category	2000 Census # of households	2010 Census # of households	Comments
Total households	1290	1420	Increase of 130 households (+10%)
Family households	900 (70% of total)	965 (68% of total)	Increase of 65 households (+7%)
Families with children under 18 years	464	382	81 fewer households
Husband & wife families	694	745	An increase of 51 households
Male only household/no female	N/A	60	This category was not tabulated in 2000
Female household/no male	143	168	Increase of 25 households
Non-family households	390 (30%)	458 (32%)	Increase of 68 households (+17%)
Householders living alone	312	354	This will impact housing demand (+13%)
Households with a person 65 years +	258	331	Expected to increase during this decade (+28%)
Average household size	2.54	2.39	This will impact housing demand

Source: U.S Census

Components of Population Change

Richmond's population increased by 113 persons between 2000 and 2010 and is projected to remain stable until 2032.

The components of population change may consist of the following factors:

- Persons moving into the community
- New births
- People moving out of the community
- Deaths

Between 2001 and 2010 the number of births was 401 and the number of deaths was 260, resulting in a net increase of 141 persons in the Town. However, the total population during the same period increased by only 113 persons, suggesting that more people moved out than moved in. Also, some families with newborns did leave the town because the total number of persons under 9 years of age between 2000 and 2010 decreased by 52 persons. Importantly, the population of children ranging in age from newborn to age 19 declined 146, or 15%. With the exception of the 20-24-year-old age group and those above age 44, every age group declined during the period.

Table 6: Age Group Comparison between the 2000 and 2010 Census

Category	Age	2000 Census	2010 Census	Difference
Total population		3298	3411	+113 persons
Under 5		208 (6.3% of total)	191 (5.6% of total)	-17 persons
5 to 9 years		250 (7.6%)	215 (6.3%)	-36 persons
10 to 14 years		278 (4%)	230 (7%)	-48 persons
15 to 19 years		229 (6.9%)	183 (5.4%)	-46 persons
20 to 24 years		139 (4.2%)	150 (4.4%)	+11 persons
25 to 34 years		429 (13%)	395 (11.6%)	-34 persons
35 to 44 years		585 (17.7%)	481 (14.1%)	-104 persons
45 to 54 years		513 (15.6%)	601 (17.6%)	+88 persons
55 to 59 years		171 (5.2%)	269 (7.9%)	+98 persons
60 to 64 years		150 (4.5%)	219 (6.4%)	+69 persons
65 to 74 years		210 (6.4%)	314 (9.2%)	+104 persons
75 to 84 years		94 (2.9%)	125 (3.7%)	+31 persons
85 years and older		41 (1.2%)	38 (0.7%)	-3 persons
Median Age		37.2 years	42.1 years	+4.9 years

Source: U.S Census

Education

High school graduation rates have improved since 2000, but Richmond still has lower levels of high school and college educational attainment than either the county or the state.

Table 7: Educational Attainment

	2000		2010	
	% High School Graduate or Higher	% Bachelor's Degree or Higher	% High School Graduate or Higher	% Bachelor's Degree or Higher
Richmond	86.3%	20.7%	87.8%	23.6%
Sagadahoc County	88.0%	25.0%	91.8%	29.6%
Maine	85.4%	22.9%	89.8%	26.5%

Source: Maine Economic and Demographics Program

Median household income (half of all wage earners earn more, and half less than these amounts) has increased substantially more in Richmond than in Sagadahoc County or the state over the last decade.

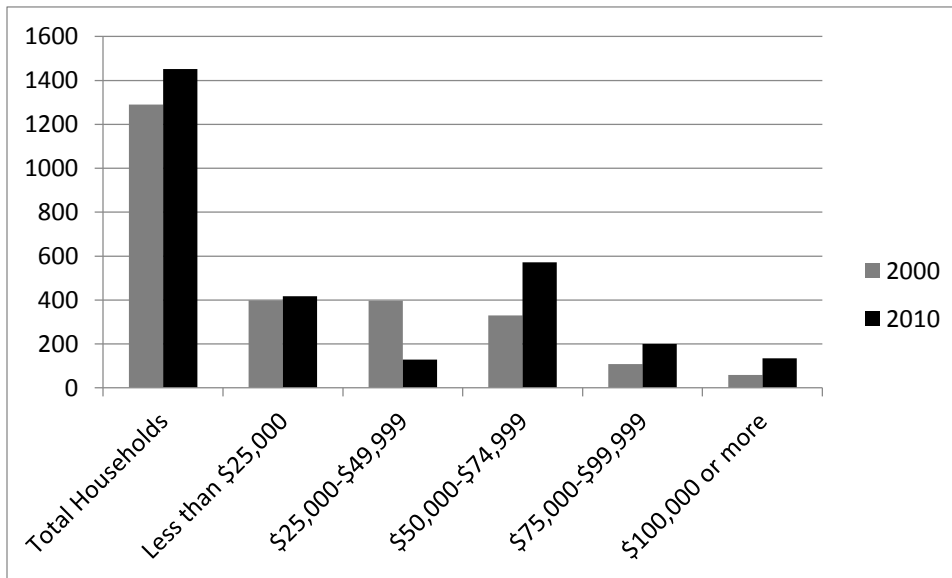
Table 8: Median Household Income

	2000	2010	2000-2010, \$ Change	2000-2010, % Change
Richmond	\$36,654	\$55,917	\$19,263	53%
Sagadahoc County	\$41,908	\$55,486	\$13,578	32%
Maine	\$37,240	\$46,933	\$9,693	26%

Source: Maine Economic and Demographics Program, US Census

In 2010, Richmond has more households earning more than \$50,000 than it did in 2000.

Figure 2: Richmond Households by Income, 2000-2010



Source: US Census

In 2010, 11.5% of households in Richmond live in poverty, a higher percentage than the county but lower than the state as a whole. Living in poverty can be defined as an inability to meet very basic survival needs (e.g. Food, shelter, clean water).

Table 9: Households in Poverty, 2010

	Total No. Households	Below Poverty	% Living Below Poverty
Richmond	1,452	167	11.5%
Sagadahoc County	14,721	1,457	9.9%
Maine	551,125	70,488	12.8%

Source: *Maine Economic and Demographics Program*

Seasonal Population

The seasonal population was determined by looking at the number of seasonal housing units and other residential uses commonly occupied in the summer months. According to the 2010 Census, the Town has 83 seasonal housing units which likely are located adjacent to Pleasant Pond and including the KOA Campground with 80 available sites. Based upon this information the seasonal population between May and October can range between 200 and 500 persons based upon occupancy. The seasonal population will likely peak over the July 4th and Labor Day weekends, and during the month of August.

Another seasonal population influx occurs from mostly in-state daily visitors at the Town-managed Peacock Beach on Pleasant Pond. The use of in-state recreational areas has become popular, especially since the downturn in the economy in 2008, as families look for local day-trip opportunities.

Economy

Between 2004 and 2012, Richmond’s taxable annual retail sales increased by 75%². The greatest increases in terms of dollars were in auto transportation (which includes auto dealers, auto parts, motorboat dealers, etc.) and restaurant (which includes all stores selling prepared food for immediate consumption).

Table 10: Richmond Annual Taxable Retail Sales (in thousands of \$)

	2004	2005	2006	2007	2008	2009	2010	2011	2012	# Change, 2004-2012	% Change, 2004-2012

² In Maine’s sales tax system, codings are by store type, not product. Thus, each store is coded into one of the store-type groups below depending on its predominant product; i.e., furniture sold by a furniture store will be included in General Merchandise sales while furniture sold by a hardware store will be included in Building Supply sales. http://www.maine.gov/spo/economics/retail/defs_retail.pdf

Total	8,163 .5	9,009. 6	8,954. 6	10,418 .6	10,867 .6	11,784 .9	12,395 .5	13,422 .8	14,347 .2	6,183.7	75.7%
Personal	7,804 .7	8,649. 3	8,528. 4	10,024 .6	10,301 .2	11,251 .8	11,852 .6	12,916 .4	13,851 .9	6,047.2	77.5%
Business	358.8	360.3	426.2	394	566.4	533.1	542.9	506.4	495.3	136.5	38.0%
<i>Building</i>	0	0	0	0	0	0	0	0	0	0	0.0%
<i>Food Store</i>	1,997 .5	1363	3,456. 5	789.1	846.2	0	0	4,292. 6	937.1	-1060.4	-53.1%
<i>General</i>	0	0	0	0	0	21.7	0	0	0	0	0.0%
<i>Other</i>	281.2	376.7	273.6	138.4	173.7	157.1	148.3	147.9	183.7	-97.5	-34.7%
<i>Auto Trans</i>	3,990 .9	4,385. 2	3,627. 5	4,750. 9	4,869. 9	5,394. 9	5,321. 7	5,793. 1	6,080. 4	2,089.5	52.4%
<i>Restaura nt</i>	557.1	694	709.4	1,131. 6	1,086. 6	1,337. 3	2,027. 4	2,157. 6	2,415. 2	1,858.1	333.5%
<i>Lodging</i>	0	71.2	75.7	115	77.2	76.7	83	43.7	109.9	109.9	0.0%

Source: Source: Maine Economic and Demographics Program

In 2011, construction was the most significant industry in Richmond in terms of both average employment and total wages.

Table 11: Average Employment and Wages by Industry

	2001 Avg Employment	2011 Avg Employment	2011 Total Wages	2011 Weekly Wages
Total, All Industries	493	691	22,094,849	\$615
Construction	49	155	6,308,428	\$784
Manufacturing	--	65	2,532,464	\$755
Retail Trade	70	69	1,491,924	\$418
Transportation and Warehousing		20	1,543,113	\$1,465
Finance and Insurance	16	14	414,072	\$586
Professional and Technical Services	17	37	1,741,975	\$909
Administrative and Waste Services	20	15	399,809	\$499
Health Care and Social Assistance	37	65	1,571,809	\$463
Accommodation and Food Services	--	45	518,596	\$223

Source: Maine Dept Labor, Center for Workforce Reserarch and Information

Although a rural community, nearly 70% of Richmond's employed population over age 16 is engaged in various professional, service, sales and office occupations. Only 3% is engaged in farming. About 13% is engaged in construction and related activity.

Table 12: Workers by Occupation

	2000	2010
Total	1,698	1,796
Management, professional, and related occupations	481	615
Service occupations	236	221
Sales and office occupations	412	394
Farming, fishing, and forestry occupations	19	49
Construction, extraction, and maintenance occupations	214	236
Production, transportation, and material moving occupations	336	264

Source: *Maine Economic and Demographics Program*

Richmond is a bedroom community. Just 7.4% of workers who live in Richmond are employed in Richmond; the rest commute to other towns.

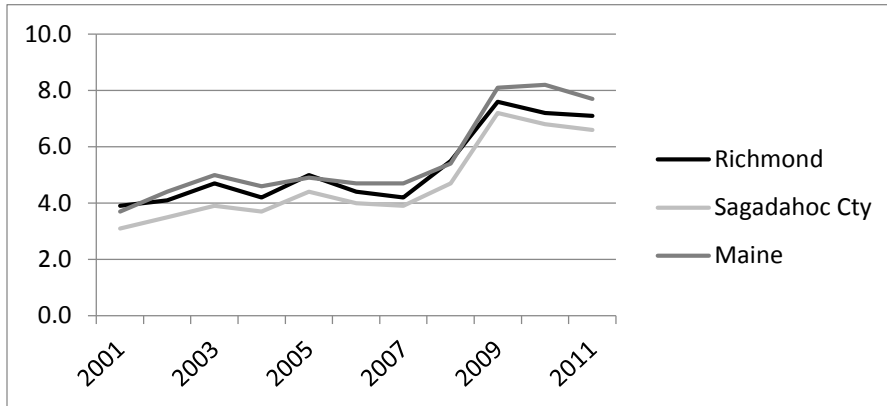
Table 13: Workers by Place of Work, 2010

	Count	Share
Total Primary Jobs	1,521	100.0%
Bath city (Sagadahoc, ME)	187	12.3%
Augusta city (Kennebec, ME)	185	12.2%
Brunswick town (Cumberland, ME)	136	8.9%
Portland city (Cumberland, ME)	114	7.5%
Richmond town (Sagadahoc, ME)	112	7.4%
Topsham town (Sagadahoc, ME)	78	5.1%
Lewiston city (Androscoggin, ME)	71	4.7%
South Portland city (Cumberland, ME)	53	3.5%
Gardiner city (Kennebec, ME)	51	3.4%
Chelsea town (Kennebec, ME)	35	2.3%
All Other Locations	499	32.8%

Source: "On the Map" (<http://onthemap.ces.census.gov/>)

Over the last decade, Richmond's unemployment rate has tended to be higher than Sagadahoc County but lower than the state.

Figure 3: Unemployment Rate



Source: Maine Dept Labor, Center for Workforce Research and Information

Housing

There are 1,629 housing units in Richmond in 2010, an increase of just over 10% since 2000. This increase is similar to that in Sagadahoc County and the state.

Table 14: Total Housing Units

	2000	2010	# Change, 2000-2010	% Change, 2000-2010
Richmond	1,475	1,629	154	10.4%
Sagadahoc County	16,489	18,288	1,799	10.9%
Maine	651,901	721,830	69,929	10.7%

Source: US Census

Half of Richmond’s housing stock was built before 1960, a higher percentage than the county.

Table 15: Richmond Housing by Age Compared to County

	Richmond			Sagadahoc County		
	# Units	% Units	Cumulative Percent	# Units	% Units	Cumulative Percent
Built 2000 or later	169	11.6%	100.0%	1,711	11.62%	100.0%
Built 1990 to 1999	273	18.8%	88.4%	2,077	14.11%	88.4%
Built 1980 to 1989	79	5.4%	69.6%	2,391	16.24%	74.3%
Built 1970 to 1979	198	13.6%	64.1%	2,069	14.05%	58.0%
Built 1960 to 1969	112	7.7%	50.5%	1,109	7.53%	44.0%
Built 1950 to 1959	30	2.1%	42.8%	784	5.33%	36.4%
Built 1940 to 1949	18	1.2%	40.7%	775	5.26%	31.1%
Built 1939 or earlier	573	39.5%	39.5%	3,805	25.85%	25.8%

Source: Maine Economic and Demographics Program

About one-quarter of the housing units in Richmond are rental housing, a slightly lower percentage than the state but similar to the county.

Table 16: Housing Tenure, 2010

	Occupied	Owner Occupied	% Owner	Renter occupied	% Renter
Richmond	1,420	1,058	74.5%	362	25.5%
Sagadahoc County	15,088	11,315	75.0%	3,773	25.0%
Maine	557,219	397,417	71.3%	159,802	28.7%

Source: US Census

At 8.6%, the rental vacancy rate is slightly higher than what is considered healthy (6-7%). This typically means lower rents but not as good maintenance. The owner vacancy rate (2.5%) is considered healthy. (Note: The rental vacancy rate is calculated by the State of Maine. It should be noted that the 209 units considered “vacant” by the US Census includes 83 “seasonal” or vacation housing.)

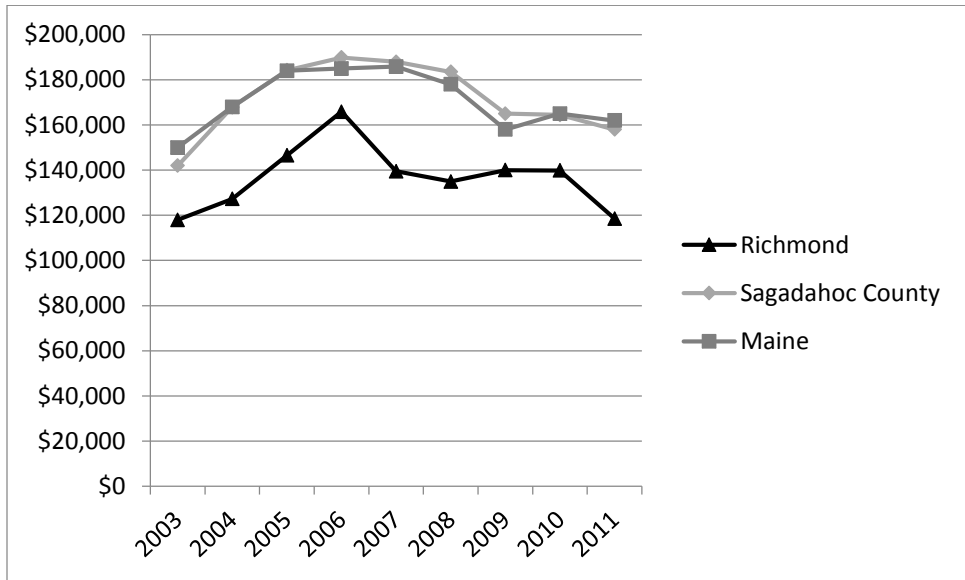
Table 17: Housing Vacancy, 2010

	Total Housing Units	Vacant For Rent	Rental Vacancy Rate	Vacant For Sale	Owner Vacancy Rate	Vacant Seasonal	% Seasonal
Richmond	1,629	34	8.6%	27	2.5%	83	5.1%
Sagadahoc County	18,288	478	11.2%	275	2.4%	1,829	10.0%
Maine	721,830	15,738	8.9%	9,711	2.4%	118,310	16.4%

Source: US Census

Median owner price in Richmond has been low compared to Sagadahoc County and the state, and has not yet recovered from the recent recession.

Figure 4: Median Home Price



Source: Maine Economic and Demographics Program

An affordability index compares the median home price in an area to the home price that is affordable to a household earning median income. An index of less than 1 means the area is generally unaffordable. Owner housing in Richmond is more affordable than in the county and the state.

Table 18: Owner Housing Affordability, 2011

	Affordability Index	Median Income	Affordable at Median Income	Income Needed for Median Price	Median Sale Price
Richmond	1.34	\$47,651	\$158,725	\$35,575	\$118,500
Sagadahoc County	1.13	\$51,788	\$177,889	\$45,997	\$158,000
Maine	0.97	\$45,695	\$156,432	\$47,321	\$162,000

Source: Maine Economic and Demographics Program

One-third of households in Richmond cannot afford the median home price, a lower percentage than in the county and the state.

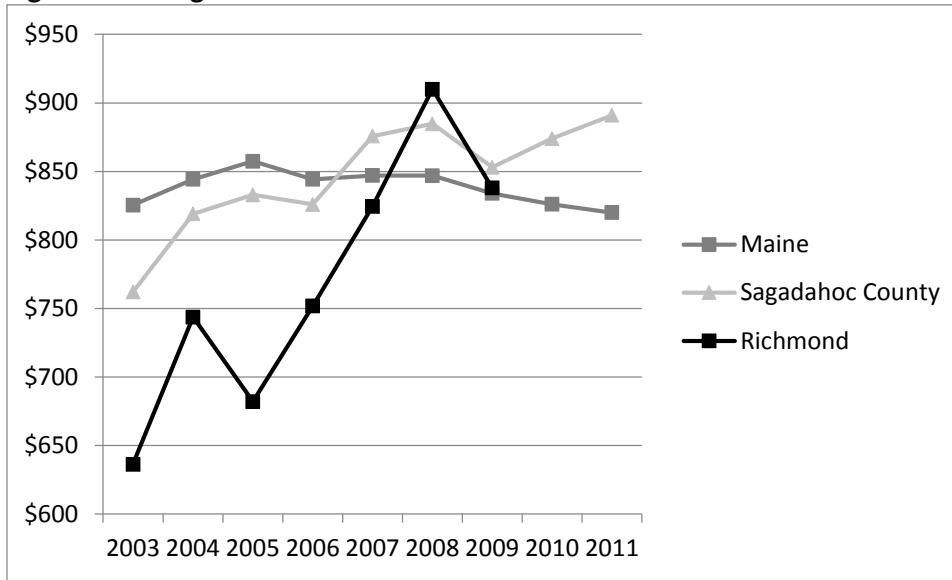
Table 19: Households Unable to Afford Median Home, 2011

	% of Households Unable to Afford Median Home Price	# of Households Unable to Afford Median Home Price
Richmond	34.8%	490
Sagadahoc County	43.8%	6,667
Maine	53%	297,322

Source: Maine Economic and Demographics Program

Average rents are available for Richmond through 2009. Average rent for a 2 bedroom in Richmond was relatively more affordable a decade ago but has moved closer to county and state averages.

Figure 5: Average 2 Bedroom Rent



Source: Maine Economic and Demographics Program, Maine Housing

In terms of renter affordability, Richmond in 2009 was less affordable to renters than Sagadahoc County as a whole but similar to the state.

Table 20: Renter Housing Affordability, 2009

	Rental Affordability Index	Renter Household Median Income	Rent Affordable at Median Income	Income Needed for Median Rent	Average 2-Bedroom Rent
Richmond	.90	\$29,999	\$750	\$33,500	\$838
Sagadahoc County	1.03	\$35,215	\$880	\$34,108	\$853
Maine	.89	\$29,834	\$746	\$33,364	\$834

Source: Maine Housing

More than half of Richmond renter households could not afford the average 2-bedroom rent in 2009, a higher percentage than the county but lower than the state.

Table 21: Households Unable to Afford Average 2-Bedroom Rent, 2009

	% of Renter Households Unable to Afford Average 2-Bedroom Rent	# of Renter Households Unable to Afford Average 2-Bedroom Rent
Richmond	53.7%	178
Sagadahoc County	48.4%	2,017
Maine	55.3%	85,411

Source: Maine Housing

There are 113 subsidized rental housing units in Richmond.

Table 22: Subsidized Housing

	Total Subsidized Units	Disabled Units	Family Units	Housing Choice Vouchers	Senior Units	Special Needs Unit
Richmond	113	0	24	31	58	0
Sagadahoc County	993	0	421	190	382	0
Maine	47,156	1,339	14,338	15,207	16,226	46

Source: Maine Economic and Demographics Program

Demographic Issues to Explore

- The population is continuing to age and the baby boomers to retire. However, unlike previous generations the persons over 65 are more active, and will likely remain in the workforce at some capacity to supplement their income or to remain active.
- The aging population will likely remain active in a variety of interests and can be a positive influence upon economic and community development.
- The decrease of the average household size and the increase in the number of single households will drive a demand for housing.
- Demands for retirement housing will continue to increase especially for affordable units.
- Demand for affordable assisted living and nursing care will increase.
- The decreasing number of children will affect educational enrollments.
- The declining birth rates will affect economic opportunities due to a lack of new workers.

State Goal: None

Local Goals:

- The town shall continue to monitor demographic changes as new census figures become available. The Town shall continue to make adjustments to the comprehensive plan policies based upon this information.
- The town will continue to adapt and revise its municipal services to respond to changes in the population, especially in regard to an older population. Areas of particular concern include emergency services, housing, recreational opportunities, and economic development.

ECONOMY

Vision: Richmond is a place that attracts and retains a diversity of businesses, growing our economy while maintaining our quality of life and small-town character.

Introduction

Midway between Brunswick/Topsham and Augusta and with direct access to Interstate 295, Richmond's greatest economic asset is its location. The town's quality of life, with its beautiful rural areas and revitalized downtown on the Kennebec waterfront, attract people to live and work here. With its downtown services and eating establishments, Richmond is also a small-scale service center for the smaller adjacent communities. Finally, the town does have a high concentration of jobs in a couple of industry sectors, such as construction, social service and transportation, that provide employment for residents of Richmond and nearby communities.

The Town of Richmond has several economic development resources available for businesses and economic development initiatives. There are two Tax Increment Financing (TIF) Districts. TIFs are an economic development tool whereby new property taxes generated by new business investment can be used to encourage further business investment and assist in job creation and job retention. In a designated TIF district, property values within the district are frozen. When improvements are made within the district and value increases, the difference between the frozen value and the new value is called the "captured value," and property taxes generated by that captured value are used to support the development project. In 1993, an amendment to the TIF statute allowed credit enhancement agreements (CEAs). CEAs permit the "captured" property tax dollars to be directed to the business doing the development.

A TIF district is a specific geographic area identified for commercial growth and expansion, or an area identified as blighted and in need of rehabilitation. A Development Plan is created that outlines the project objectives and public purpose. A Financial Plan details the financing mechanism for the improvements, the duration of the program, and how the revenues from the captured valuation are to be used.

When a town realizes an increase in valuation created by a new investment it also experiences a reduction in its share of state revenues and an increase in county taxes. Through its TIF districts, Richmond shelters the new valuation from the calculations of state revenue sharing, education subsidies and county tax assessments. Sheltering this new property value within a TIF district avoids the reduction in state revenue sharing and education subsidy and increases in county taxes due to the investment.

Richmond's Downtown TIF was created in 2005 and remains in effect until 2030. Many downtown revitalization goals have been achieved since the TIF was created. Some of the goals of this TIF are:

- Promote long-term sustainable employment opportunities for area residents;
- Capitalize on the town's proximity to major highway routes as well as the Kennebec River;
- Create a more pedestrian friendly and accessible downtown;
- Establish a gateway to the town;
- Redevelop, restore and enhance buildings with historic significance within the village;
- Revitalize Fort Richmond Park;
- Upgrade town infrastructure including sidewalk improvements, rerouting overhead utilities, creation of additional parking, and establishing more green space in the community; and
- Redevelop older properties in the downtown area.

The Pipeline/Compressor Station TIF was adopted in 2000 and is in effect until 2020. The Development Program for this TIF includes:

- Creation of an economic development revolving loan fund which will support job creation and retention activities and support investment in taxable property in town;
- Staffing a municipal economic development department which will work directly with the Town Manager, Selectmen and Economic and Community Development Committee (this pays for a full-time Director of Community & Business Development Director and a part-time Administrative Assistant);
- Administrative costs of this Development Program and organizational costs of the District;
- The development and implementation of plans designed to support and enhance economic development efforts;
- Support development of municipal and privately owned commercial and industrial facilities in town to attract new business; and
- Improve/increase public infrastructure and amenities in town.

The Town of Richmond also offers community revolving loan funds that are available to provide low interest loans to eligible businesses throughout Richmond. TIF Loans are available for Richmond businesses to:

- Make building improvements or repairs;
- Purchase or upgrade business equipment;
- Conduct business marketing; and
- Provide cash flow.

In addition, staff markets the town and its businesses through our online business directory, a printed business directory, and regional and state publications.

The Town contracted with the MCEDD to complete an Economic Development Strategy document in 2014 (See Appendix). Much of the content of this chapter is derived from that document.

Statistical Profile

A 2014 Economic Development Strategy document done for the Town by MCEDD analyzed a variety of current and historical economic data, including an analysis of the current business base (establishments, employment and wages by sector, and commuting patterns, as well as analysis of Richmond's resident labor force. The Economic Development Strategy is appended to this document.

The Summary of Findings is listed below:

- At year end in 2013, there were approximately 80 businesses with 660+ employees located in Richmond.
- More than 25% of those jobs were in the Construction industry. Another 30% were in the Educational Services (11.4%), Retail Trade (10.7%) and Health Care and Social Assistance (10.5%) industries. Another 20% were in Accommodation and Food Services (8.1%), Manufacturing (6.9%) and Professional and Technical Services (5.9%).
- The average weekly wage for Richmond businesses was \$653 at year end in 2013. The industries with the highest weekly wages were Transportation and Warehousing (nearly double the average weekly wage), Professional and Technical Services (40% higher), Manufacturing (about 30% higher) and Construction (about 30% higher).
- Two of the leading employment sectors had below average wages. Retail Trade was more than 30% lower than the average weekly wage and Health Care and Social Assistance was about 25% lower than the average.
- The average weekly wage in Richmond, however, was approximately 82% of the average wage of the Brunswick Metropolitan labor market area, and 86% of the state average weekly wage.
- Richmond lost about 4% of total employment between 2008 and 2013, but the Accommodation and Food Services, Professional and Technical Services, Administrative and Waste Services and Health Care and Social Assistance industry sectors all added jobs.
- Only about 16% of the jobs in Richmond are held by Richmond residents. 8 of 10 jobs are filled by people who live elsewhere, many from surrounding towns. This indicates Richmond is an employment/service center of sorts for its surrounding communities.

- The strength of Richmond’s Construction, Transportation and Warehousing, and Professional and Technical Services industry sectors may signal developing economic clusters in town, and could attract future economic activity within these sectors.
- The Retail Trade, Accommodation and Food Services and Health Care and Social Assistance industry sectors could be targeted for future growth given the higher concentration of sector employment in the larger labor market area.
- Past Census estimates indicate there are approximately 1,750 employed persons living in Richmond, about half of the town’s population per the 2010 Census.

Key Findings from our Economic Development Strategy process:

Richmond is a net exporter of employees to the larger labor markets that surround it, including the Brunswick Micropolitan, Augusta Micropolitan, and Lewiston/Auburn Metropolitan labor market areas. Of the approximately 1,750 employed persons living in Richmond, only about 6% of them work in town. More than 8 of 10 resident employees travel at least 10 miles to work; 35% of them travel at least 25 miles for employment. In this respect, Richmond certainly qualifies as a ‘bedroom community’ to the larger economic centers. Many residents work in the Health Care and Social Assistance, Retail Trade, Manufacturing, and Accommodation and Food Services sectors.

At the same time, Richmond is a smaller-scale service and employment center for nearby communities. The revitalized downtown and waterfront area have become an attraction for not only residents but visitors from neighboring communities and beyond. The planned Family Dollar development confirms that Richmond is seen as the center of a smaller-scale retail marketplace for a broader area. The same is true from an employment perspective; 84% of the jobs are held by non-residents. Most of them (70%) commute from fewer than 24 miles to work. The preponderance of jobs in Richmond is in the Construction, Educational Services, Retail Trade and Health Care and Social Assistance sectors.

Taken together, these findings support the notion that **Richmond’s greatest economic attribute is its location**. Residents have a myriad of employment opportunities in close proximity to home. The business community - in particular local manufacturers - has a significant labor pool from which to attract employees. Both are supported by direct access to Interstate 95. Further, Richmond has high concentration of jobs in industry sectors like construction and transportation and warehousing (when compared against the state and the local labor market area), further confirming the importance of access to the highway and proximity to major economic centers.

Quality of place walks hand in hand with the town’s central location as Richmond’s strongest economic attributes. The town’s rural character and walkable town center attract new families to move to town.

The revitalized downtown attracts consumers and new business investment. The Waterfront Park and its adjacent boat landing on the Kennebec River, Swan Island with its recreational and wildlife attractions, Pleasant Pond and the KOA campground, and Richmond's historical resources all combine to attract repeat visitors that further support local businesses.

Richmond is realizing its community vision. Previous planning documents, including the 1991 Comprehensive Plan and the Downtown Revitalization Plan updated in 2011, both called for the town to retain and enhance its rural small town character while developing an economic center along Main St. and downtown that would serve the needs of a greater Richmond region. By backing this up with public infrastructure improvements in the area, and dedicating grant funds and other financial resources to the task, Richmond is now realizing its vision.

The town's business community supports this direction. Of all the economic development activities undertaken by the Town, the business community most frequently cites downtown revitalization efforts as having the most positive impact. Further, the business community strongly supports the use of public funds to improve infrastructure and provide incentives to support economic growth.

The majority of the business community rates the local business environment as good to excellent. Among survey respondents, the town's location and highway access are seen as its greatest strengths. Some 40% of respondents indicated they intended to expand their business in the future. Property taxes and parking are seen as the greatest barriers to growth; survey respondents urged the Town to implement its 2006 Downtown Parking Master Plan to address shortages in the downtown.

The town's business community values the support of the town's municipal government. A vast majority of survey respondents said they had positive interactions with the town's municipal government, in particular the Department of Community and Business Development; many felt the Town had helped their business. Again, the downtown revitalization efforts were cited as an example of how the Town had helped local businesses.

The town's business community sees opportunities for growth. When asked what kinds of businesses they would like to see grow in Richmond, the town's business community said Accommodation and Food Services (70% of survey respondents), Retail Trade (50%), Arts, Entertainment and Recreation (45%), all uses that would fit quite nicely in a revitalized downtown. Elsewhere, business survey respondents cited Manufacturing (35%) for future growth. Location quotients for Richmond suggest the town could accommodate growth in each of the sectors.

Regional Economic Development Issues

As outlined above, Richmond is a smaller-scale service and employment center for nearby communities. Many residents from surrounding towns in the region visit Richmond to eat and shop downtown, recreate, and work. At the same time, Richmond is a net exporter of employees to the larger labor markets that surround it, including the Brunswick Micropolitan, Augusta Micropolitan, and Lewiston/Auburn Metropolitan labor market areas. Given the importance of Richmond in the smaller region, and vice versa, the Town should seek out opportunities to partner with nearby towns on economic development initiatives, as well as work with regional organizations such as the Southern Midcoast Chamber of Commerce and the MCEDD to increase opportunities and resources.

State Goal – Economic Development:

“Promote an economic climate that increases job opportunities and overall economic well-being.”

Local Goals:

1. To continue to revitalize the downtown.
2. Support redevelopment of key anchor buildings in the downtown.
3. Continue to support existing industrial and manufacturing facilities and identify prospective sites for future development.
4. Support existing agricultural businesses and farms and explore new agricultural opportunities.
5. To encourage small businesses and entrepreneurship.
6. Continue to enhance Richmond’s quality of place attributes to attract new business investment and visitors.

Recommended Implementation Strategies

Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: To continue to revitalize the downtown.			
1. Continue to market the downtown as a destination regionally and locally.	Director of C&BD	Ongoing	Maine State Office of Tourism; Chamber; other publications
2. Build and maintain an in-depth inventory of available sites.	Director of C&BD	Ongoing	Town, working with property owners
3. Continue to update the Richmond Village Downtown Revitalization Plan.	Director of CB&D	Ongoing	TIF funds, CDBG and other state funds

4. Implement the 2006 downtown parking plan as needs arise, and continue to look for opportunities as we address future growth.	Director of CB&D	Ongoing	Downtown TIF
5. Continue to fill vacant buildings with small, entrepreneurial businesses.	Director of CB&D	Ongoing	TIF funds, revolving loan funds, CDBG
Goal 2: Support redevelopment of key anchor buildings.			
1. Continue to use Downtown TIF funds, including façade funds, to support the renovation of key downtown buildings.	Director of C&BD	Ongoing	TIF funds; State and Federal grants
Goal 3: Continue to support existing industrial and manufacturing facilities and identify prospective sites for future development.			
1. Keep abreast of current regional, state and national funding and other resources to assist in the recruitment of new businesses.	Director of C&BD	As needed	Regional and state agencies
2. Continue to work with the Richmond Utilities District (RUD) to ensure that it supports desired commercial and industrial development.	Director of C&BD, with RUD Director	Ongoing	CDBG, USDA
3. Create and maintain an inventory of developable commercial and industrial properties.	Director of C&BD	2016	Realtors, Property owners
Goal 4: Support existing agricultural businesses and farms and explore new agricultural opportunities.			
1. Continue to support a local farmers' market, if there is interest among local farmers, through marketing and collaboration with local businesses.	Director of C&BD	Ongoing	Town resources
2. Offer support to local farmers through outreach, marketing, and technical assistance.	Director of CB&D	Ongoing	Town resources; grants
3. Collaborate with nearby farming communities.	Director of CB&D	Ongoing	Town resources; Kennebec Estuary Land Trust (KELT)
Goal 5: To encourage small businesses and entrepreneurship.			
1. Investigate working with downtown property owners to provide a reduced start-up rent and other incentive packages to attract high-quality businesses to downtown.	Director of Community & Business Development	2016	Review work of Gardiner and other towns; Discuss with local banks
2. Support the needs of home businesses.	Director of CB&D	Ongoing	Workshops and training sessions; marketing
3. Continue to promote and market the town's revolving loan fund.	Director of CB&D	Ongoing	Revolving Loan Committee

4. Expand and improve broadband access for local businesses.	Direction of CB&D with Town Manager, BOS	Ongoing	MCEDD
Goal 6: Continue to enhance Richmond’s quality of place attributes to attract new business investment and visitors.			
1. Support and promote ecotourism, heritage tourism and the arts.	Director of CB&D	Ongoing	IF&W; Richmond Historian; local artists
2. Continue to implement waterfront and downtown initiatives as outlined in the Downtown and Waterfront Plans.	Director of CB&D	Ongoing	TIF funds, state and federal grant funds
3. Continue to support and help market Swan Island to visitors and residents.	Director of CB&D	Ongoing	IF&W; Town resources

HOUSING

Vision: There is a diversity of housing opportunities for all ages and income levels, and Richmond continues to maintain a balance between providing for residential development and maintaining our rural character.

Introduction

Housing is an essential part of the Richmond community and the availability, style and cost of housing help to define local character and the local population. This chapter identifies and analyzes housing trends, including tenure, type, age, and affordability, and forecasts housing needs for the planning period.

Statistical Profile

Richmond, like surrounding communities, is primarily a home-ownership town. Two out of three units are in the owner stock. There are 1,629 housing units in Richmond in 2010, an increase of just over 10% since 2000. This increase is similar to Sagadahoc County and the state.

Table 1: Total Housing Units, 2010

	2000	2010	# Change, 2000-2010	% Change, 2000-2010
Richmond	1,475	1,629	154	10.4%
Sagadahoc County	16,489	18,288	1,799	10.9%
Maine	651,901	721,830	69,929	10.7%

Source: US Census

Half of Richmond’s housing stock was built before 1960, a higher percentage than the county.

Table 2: Richmond Housing by Age Compared to County

	Richmond			Sagadahoc County		
	# Units	% Units	Cumulative Percent	# Units	% Units	Cumulative Percent
Built 2000 or later	169	11.6%	100.0%	1,711	11.62%	100.0%
Built 1990 to 1999	273	18.8%	88.4%	2,077	14.11%	88.4%
Built 1980 to 1989	79	5.4%	69.6%	2,391	16.24%	74.3%
Built 1970 to 1979	198	13.6%	64.1%	2,069	14.05%	58.0%
Built 1960 to 1969	112	7.7%	50.5%	1,109	7.53%	44.0%
Built 1950 to 1959	30	2.1%	42.8%	784	5.33%	36.4%
Built 1940 to 1949	18	1.2%	40.7%	775	5.26%	31.1%
Built 1939 or earlier	573	39.5%	39.5%	3,805	25.85%	25.8%

Source: Maine Economic and Demographics Program

About one-quarter of the housing units in Richmond are renter housing, a slightly lower percentage than the state but similar to the county.

Table 3: Housing Tenure, 2010

	Occupied	Owner Occupied	% Owner	Renter occupied	% Renter
Richmond	1,420	1,058	74.5%	362	25.5%
Sagadahoc County	15,088	11,315	75.0%	3,773	25.0%
Maine	557,219	397,417	71.3%	159,802	28.7%

Source: US Census

At 8.6%, the rental vacancy rate is slightly higher than what is considered healthy (6-7%). This typically means lower rents but not as good maintenance. The owner vacancy rate (2.5%) is considered healthy.

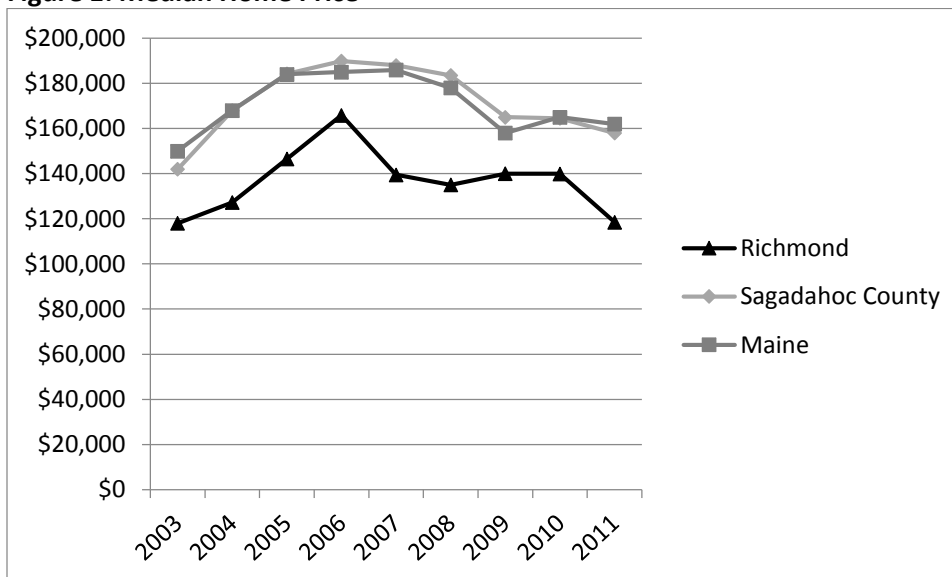
Table 4: Housing Vacancy, 2010

	Total Housing Units	Vacant For Rent	Rental Vacancy Rate	Vacant For Sale	Owner Vacancy Rate	Vacant Seasonal	% Seasonal
Richmond	1,629	34	8.6%	27	2.5%	83	5.1%
Sagadahoc County	18,288	478	11.2%	275	2.4%	1,829	10.0%
Maine	721,830	15,738	8.9%	9,711	2.4%	118,310	16.4%

Source: US Census

Median owner price in Richmond has been low compared to Sagadahoc County and the state, and has not yet recovered from the recent recession.

Figure 1: Median Home Price



Source: Maine Economic and Demographics Program

An affordability index compares the median home price in an area to the home price that is affordable to a household earning median income. An index of less than 1 means the area is generally unaffordable. Owner housing in Richmond is more affordable than in the county and the state.

Table 5: Owner Housing Affordability, 2011

	Affordability Index	Median Income	Affordable at Median Income	Income Needed for Median Price	Median Sale Price
Richmond	1.34	\$47,651	\$158,725	\$35,575	\$118,500
Sagadahoc County	1.13	\$51,788	\$177,889	\$45,997	\$158,000
Maine	0.97	\$45,695	\$156,432	\$47,321	\$162,000

Source: Maine Economic and Demographics Program

One-third of households in Richmond cannot afford the median home price, a lower percentage than in the county and the state.

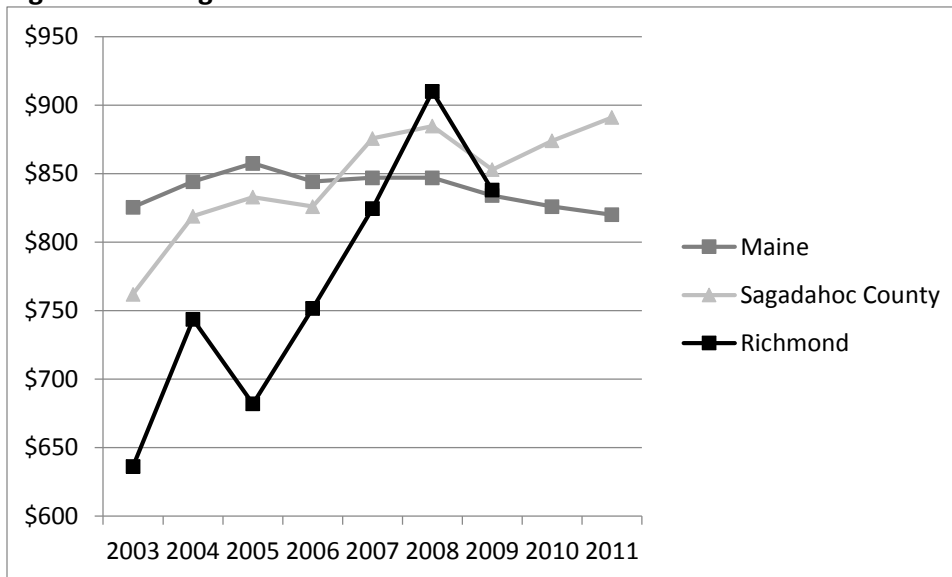
Table 6: Households Unable to Afford Median Home, 2011

	% of Households Unable to Afford Median Home Price	# of Households Unable to Afford Median Home Price
Richmond	34.8%	490
Sagadahoc County	43.8%	6,667
Maine	53%	297,322

Source: Maine Economic and Demographics Program

Average rents are available for Richmond through 2009. Average rent for a 2 bedroom in Richmond was relatively more affordable a decade ago but has moved closer to county and state averages.

Figure 2: Average 2 Bedroom Rent



Source: Maine Economic and Demographics Program, Maine Housing

In terms of renter affordability, Richmond in 2009 was less affordable to renters than Sagadahoc County as a whole but similar to the state.

Table 7: Renter Housing Affordability, 2009

	Rental Affordability Index	Renter Household Median Income	Rent Affordable at Median Income	Income Needed for Median Rent	Average 2-Bedroom Rent
Richmond	.90	\$29,999	\$750	\$33,500	\$838
Sagadahoc County	1.03	\$35,215	\$880	\$34,108	\$853
Maine	.89	\$29,834	\$746	\$33,364	\$834

Source: Maine Housing

More than half of Richmond renter households could not afford the average 2-bedroom rent in 2009, a higher percentage than the county but lower than the state.

Table 8: Households Unable to Afford Average 2-Bedroom Rent, 2009

	% of Renter Households Unable to Afford Average 2-Bedroom Rent	# of Renter Households Unable to Afford Average 2-Bedroom Rent
Richmond	53.7%	178
Sagadahoc County	48.4%	2,017
Maine	55.3%	85,411

Source: Maine Housing

There are 113 subsidized rental housing units in Richmond.

Table 9: Subsidized Housing

	Total Subsidized Units	Disabled Units	Family Units	Housing Choice Vouchers	Senior Units	Special Needs Unit
Richmond	113	0	24	31	58	0
Sagadahoc County	993	0	421	190	382	0
Maine	47,156	1,339	14,338	15,207	16,226	46

Source: Maine Economic and Demographics Program

Mobility in Richmond's Housing Market

One in eleven residents moved into town in the past year, a proportion only slightly below its neighbors. However, Richmond, like the rest of Sagadahoc and Gardiner, captured a much smaller proportion of distance movers than did Brunswick. Almost three in four Brunswick movers were from outside of its immediate county.

Table 10: Mobility in Richmond’s Housing Market

	Richmond	Rest of Sagadahoc	Brunswick	Gardiner
Moved into town in last year	11%	12%	13%	13%
-percent of owners	5%	6%	6%	4%
-percent of renters	34%	34%	30%	36%
% movers from out of county	58%	56%	72%	32%
-percent of owners	32%	78%	61%	35%
-percent of renters	69%	41%	78%	32%

Household Changes

The following table shows the differences in household characteristics between the 2000 and 2010 census. It is important to monitor changes in household size and composition because it affects many other areas such as housing and municipal service demands. Some areas which should be monitored include; household size, the number of single person households, and households with persons over 65 years old. It will be important to review how these household areas have changed when the 2020 census figures are available.

Table 11: Household Changes between 2000 and 2010

Category	2000 Census # of households	2010 Census # of households	Comments
Total households	1290	1420	Increase of 130 households
Family households	900 (70%)	965 (68%)	Increase of 65 households
Families with children under 18 years	464	382	81 fewer households
Husband & wife families	694	745	An increase of 51 households
Male only household/no female	-	60	This category was not tabulated in 2000
Female household/no male	143	168	Increase of 25 households
Non-family households	390 (30%)	458 (32%)	Increase of 68 households
Householders living alone	312	354	This will impact housing demand
Households with a person 65 years +	258	331	Expected to increase during this decade
Average household size	2.54	2.39	This will impact housing demand

Source: U.S Census

While two or more-person family households are still the majority in the area, the fastest growing owner and renter categories of households are single person. As young people leave their families’ homes during the economic recovery, this group will only increase.

Table 12: Growth in One Person Households, Richmond and neighboring towns

	2009	2013	Change	%
1 person	1,718	2,168	450	26%
Own	1,133	1,436	303	27%
rent	585	732	147	25%
2+ person	6,387	6,273	-114	-2%
own	5,367	5,147	-220	-4%
rent	1,020	1,126	106	10%

Affordable Housing

The single largest living expense for many families is the cost of owning or renting a home. According to the 2010 Census, 74.5 percent of the homes in Richmond are owner-occupied. Only 362 (25.5 %) are rentals. Median owner price in Richmond has been low compared to Sagadahoc County and the state, and has not yet recovered from the recent recession. Owner housing in Richmond is more affordable than in the county and the state. One-third of households in Richmond cannot afford the median home price, a lower percentage than in the county and the state. However, in terms of renter affordability, Richmond in 2009 was less affordable to renters than Sagadahoc County as a whole but similar to the state.

Table 13: Affordable Housing Units

Property Name and Address	Housing Type				Units Accessible	Types of Assistance		Contact Information
	55 and older	62 and older	With Disabilities	Family/ All		Income Based Rent ¹	Rent Restricted Unit	
Millbrook Village 381 Front St.				•	1-1 br	•		C.B. Mattson (207) 582-1888 cbmattson.com
Richmond Elderly 381 Front St.		•	•			•		C.B. Mattson (207) 582-1888 cbmattson.com
Richmond Senior Citizens Park 24 Kimball St.		•	•		1-1br 3-2br	•		Stanford Management, LLC (207) 772-3399 stanfordmanagement.com
Richmond Terrace 31 Kimball				•	1-1br 2-2br		•	C&C Realty Management (207) 621-7705 ccrealtymanagement.com

Source: Maine State Housing Authority (¹ Income Based Rent means tenants generally pay about 1/3 of their household income on rent. Rent Restricted means rents are typically based on a specified percentage of the median income for the area. Income limits are restricted.)

Other Housing Programs	Type of Assistance ¹		Contact Information
	Portable Voucher	Income Based Rent	
<p>Section 8 Housing Choice Voucher Program - Provides rental assistance in an apartment of your choice. Income limits apply and rent is based on 30-40 of household income. MaineHousing serves those areas of Sagadahoc County not served by Bath Housing Authority (including Richmond).</p>	•		<p>MaineHousing 353 Water Street Augusta, ME 04330-4633 (207) 624-5789 or 1-866-357-4853 (Voice) 1-800-452-4603 (TTY) www.mainehousing.org</p>
<p>Bridging Rental Assistance Program (BRAP) – Provides two years of rental assistance to assist people with mental illness until a participant receives a Section 8 Voucher. BRAP participants pay 51% of their income towards their rent.</p> <p>Shelter Plus Care (S+C) Program – Provides a permanent housing voucher to assist homeless persons with severe and long-term disability on a long-term basis. Participants pay 30% of their income for rent.</p>	•		<p>Sweetser Mental Health Services 329 Bath Road, Suite 1 Brunswick, ME 04011 (207) 373-3049</p>
<p>Moderate Rehabilitation Program – Rental units that were rehabilitated under this program are privately owned, and eligible tenants generally pay 30% of their income for rent.</p>		•	<p>MaineHousing 353 Water Street Augusta, ME 04330-4633 (See above for contact information.)</p>

Source: Maine State Housing Authority

Town Programs

The Town has a CDBG revolving loan program for Richmond residents. Home improvement loans are available for energy conservation improvements, installing septic or water systems, replacing heating systems, repairing roofs, and other home repairs. The Town should continue to offer this program to help residents stay in and improve their homes.

Regional Housing Issues

The Town should seek out opportunities to partner with nearby towns on housing initiatives, as well as work with regional organizations such as the MCEDD to increase opportunities and resources.

Housing Issues to Explore

- The decrease of the average household size and the increase in the number of single households will drive a demand for housing.
- Demands for retirement housing will continue to increase especially for affordable units.
- Demand for affordable assisted living and nursing care will increase.

State Goal/Minimum Policy – Housing:

“To encourage and promote affordable, decent housing opportunities for all Maine citizens.”

Local Goals:

1. Encourage the development of quality affordable housing, including rental housing.
2. Work to meet the projected demand of diverse housing opportunities for the senior population.

Recommended Implementation Strategies

Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: Encourage the development of quality affordable housing, including rental housing.			
1. Review the Land Use Ordinance to determine if there are opportunities to better encourage affordable housing in the designated Growth Area (e.g. increase density, provide incentives such as density bonuses, etc.).	Comprehensive Plan Implementation Committee	One year after formation of Committee	Maine Municipal Association
2. Continue to seek out Community Development Block Grants (CDBG) to increase the availability of quality housing for people of all income levels.	Community & Business Development Director	Ongoing, as needed	DECD, MaineHousing
3. Continue the Town’s CDBG loan program to assist people in renovating and increasing the energy efficiency of their homes.	C&BD, with Loan Board	Ongoing	N/A
4. Work with MaineHousing and other regional and state organizations to identify strategies to promote the creation of affordable, safe housing.	BOS	Ongoing	MaineHousing
Goal 2: Work to meet the projected demand of diverse housing opportunities for the senior population.			
1. Create an Affordable Housing Committee to explore opportunities for ensuring a wide diversity of housing options, especially for seniors.	BOS, with Town Manager, C&BD Director, Senior Center Director	3 Years	Aging in Place program; MaineHousing
2. Look into home modification programs for aging in place as well as a range of age-friendly housing options for the community.	BOS, with Town Manager, C&BD Director, Senior Center Director	3 Years	Aging in Place, MaineHousing

RECREATION

Vision: Richmond’s various and diverse recreational, arts and cultural opportunities are maintained and expanded, benefiting the town’s residents, as well as positioning Richmond as a destination for these activities.

Introduction

With its rural character, walkable downtown, Kennebec River, Pleasant Pond, Swan Island and Merrymeeting Bay, the Town has many outstanding recreational opportunities, such as hunting, fishing, walking, boating, and to a lesser extent, bicycling. This section of the Comprehensive Plan identifies the existing recreational and cultural facilities and programs in the Town of Richmond and projects future recreational and cultural opportunities and needs based on projected growth. This section also outlines policy recommendations.

Water Access

Fort Richmond Waterfront Park

Boaters can gain access to Merrymeeting Bay opposite the northern tip of Swan Island. Other visitors can swim, walk the path, or enjoy a picnic in the park. The Town of Richmond holds Richmond Days and other events in the gazebo and park, and there is a restroom facility. Visitors are asked to carry in and carry out. There is plenty of parking for the Waterfront Park. The Town completed a “Richmond Waterfront Improvements Professional Planning Report” in 2008 and has been steadily implementing recommendations, such as the acquisition of new docks and shoreline stabilization.

Swan Island Pier and Boat Launch

The ferry to the Steve Powell Wildlife Management Area on Swan Island docks here to pick up and discharge passengers who are camping or touring the island. Paddlers may launch from the gravel; a wharf is also available to the public. This site is owned by the state Division of Inland Fisheries and Wildlife.

Swan Island and the Steve Powell Wildlife Management Area

Swan Island as well as Little Swan and several hundred acres of tidal flats make up the greater management area. Visitors can sign up for a natural history tour that takes them to parts of the island otherwise closed to the public or make reservations to stay in one of ten Adirondack-style lean-tos. All day visitors and campers using the ferry must have reservations. Mountain bikes are allowed but in designated areas only. Swan Island is also listed on the National Register of Historic Places and has historic buildings. Swan Island is owned by Maine Division of Inland Fisheries and Wildlife.

Pleasant Pond

Access to Pleasant Pond in Richmond is at Peacock Beach on Route 201. This recreation area used to be state-owned but is now leased and run by the town. It is a day-use only park that allows swimming and picnicking. Town season passes are available from May through September or people can pay day use fees. This facility is staffed on a limited basis and there is a payment collection box as well.

Town Boat Landing

A parcel tucked in between the Richmond Utilities District property and the State Landing property, is the Town Boat Landing. There are no structures in this parcel but it is a put-in used mainly by non-motorized boats.

Table 1: Recreation & Cultural Facilities

Recreation Facilities	Location	Services
Fort Richmond Park (Town-leased)	Front Street at Kennebec River	Harbor for motorized and non-motorized watercraft; launch site for Swan Island; walking path; gazebo and picnic tables and benches; information kiosks; restrooms; parking.
Golden Oldies Senior Center (building owned by Gary Nash; Town Department)	Front Street	Activities, programs and services for seniors.
Houdlette Field (Town-owned)	High Street	Three ball fields; restrooms; parking.
Isaac F. Umerhine Public Library (Town)	Main Street	Public library; programs and activities for all ages.
Lane Field (Town-owned)	Alexander Reed Road	Ball field; walking path with outdoor fitness equipment; playground; parking.
Marcia Buker Elementary School "Schooner Park"	RSU	Playground; parking.
Merrymeeting Bay Wildlife Management Area: Wilmot Brook (Division of Inland Fisheries & Wildlife)	River Road	Hunting, hiking, wildlife watching; snowshoeing; cross-country skiing; parking area.
Peacock Beach (Town)	Route 201	Swimming; picnicking (day use); restrooms; parking area.
Richmond High School facilities (Town-owned facilities)	High School	Skateboard park; tennis court; basketball court; parking.
Richmond High School facilities (RSU-owned)	High School	Soccer field; softball field; baseball field; parking area.

Richmond High School Trails (Town)	Behind High School	Cross-country running; hiking; snowshoeing; x-c skiing; parking.
Richmond Town Forest (Town)	Dingley Road	Hiking; snowshoeing; cross-country skiing; hunting; information kiosk; parking.
Southard House Museum (privately owned)	Main Street	Exhibits and cultural programs.
Swan Island (Division of Inland Fisheries & Wildlife)	Kennebec River	Camping; wildlife watching; boating; mountain biking in designated areas; restrooms; historic buildings open to groups.
Fort Richmond Park (at Maine Kennebec Bridge) (to be expanded by MaineDOT)	At the Richmond Approach to the bridge.	Picnicking, river views; picnic tables with canopies; historical interpretive signage; parking area.

Trails – Non-Motorized

Richmond Town Forest:

The Town Forest is located on Dingley Road and is 138 acres. The parcel was acquired by the Town in 1936. The Town Forest has remained largely unmanaged but in recent years, a group of volunteers have developed and maintained approximately 2 miles of trails. There is a parking lot, with an information kiosk where forest rules are posted. It is open during daylight hours only, except with written permission of the Board of Selectmen. The allowed activities are hiking, snowshoeing, cross-country skiing, and educational use, and for hunting during authorized hunting season. All motorized vehicles, horses and mountain bikes are prohibited. Dogs are permitted but must stay on the trail and under owners’ control, and owners must clean up after their dogs. Fires are prohibited except with written permission of the Board of Selectman and alcoholic beverages are prohibited.

High School Trails:

There are trails located behind the high school on parcels that are owned by the RSU and the Town. The school’s cross-country running team uses the trails but they are not maintained. There has been some interest in developing and maintaining additional trails in that area.

Walking paths – Waterfront and Lane Field

Both Fort Richmond Park and Lane Field have ADA-width paved walking paths. There is an extension to the waterfront park path being designed currently (spring 2015) with construction planned for 2016. This

path will extend from the existing path through the Richmond Utilities District property to the State Boat Landing.

Merrymeeting Bay – Wilmot Brook Wildlife Management Area

The Wilmot Brook property is a large, primarily undeveloped parcel off Route 24 (River Road) north of town. It is owned by the State Division of Inland Fisheries and Wildlife as one of their Wildlife Management Areas. The property is 1,191 acres. It is located along the Kennebec River, however it has no actual river frontage, and it is separated into two parcels by the River Road. The western and larger section of the property consists of a contiguous mix of coniferous and deciduous forest interspersed with fallow and semi-active hay fields. The area east of the River Road contains maintained hay fields and pastures in the north and is primarily forested to the south. Hundreds of acres of wetlands and tens of thousands of linear feet of streams extend across the parcel creating a mosaic of interspersed wetland/upland complexes. Wilmot Brook bisects the property and it is currently active with several beaver impoundments. An active Bald Eagle nest is located on the property along the Kennebec River.

Trails – Motorized

Snowmobilers have 27 miles of groomed trails to ride on and a snowmobile club called the Richmond SnoRovers to support them. The SnoRovers develop and maintain these trails, which cross private properties with landowners' permission.

There are currently no maintained trails for ATVs and other motorized vehicles.

Recreation Programs and Organized Activities

Richmond Recreation Committee (formerly "RYRA")

RYRA was a private association focused on youth recreation but is now a town committee with a long-range vision of developing and operating recreational activities for the community. The Town Board of Selectmen and /or Town Manager now have oversight of this new all-volunteer committee. Their mission statement in their new bylaws (to be adopted in 2015) is: "The Recreation Committee is committed to giving all Richmond children the opportunity to participate in group and individual athletic programs that encourage healthy lifestyles while keeping all participants safe. To develop and operate recreational activities for the community, implant ideals of good sportsmanship, honesty, courage and reverence, so that they may be finer, stronger and happier individuals and community members." Richmond Recreation Committee currently runs the following programs: T-ball, baseball, softball, basketball and soccer. RYRA currently has one part-time person that receives a stipend paid for by both RYRA and the town.

Richmond Summer Recreation

The Town of Richmond has a summer program for children held in the month of July. Children participate in swim lessons, arts & crafts, board game activities and some active team and sport related games. This program is part of the town budget and there is a staff person who receives a stipend. There are resident and non-resident participation fees for the program.

Golden Oldies Senior Center

Although this program is written up in greater detail in the Public Facilities chapter, it is listed here because of the many activities the center offers. Although geared to individuals 55+ years of age, it is open to all individuals and they offer a variety of activities including field trips, game days, and classes.

Isaac F. Umberhine Public Library

This facility is also written up in greater detail in the Public Facilities chapter. The library has a weekly children's story hour, and occasionally other programs for children and adults.

Richmond Days

This annual event is always held on the last Saturday in July, with some events on the Friday evening prior. Most of the funding for this event comes out of the Downtown Tax Increment Finance (TIF) District. Local businesses and community groups also support the event. Regular activities include a children's parade on Friday evening, the main parade on Saturday morning, and fireworks on Saturday night. A variety of other activities and performances happen the rest of the day.

Other Town Events

The other regular town events are a Tree Lighting Ceremony in December and Halloween night activities (both at the waterfront). The limited costs for these events come out of the Downtown TIF and are supported by local businesses and community groups.

Recreation Issues to Explore

- The Town should consider consolidating the various community recreation programs to form a Town Recreation Department. A long-range consideration could be the development of a Community Center to house recreation activities for residents of all ages.
- The gradual aging of our population makes it important to focus on and support recreational and social activities for senior citizens.
- Opportunities for many types of outdoor recreational activities are made possible through informal cooperation between the public and many private landowners, as is the case with the snowmobile trails. These activities are dependent upon the willingness of private landowners to allow people to use their land, and future development could make these lands less available for

responsible recreational activities. The town should work with the Kennebec Estuary Land Trust to acquire parcels from willing landowners for conservation and recreation purposes.

- The Town should continue working towards the creation of the Merrymeeting Trail Village section, a rail-with-trail along the Maine Railroad bed that runs through the village from High to Lincoln Street. This trail alongside the currently unused railroad bed would provide a safe, pleasant alternative for walkers and bicyclists to travel from school to residences, to downtown and recreation facilities.

State Goal – Recreation:

“To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.”

Local Goals:

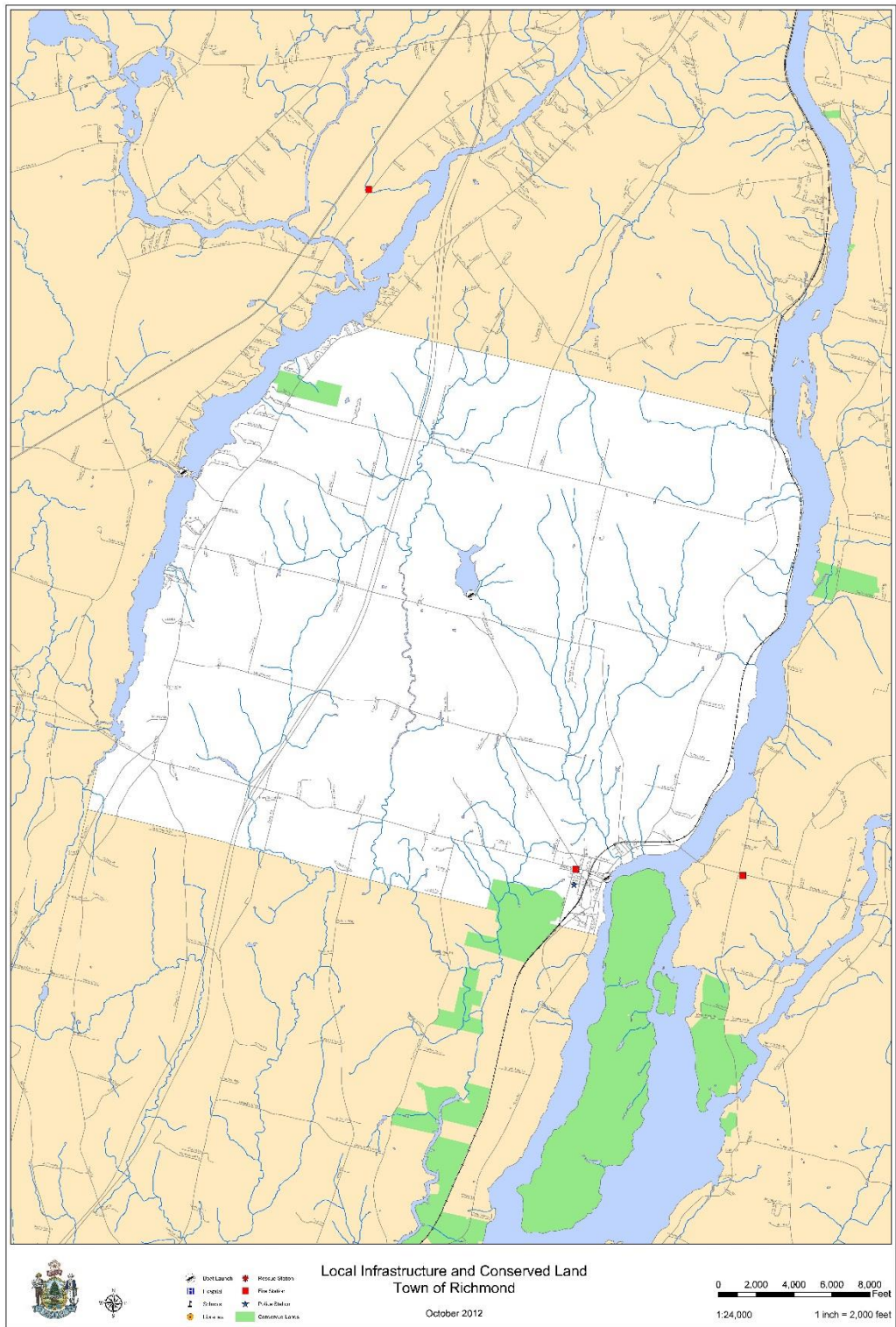
1. To develop and expand recreational programs for all residents.
2. To maintain and upgrade existing recreational facilities as necessary to meet current and future needs.
3. To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

Recommended Implementation Strategies

Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: To develop and expand recreational programs for all residents.			
1. Consolidate existing recreational programs to create a staffed Recreation Department.	Town Manager & Board of Selectmen	5 years	Town of Bowdoinham
2. Explore the feasibility of building/acquiring a Community Center to house recreational and cultural programs and activities.	Town Manager & Board of Selectmen, with Rec Committee	10 years	USDA Rural Development funding; CDBG funding
3. Continue to work with the Southard House Museum to provide programs and activities that coordinate with Town events.	Community Development Director	Ongoing	Newsletter; Facebook page; website
4. Continue to work with DIFW Swan Island staff to promote events and activities on the island.	Community Development Director	Ongoing	Newsletter; Facebook page; website
Goal 2: To maintain and upgrade existing recreational facilities as necessary to meet current and future needs.			
1. Include recreation facility maintenance, improvement and acquisition costs in a Capital Improvement Plan.	Town Manager, with Recreation Committee	Ongoing, when CIP is instituted	Maine Municipal Association
2. Work with volunteers and all landowners to develop and maintain trails at the Town Forest, behind the High School and in other areas as	Community Development Director, with	Ongoing	Town Forest Reserve; Department of

opportunities arise. Connect with regional trail systems where possible.	Recreation Committee		Ag and Conserv; community groups; schools
Goal 3: To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.			
1. Create an inventory of desirable properties with recreation and conservation potential for possible future acquisition and/or protection when such properties become available.	Community Development Director & Rec Committee	2 years	Kennebec Estuary Land Trust, MDIFW
2. Explore opportunities for acquiring available land on the Kennebec River, as opportunities arise, for fishing and other activities.	Town Manager & Board of Selectmen	Ongoing	Land for Maine's Future; KELT
3. Where major new developments would adversely affect traditional snowmobile trails, the Planning Board (through Development Review) should seek to maintain a reasonable route through the site.	Planning Board	Ongoing	MaineDACF
4. Work towards the development of the Merrymeeting Trail (MMT) Village Section.	Community Development Director, with MMT Board of Superv.	5 years Richmond segment; Ongoing full trail	MMT Coalition; MMT Board of Supervisors; MaineDOT; private funding sources; TIF.
5. Seek out opportunities for boat access sites on Pleasant Pond.	Recreation Committee, with Board of Selectmen	5 years	ME Bureau of Parks & Lands

MAP 1: RICHMOND INFRASTRUCTURE RECREATION



TRANSPORTATION

Vision: We will maintain the safety of our transportation infrastructure – including roadways, sidewalks, and bicycle lanes – while adapting to growth.

Introduction

This section of the Comprehensive Plan identifies the existing transportation systems in the Town of Richmond and provides an overview of the ability of those systems to provide an adequate and safe level of mobility to the residents and visitors of Richmond. This section also outlines policy recommendations.

Highways, Roads and Bridges

Road Classification

The Maine Department of Transportation (MaineDOT) classifies roads according to the character of the service they are intended to provide. Generally, highways fall into one of three broad categories:

1. **Arterials:** Serve county-wide, state-wide, or interstate travel, linking cities and large towns to an integrated highway network. As a general rule of thumb, speeds on the arterial system are relatively high, although speeds may be lower through urban areas. Volumes of traffic typically range from thousands to tens of thousands of vehicles per day. Arterials are further divided between principal and minor arterial roads.
2. **Collectors:** Link smaller towns, villages, neighborhoods and major facilities to the arterial network. Traffic is collected from local residential roads and delivered to the nearest arterial. Daily traffic volumes generally range in the thousands. Collectors are divided between rural and urban collector roads. As a further division, rural collectors are divided between major and minor collector roads.
3. **Local Roads:** Provide direct access to residential neighborhoods and local businesses. Volumes typically range from less than one-hundred to possibly thousands of vehicles per day. Roads not classified as arterials or collectors are considered local roads.

As development occurs and populations shift, the functionalities of roads may change. For this reason, the MaineDOT has established guidelines for the functional classification of all road types:

- Land use
- Relative Annual Average Daily Traffic (AADT)
- Trip length

- Network configuration and continuity
- Route spacing

Roadway System

Richmond contains 69.07 miles of public roads. Interstate 295 runs north-south through the community for a distance of approximately 5.5 miles (verify). State Route 201 runs north/south through Richmond; this route was the major route to Augusta prior to the construction of the interstate.

The Town also contains a network of secondary roads which are part of the State highway network. Route 24 runs north/south along the western shore of the Kennebec River connecting Richmond Village to Gardiner and Bowdoinham. Route 197 runs east/west from Dresden to Litchfield and serves as Richmond's Main Street. Both roads are two-lane paved facilities in good to fair condition and serve both regional and local traffic. Route 138 connects with Route 201 near Richmond Corner and runs south into Bowdoinham. This road is a two-lane paved facility in good condition and serves both local and regional traffic.

Richmond also has approximately 40 miles of local roads. The streets within the Village are paved and are generally in fair to good condition. In the rural part of town, the local road network is a mix of paved and gravel roads. The Beedle, New, Reed/Pitts Center, Langdon, Marston, Carding Machine, Ridge, Old Ferry, Plummer and Mitchell roads are paved and in fair to good condition.

Public roads are vitally important as they allow residents to commute to work, school, stores, and around town. The overall condition (poor, fair, or good) of each roadway as judged by the Town is noted in the next table. The Town has recently obtained a new "Road System Management Software" program via the MaineDOT Local Roads Center. It allows a municipality to develop a rational and well thought-out maintenance and capital plan for its local roads. It is often used by local public works departments to "defend" their road maintenance budgets. The road inventory compiled typically contains the following information: width including right of way, approximate length, surface type, and surface condition. It also suggests and recommends repair options and priorities, and helps produce capital and maintenance reports.

Table 1: Richmond Public Roadway Inventory – Major roads (not a complete listing. See “Town of Richmond Road Book” (revised by Morin Land Surveying, April 2007) for a complete listing.).

Roadway Name	Owner	Length (Miles)	Surface
Alexander Reed Road	Town	5.66	Paved
Baker Street	Town	.10	Paved
Beedle Road	Town	5.05	Paved
Boynton Street	Town	.15	Paved
Bridge Street	Town	.20	Paved
Carding Machine Road	Town	.60	Paved
Center Street	Town	.11	Paved
Church Street	Town	.10	Paved
Darrah Street	Town	.10	Paved
Depot Street	Town	.05	Paved
Dingley Road	Town	.70	Paved
Ferry Road	Town	.20	Paved
Gardiner Street	Town	.10	Paved
Hagar Street	Town	.10	Paved
High Street	Town	.60	Paved
Interstate 295	State	5.48	Paved
Kimball Street	Town	.40	Paved
Langdon Road	Town	3.4	Paved
Lincoln Street	Town	3.5	Paved
Main Street (Route 197)	State	5.67	Paved
Front Street (Route 24)	State	5.34	Paved
New Road		1.60	Paved
Pitts Center Road	Town	1.40	Paved
Pleasant Street	Town	.70	Paved
Plummer Road	Town	1.10	Paved
Post Road	Town	.72	Paved
Route 138	State		Paved
Route 201	State	5.78	Paved
Thorofare Road	Town	.40	Paved
Toothaker Road	Town	1.10	Paved
Weymouth Street	Town	.10	Paved

Sources: MaineDOT and Town

Richmond Bridge Inventory

Bridge locations are shown on the Transportation Network map. The table below shows bridge ownership, length, year built, most recent inspection date, and federal sufficiency rating (overall condition) as assessed by MaineDOT. A federal sufficiency rating of 60 % or higher indicates that bridges and minor spans are structurally and functionally sufficient and are not likely to need capital improvements for at least 10 years, except for paint or wearing surface work.

Table 2: Richmond Bridge Inventory

Bridge Name	Location	Owner	Year Built	MDOT ID#	Length (Feet)	Inspection Date	Sufficiency Rating (federal)
Thorofare	Thorofare Rd.	State	1956	3925	69	12/6/12	63
Beedle Rd.	Beedle Rd.	State	1976	6317	342	10/25/12	94.9
Langdon Rd.	Langdon Rd.	State	1976	6316	324	5/14/12	99
Reed Rd.	Alexander Reed Rd.	State	1976	6315	342	6/1/12	97.9
197/I-295	Route 197	State	1976	6314	269	6/6/12	95.5
Stewart Bridge	Reed Road	State	1996	6186	29	4/12/12	98.9
SMO RR/Rt. 24	SMO Railroad	State	1903	5394	42	7/26/12	-2
Haleys	Route 24	State	2004	3556	14	10/29/12	98.9
Mill Stream	197 & 24	State	1952	2568	13	10/29/12	78.4
Maine Kennebec	Route 197	State	2014		1239	-	-
Abagadasset	Route 197	State	1976	2002	28	4/12/12	93.7
Josh	Langdon Rd.	State	1983	0976	34	11/6/12	99

Source: MaineDOT

Maine Kennebec Bridge

The Maine Kennebec Bridge opened on December 5, 2014, replacing one constructed in 1931. The new bridge is a 1,344-foot, six-span main structure with a 130-foot single span Richmond approach structure, for a total structure length of 1,474 feet. The main structure includes four 240-foot interior spans and 192-foot end spans. The new bridge has a 3-inch bituminous wearing surface with a high performance membrane, 32-foot curb-to-curb width, 6 percent grade, 2 percent crown, and 3-bar steel bridge rail. The new bridge is a fixed structure which provides 75 feet of vertical clearance over the river's navigation channel, allowing the largest Coast Guard vessels to pass through. A 100-year design life is predicted for this structure. The State of Maine was awarded a TIGER grant of \$10,800,000 toward the \$14,500,000 cost of the project.

According to MaineDOT, the Average Annual Daily Traffic (AADT) on that section of Route 197 was approximately 2,700 vehicles per day in 2012 and 4,000 vehicles per day are projected for the year 2032.

This growth is fairly consistent for Maine and is not specifically due to replacement of the bridge (*MaineDOT – Bridge Program, April 2014*).

Pedestrian and bicycle traffic on the bridge, based on limited counts, were 3 and 4 per day respectively, on the old bridge. Bicycle traffic is expected to increase moderately on the new bridge (*MaineDOT – Bridge Program, April 2014*).

Traffic Volumes

From the MaineDOT website: Traffic Monitoring is responsible for the collection of all types of traffic data including traffic volumes, vehicle classification, turning movements and special studies as requested by the Department. The reporting of traffic volumes is accomplished through two distinct methods involving the Continuous Count and Coverage (i.e. short term) Count programs.

The Continuous Count Program consists of 72 permanent recorder sites located throughout the state, monitoring traffic volumes 365 days per year on an hourly basis. Additionally, 18 of these sites classify the vehicles into 13 categories as required by the Federal Highway Administration.

The Coverage Count Program divides the state into 3 zones: the southern/coastal area, the central band and the northern/eastern portions of the state. Traffic count and vehicle classification data are collected for 24 hours utilizing road tubes and adjusted to an Annual Average Daily Traffic (AADT) volume.

The Traffic Monitoring Section is responsible for the publication of the Traffic Volume Counts Annual Report.

Table 3: Richmond Average Annual Daily Traffic Volumes

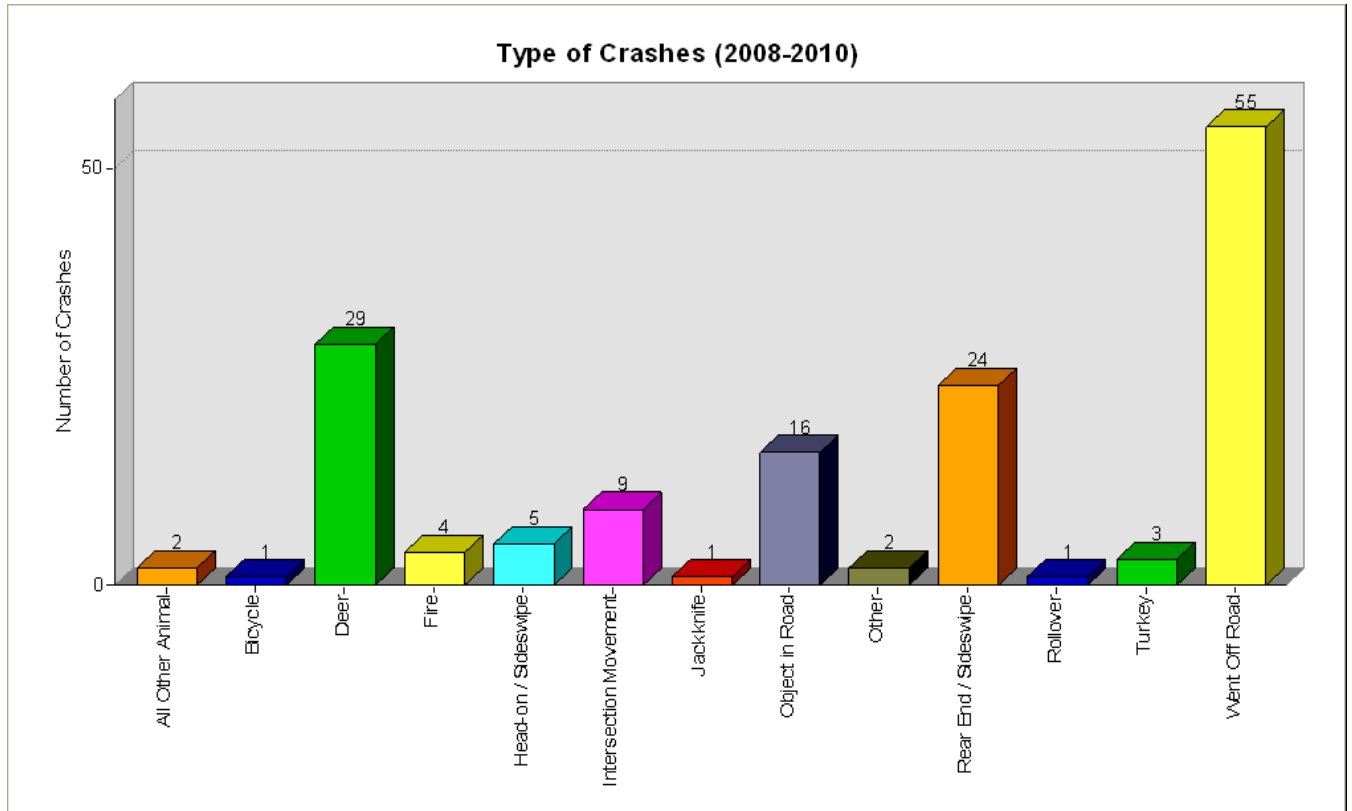
Location	AADT08	AADT09	AADT10	AADT12	AADT14
SR 24 (Front St.) S/O Baker St.					990
SR 24/197 (Front St.) N/O SR 197 (Main)					3740
SR 24 (Front St.) S/O SR 197 (Main)					1440
SR24 (River Rd.) NE/O SR 197 (Front St.)					990
SR 24/197 (Front St.) W/O SR 24 (River)					3760
SR 24 S/O IR 757 @ BR# 3556					810
SR 24 (River Rd.) NE/O Old Ferry Rd.	1100				
IR 304 (Beedle Rd.) E/O US 201 (Brunswick)					350
IR 304 (Beedle Rd.) W/O SR 24 (River Rd.)					200
Lincoln St. N/O Thyng St.					250
Alexander Reed Rd. NW/O SR 197 (Main St.)					750
Alexander Reed Rd. NW/O Williams St.					1250
IR 315 (Alexander Reed Rd.) E/O US 201					610
IR 321 (Dingley Rd.) SE/O SR 138	330				380
IR 323 (Ridge Rd.) S/O SR 197					470
IR 324 (Langdon) E/O US 201					510
IR 325 (White Rd.) S/O SR 197 (Main St.)					590
IR 327 (Carding Machine) S/O SR 197 (Main)					350
IR 362 (Thorofare Rd.) W/O US 201					850
Kimball St. W/O SR 24/197 (Front St.)					530
High St. NW/O Pleasant St.					130
High St. S/O SR 197 (Main St.)					640
Baker St. E/O Pleasant St.					160
Gardiner St. W/O Spruce St.					200
Pleasant St. @ RR Crossing					840
Pleasant St. NE/O High St.					280
SR 138 S/O US 201					870
SR 138 (Post Rd.) S/O IR 321 (Dingley Rd.)	490				470
SR 197 ((Main St.) W/O SR 24 (Front St.)					3820
SR 197 (Main St.) W/O Pleasant St.					4680
SR 197 (Main St.) W/O High St.					4940
SR 197 (Richmond) W/O US 201 (Brunswick)	1850				2220
SR 197 (Front St.) E/) SR 24 (River Rd.)					2900
SR 197 W/O High School DR @BR#3519					4300
SR 197 E/O US 201					2410
SR 197 E/O IR 323 (Ridge Rd.)					4830
SR 197 (Main St.) E/O SR 138 (Lancaster)	2700				3440
SR 197 E/O I-295 SB Ramps @ BR# 6314					5020
SR 197 W/O I-295 Ramps					3530
US 201 (Brunswick) S/O IR 304 (Beedle Rd.)					2140
US 201 (Brunswick) SW/O SR 197 (County)	2510				1970
US 201 (Brunswick) NE/O SR 138 (Lancaster)	2850				2630
US 201 SW/O SR 138					1850
US 201 SW/O IR 362 (Thorofare Rd.)					2390
I-295 (SB) S/O On Ramp from SR 197	11220	11170	11760	11560	11550
I-295 (SB) S/O Off Ramp to SR 197	10030	9530	10190	9730	10200
I-295 (NB) S/O Off Ramp to SR 197	10700	11010	11690	11320	11260
I-295 (NB) N/O Off Ramp to SR 197	9780	9130	10140	9200	9830

MaineDOT (January 2016)

Traffic Accidents

Most crashes in Richmond between 2008 and 2010 were the result of vehicles going off the road (See bar graph below). Other principal causes included deer, rear-ends/sideswipes, and objects in the road.

Figure 1: Type of Crashes, Richmond 2008-2010



In 2013, the Police Department responded to 48 traffic-related incidents; two were hit-and-run accidents, 35 were property damage, and 11 were personal injury.

The Route 24 railroad trestle is unsafe, with an 11.5-foot clearance that causes many truck crashes. This issue was highlighted in the *Route 24 Corridor Management Plan* developed by the Midcoast Council of Governments in 2013.

Transportation Choices

Rail Service

The railroad line from Brunswick to Waterville runs through Richmond. It is owned by the State of Maine and is currently unused. Ideas for possible future use of the rail line include restoring passenger service, and creating a recreational multi-use trail from Topsham connecting to Augusta along the rail corridor (currently referred to as the Merrymeeting Trail). See the Recreation Chapter for more information.

Bus Service

Coastal Trans

Coastal Trans provides non-emergency demand-response transportation in Knox, Lincoln and Sagadahoc counties and the towns of Brunswick and Harpswell. Services include general public transportation at affordable fares, transportation for MaineCare members and clients referred by DHHS and limited free transportation for eligible low-income families. MaineCare members who drive themselves or get rides to medical appointments from relatives or friends can get mileage reimbursement through MaineCares' Family & Friends Program. It is requested that all rides be set up 48 hours in advance.

Concord Coach (Trailways)

This company offers daily service on their Maine Coastal Route between Orono and Boston's Logan Airport. Stops include Orono, Bangor, Searsport, Belfast, Lincolnville, Camden/Rockport, Rockland, Waldoboro, Damariscotta, Wiscasset, Bath, Bowdoin College, Brunswick, and Portland.

Rideshare

There are no Park-and-Ride lots in Richmond. There are lots in both Gardiner and Bowdoinham. GO MAINE is a statewide commuter services program sponsored by MaineDOT and the Maine Turnpike Authority. They offer a service for registered users to connect with rideshares or vanpools and they also offer users an emergency ride home benefit.

Other Transportation Systems

There are no airports within the community; Brunswick Executive Airport and Augusta State Airport are the nearest airports. The town maintains a waterfront landing and parking lot at the foot of Main Street. The State of Maine maintains a landing and parking area north of the Richmond Utilities District building, which serves as the primary access to Swan Island.

Bicycle/Pedestrian

A key goal from the 2004 Richmond Downtown Revitalization Plan was to make Richmond the "most Walkable Village in Maine." Steps to achieving this goal included providing pedestrian linkages in key areas where pedestrian infrastructure was missing within the village area. The 2011 Downtown Revitalization Plan Update recommended that "Prioritization of these improvements should provide an overall system of pedestrian connectivity between the Riverfront, the public school, the historic district, Main Street and the recreational fields." The Plan Update recommended continued enhancement of the pedestrian experience, including bike racks, benches and development of wayfinding signage; and expansion of bicyclist infrastructure.

Richmond’s efforts to become a walkable village led to the Town’s development of a Bicycle Pedestrian Plan (*See Appendix B*) which prioritizes pedestrian and bicycle improvements throughout town. This Plan is also referenced in the Recreation Chapter.

Parking

There are two municipal parking lots in town, the Town Office lot on Gardiner Street and the Town Waterfront Park lot.

In 2006, a comprehensive inventory of the existing downtown parking was field documented. This information provided the basis for an initial assessment of areas lacking enough parking to support the needs of the downtown and identified areas of potential downtown parking expansion opportunities (See maps below). The Town of Richmond Downtown Revitalization Update (March 2011) recommended implementation of the Downtown Parking Master Plan to “provide convenient parking to promote success of Main Street and Front Street businesses.”

Regional Transportation Issues

Connecting Maine, the state’s long-range transportation plan (2008 – 2030) was developed by the MaineDOT with assistance from the eleven regional councils. The regional councils identified 38 Corridors of Regional Economic Significance for Transportation (CRESTs). In the Midcoast region, Route 24 was identified as CREST Priority #2 (Route 1 was identified as Priority #1). The next step was to define a prioritized list of transportation and other strategies that will meet the regional objectives of each CREST. In the fall of 2012, the Midcoast Council of Governments (MCOG) convened an advisory committee to develop a Corridor Plan for Route 24 from Richmond to Harpswell. A set of strategies was outlined for each corridor community. They included the following:

1. Adopt a “Complete Streets” style approach: The “Complete Streets” method of planning designs streets so that they work for all users (pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.). The Route 24 Plan recommends that MaineDOT adopt a Complete Streets style approach for the corridor (This has been implemented).
2. MaineDOT should increase the width and clearance of the dangerous railroad trestle in Richmond, which is so low that trucks routinely crash into it.
3. Improve local way-finding signage for tourism destinations throughout Richmond, and coordinate with other Route 24 towns on the format and design.

State Goal – Transportation:

“To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.”

Local Goals:

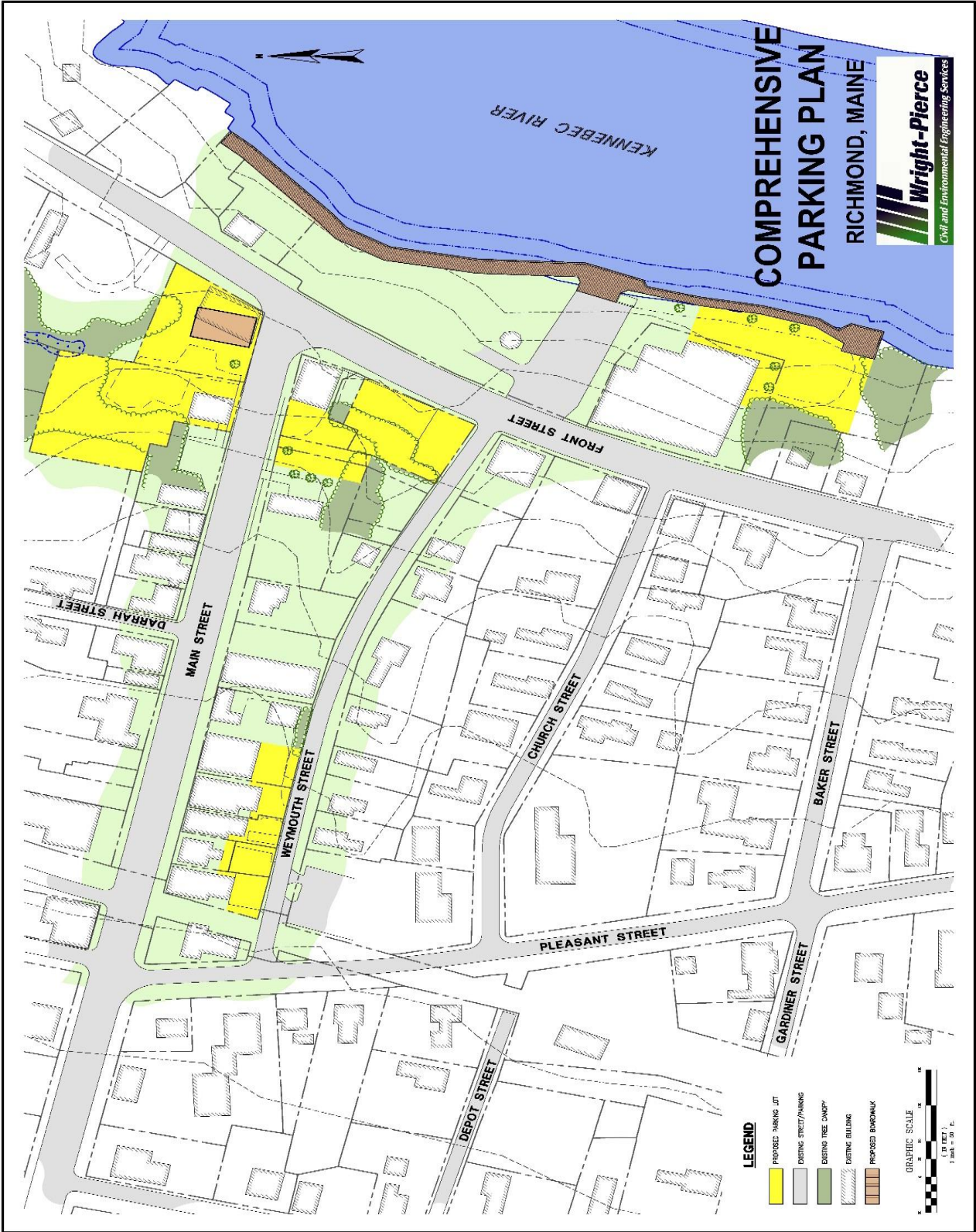
1. To prioritize local and regional maintenance and improvement needs to promote safe and efficient use of the transportation system.
2. To plan for and promote alternative transportation opportunities that accommodates all citizens, including children, the elderly and the disabled.
3. Promote public health and safety through targeted transportation improvements and planned land use development.

Recommended Implementation Strategies

Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: Prioritize local and regional maintenance and improvement needs to promote safe and efficient use of the transportation system.			
1. Develop and update annually a prioritized improvement, maintenance and repair plan for Richmond’s transportation network.	Director of Public Works, with Selectboard and Town Manager	2016/Annual	RSMS program
2. Continue to use the Road Surface Management System to maintain an updated road inventory and develop priorities.	Director of Public Works	Ongoing	RSMS program
3. Implement the 2006 downtown parking plan as needs arise, and continue to look for opportunities.	Community & Business Development Director	Ongoing	Downtown TIF
4. Review local ordinances to ensure that they are consistent with regional and state transportation policies and rules, including State access management regulations and traffic permitting regulations.	Planning Board, with CEO and Comp Plan Implementation	One year after Comp Plan approval	Maine Municipal; MaineDOT
Goal 2: Plan for and promote alternative transportation opportunities that accommodate all citizens, including children, the elderly and the disabled.			
1. Implement recommendations in the <i>Richmond Bicycle and Pedestrian Plan</i> .	Director of Community & Business Development, with Public Works Director	Ongoing	MaineDOT; “Safe Routes to School”
2. Work with MaineDOT and local landowners to develop a Park-and-Ride lot out near the interstate.	Director of C&BD	2016	MaineDOT

3.	Improve local way-finding signage for tourism destinations throughout Richmond, and coordinate with other Route 24 towns on the format and design.	Director of C&BD	2017	MaineDOT; Maine Tourism
4.	Stay active in regional and state transportation efforts to expand transit service.	Director of C&BD, Director of PW	Ongoing	MCOG/MCEDD; MaineDOT
Goal 3: Promote public health and safety through targeted transportation improvements and planned land use development.				
1.	Erect flashing speed limits signage on roads with speeding traffic issues, such as on Main Street just west of high school.	Richmond Police Dept., with Director of PW	Ongoing	MaineDOT
2.	Continue to monitor speeds on town roads; work with state to monitor speeds on state roads.	Richmond Police	Ongoing	MaineDOT
3.	Work with MaineDOT to increase width and clearance of Route 24 under the railroad trestle, OR to develop clearer traffic signals before approach.	Richmond Police Dept., with Director of PW	2016	MaineDOT; Maine Railroad
4.	Continue participating in regional transportation corridor plans to promote tourism and local economic development opportunities.	Director of C&BD	Ongoing	MaineDOT; MCEDD

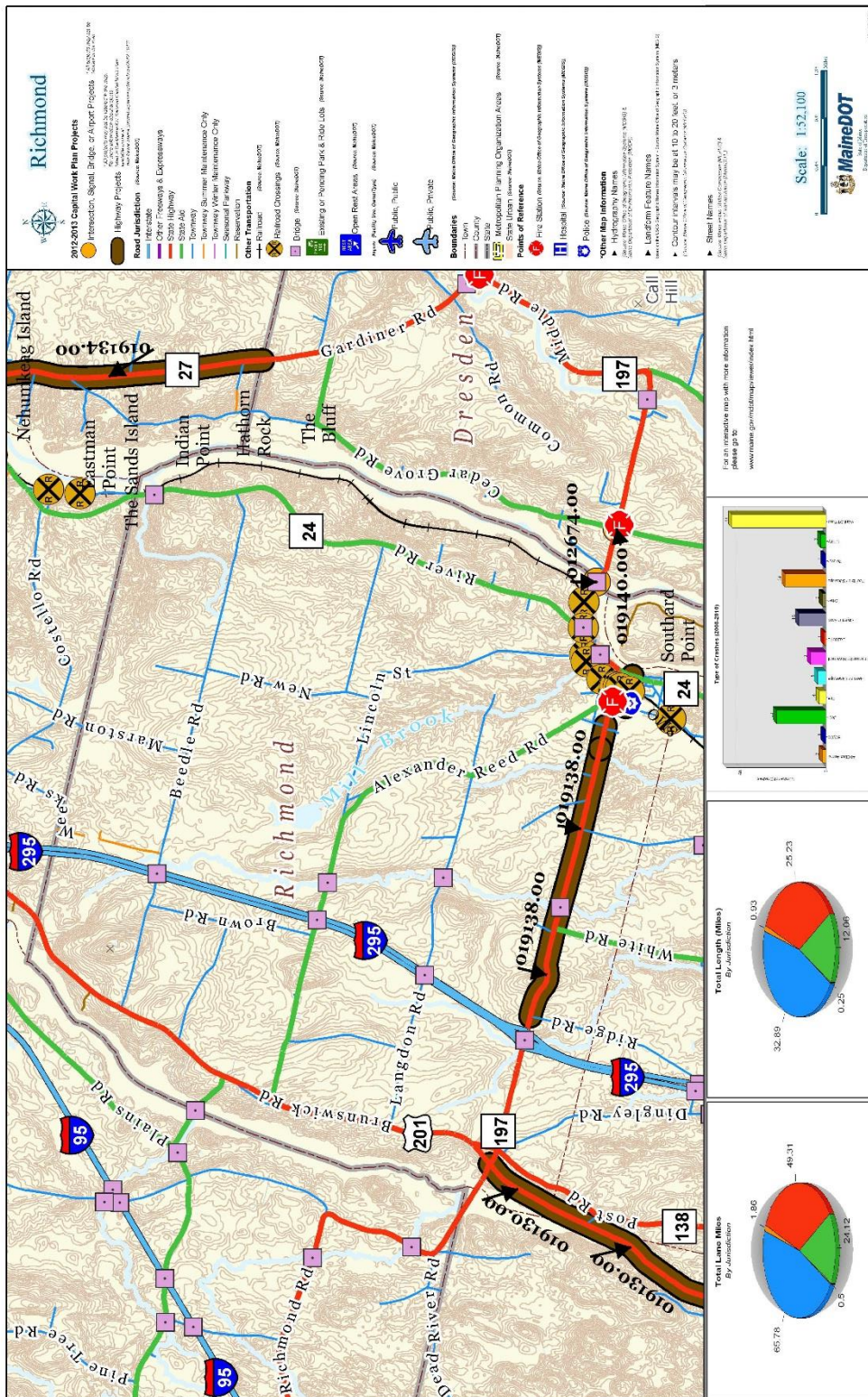
MAP 1: OVERALL TOWN PARKING MAP



MAP 2: MAIN STREET PARKING MAP



MAP 3: TRANSPORTATION MAP



PUBLIC FACILITIES AND SERVICES

Vision: The Town of Richmond uses public facilities and services to plan for growth, rather than simply react to growth pressures.

Introduction

The purpose of this Chapter is to examine the current public facilities and services offered by the town and to determine the needs for expanded or new services in the next decade. Opportunities for continued regional cooperation in service delivery are also explored in this section. Planning ahead for necessary or anticipated capital improvements, and guiding growth to areas most efficiently served, are actions the town can take to manage ongoing and future municipal expenditures.

Town Government

Richmond operates as a Town Manager/Selectboard form of government. The Town Meeting serves as the legislative body and is held in June. Five elected Selectboard members are responsible for appointing non-elected board members, appointing a Town Manager, and performing the duties prescribed by Maine law. The Board of Selectmen also acts as the Board of Assessors and the Trustees of the Trust Fund.

The Town Manager is responsible for the day-to-day operations of the town and is an agent for the Selectboard. Duties include implementing the policies approved by the Selectboard, managing employees, and signing contracts as authorized by the Selectboard. The Town Manager is also the Tax Collector, Treasurer, General Assistance Administrator, and Road Commissioner.

Municipal staff in the Town Office includes a full-time Community & Economic Development Director, full-time Code Enforcement Officer, full-time Deputy Treasurer, full-time Town Clerk, and the Town Manager's Administrative Assistant, who works full time and also supports the Community & Economic Development Director and contracted Assessor.

Over the next ten years, staffing needs should remain the same. More services previously being provided by the Town Clerk are moving to online so counter traffic is decreasing slightly. The Community & Economic Development Director position and a portion of the Administrative Assistant position are funded through the Economic Development ("Pipeline") TIF, which expires in the year 2020.

Current longstanding Town Committees include the Selectboard, Planning Board, Appeals Board, Budget Committee and Loan Committee. Other committees, such as the one developing this Plan, are short-term in nature. Ad-hoc and exploratory committees have a discrete goal and it is often easier to recruit volunteers for this type of committee.

An ongoing goal of Richmond town government is to provide multiple opportunities for public education and engagement. Current avenues include a quarterly newsletter, Facebook page, website, Main Street message board, and most recently, a live stream of official meetings (which can be viewed on the town website). The Town should continue to explore new communication and outreach strategies to keep residents and businesses informed of town business and opportunities.

Town Office

The Town Office and Police Station are located at 26 Gardiner Street. The Town Office houses the public service counter and the offices of the Town Clerk, Deputy Treasurer, Code Enforcement Officer, Town Manager, Community & Economic Development Director, and Administrative Assistant. The contracted Assessor also operates at the Town Office once or twice a month. The Town Office was built in 1982 and is in serviceable condition. The two major challenges with the facility are not structural but functional. First, there is not enough storage space for all of the town documents and historical records. Secondly, the meeting room is not large enough for public meetings. The layout of the town office is not very efficient but is adequate.

Isaac F. Umberhine Public Library

The Isaac F. Umberhine Public Library offers a full spectrum of library services with 17,374 print volumes, 1,039 videos, and 262 audiobooks. Following is a same-month comparison of materials checked out before and after opening the new library.

Table 1: Checked Materials, Before and After New Library Opening

Checked Materials	August – February 2013/14 (Before New Facility)	August – February 2014/15 (After New Facility)
Children/juvenile	1,437	1,756
Young adult	361	439
Adult	2,071	2,117
DVDs	1,380	1,724
Audiobooks	624	810
Computer use	436	523
Wi-Fi	157	228
New patrons	62	166

There are 1,455 registered patrons (April 2015), 431 are children and 1,024 are adults. Since moving into the new library in 2014, they gained 166 new patrons, 13 from out of town. The communities of Dresden, Litchfield and Bowdoinham are also served by the Isaac F. Umberhine Public Library.

The library currently has two paid part-time staff. Library staff feels they need three part-time staff. The Library has a three-member Board of Trustees. It is open 20 hours a week.

At the 2010 Town Meeting, the Town of Richmond voted to take over all operations of the “Isaac F. Umberhine Library” effective July 1, 2010, to serve thereafter as the Town’s sole public library. The Town of Richmond constructed a new Umberhine Public Library in 2014 on the Main Street site of the former Isaac F. Umberhine Library. Built in 1935, the former library located on Main Street suffered from major structural deterioration, functional obsolescence and mold contamination, and was demolished in March 2011.

The new library has many nice features, including a practical layout and lots of natural light. However, library staff says both book space and storage space are already an issue. Storage space can be remedied by better utilization of wall space in the office and bathrooms.

Because of budgetary, time, and staffing constraints, the library organizes a limited number of programs. Wednesday morning story hour remains a popular weekly program, there is a new drama program for children, and there are occasional special programs.

“Golden Oldies” Senior Center

The Senior Center has been located in a rented space at 314 Front Street since 2007. There is no lease arrangement. The Center is open on Monday through Wednesday from 10:00 a.m. to 3:00 p.m. The Center is a very busy and active place; on Wednesdays when the Center hosts “Game Day” there can be 24-28 people at one time. The Center can accommodate up to 40 people at tables so the size is currently adequate. However, looking ahead over the next ten years with Richmond’s elderly population projections, the Center could soon outgrow its space. Storage space is also a concern, particularly during the Center’s special events such as Halloween and Richmond Days. If a larger municipal complex is constructed in the future, the town should consider accommodating the Senior Center in that space.

The Senior Center facility is Americans with Disabilities Act (ADA) accessible but the bathroom is not fully ADA-compliant.

There is currently one staff person, the Director, who works 15 hours per week. In the future, the town should consider increasing that to 20 hours per week.

Public Works

The Public Works Department is made up of a four-person full-time crew operating out of a facility on High Street and three part-time staff at the Transfer Station. The Department is responsible for:

- Mowing of all town properties
- Weekly trash pick-up at Lane Field, Peacock Beach and the Waterfront Park
- Stockpiling of winter sand and salt
- Winter snowplowing and clean-up
- Ditching and grading of dirt roads

- Spring clean-up
- Vehicle maintenance
- Holding area maintenance; and more.

The Department will be looking to increase from four to five full-time staff over the next several years, by moving one of the part-time staff to full-time hours. There are no equipment or vehicle needs at this time. Long-range planning considerations include a Capital Improvement Plan to address future equipment needs and a salt and sand storage facility, which is currently estimated at a cost of \$250,000.

Transfer Station and Universal Waste Building

The facility is on Lincoln Street and has three part-time staff. The facility hours are currently as follows:

- Every Saturday from 9:00a.m.-3:00p.m.
- Every Wednesday from:
 - Winter Hours: 12:00p.m.-4:00p.m. (Nov-April)
 - Summer Hours: 12:00p.m. - 6:00p.m. (May-Oct)

The transfer station offers single-sort recycling and does not accept household garbage. Currently residents use private haulers for household garbage. Universal waste is now accepted at the Holding Area, the use of which requires purchase of a sticker annually. The Holding Area allows wood waste, brush and virgin wood, “white goods” such as appliances, and other items. Fees are assessed for bulky goods and some other items.

The Town has a contract with Pittston to use the Holding Area. If future inter-town contracts are considered or the town wishes to construct a regional transfer station to include household garbage, a new location will have to be sought.

Power and Communications

Telephone and Internet Service, and Cable TV

Landline telephone and internet access is provided by Fairpoint Communications and Time Warner and is available throughout the town. Wireless cellular phone and data services are provided by multiple providers and are generally accessible (are there any dead spots?). Time Warner Communications provides cable TV access.

Electrical Service

Adequate access and capacity for electrical service exists for residential and small businesses via the CMP Substation on Kimball Street.

Natural Gas

There may be potential in the future, depending on land use build-out, to tap into the Maritimes & Northeast Pipeline.

Fire Department

The Richmond Fire Department is currently made up of 14 call firefighters but historically there are up to 25 members. The time commitment involved and relocation of some members are the contributing factors to the low numbers of firefighters. The Department provides 24-hour protection every day. Since no two emergency calls are the same, firefighters are prepared to handle a variety of emergency response situations. The Department places a priority on firefighter training, planning, fire prevention and public fire safety education. A number of firefighters within the department have been crossed-trained in specialized emergency response fields. Examples of this training include handling hazardous materials, extrication and water rescue.

The Department has responded to the following number of incidents over the past several years, with the numbers following in parentheses being mutual aid calls:

- 2014: 168 (65 mutual aid calls)
- 2013: 208 (97)
- 2012: 183 (80)
- 2011: 141 (25)

The average response times in the last several years are as follows:

- 2014: 3.5-minute average from tone to first apparatus enroute; 5.3-minute average from station to the scene
- 2013: 3.11-minute average; 4.7-minute average
- 2012: 3.16-minute average; 4.8-minute average
- 2011: 3.61-minute average; 5.1-minute average

There are two fire stations in Richmond. The Central Fire Station is on Myrtle Street, right off Main Street in the Village. The Central Fire Station is in need of repairs to modernize the lighting and windows and help save on energy costs. The heating system is close to 30 years old and will need to be replaced soon, and there have been estimates gathered to replace it with something renewable at a cost range of \$18 – 20,000. The roofing materials on the newer section of the building need to be replaced, which is estimated at \$15,000. The Lincoln Street Station is currently in good repair and doesn't have any maintenance needs. There has been some discussion with the Selectboard about consolidating into one station and returning the Lincoln Street property to the tax base.

The Department currently partners with Dresden, Bowdoinham, and Bowdoin Fire Departments to have automatic mutual aid during the daytime from 6:00am to 6:00pm so that all towns are alerted for each call. This allows better coverage for daytime responses when the available firefighters' availability is low. This set-up doesn't reduce costs but it does allow the sharing of services and increased staff on scene when there is a call.

The fire trucks are aging and a new engine/pumper will be needed in the next couple of years to replace the oldest truck which is a 1980 vehicle. The next oldest trucks will likely need to be replaced in seven years.

Police Department

The Police Station, located next to the Town Office on Gardiner Street, was built in 2004. The building is adequate but very inefficient in layout. The Station Garage is particularly inefficient. A new municipal building in the future should consider consolidating to include the Police Department for greater efficiency.

The Department currently has five full-time staff positions in order to provide 24-hour coverage, one of which is paid for by a COPS (Community Oriented Policing Services) FAST grant. When those grant monies are expended in 2016, two part-time positions will be replacing one full-time position. Projected future consideration includes another part-time position as support. Present full-time staff positions are fully trained and outfitted; present part-time positions are not adequately trained or outfitted due to lack of funding.

One measure that the Town may want to consider, that is being done in other communities, is developing an Emergency Response Team made up of various town employees. This would enable the town to coordinate a better response to various emergencies.

Vehicle availability and condition is currently adequate but should be continually evaluated and included in a Capital Improvement Plan.

Emergency Medical Services

Until October 2015, North East Mobile Health Services (NEMHS), a Maine business corporation with a base location in Topsham, had a contract agreement to provide emergency medical services. As of October 2015, the town is contracting with the City of Gardiner ambulance service until June 30, 2016 at which time the Town of Richmond will put out a Request for Proposals. Based on its 2010 Census population, Richmond will pay \$13,941.02. Richmond's 3-year average (as of October 2015) was 300 incidents per year. A Richmond First Responder Program, under the auspices of the Fire Department, would ensure emergency coverage until the ambulance service arrives in an emergency.

Richmond Utilities District

Richmond Utilities District (RUD) provides water and wastewater treatment to approximately 600 users or customers in Richmond – defined as the number of metered connections. The number of individuals served is approximately 1,700, or about 50% of Richmond’s population. Its service area covers all of the Village zoning district and extends westerly along Rt. 197 to the water towers; southerly along Rt. 24 to the Bowdoinham line; northerly along Rt. 24 to the split with Rt. 197 and 24; westerly on Lincoln St. from Rt. 24 almost to the town transfer station, and northwest along Alexander Reed Rd. to Williams St.

RUD operates with a three-person staff whose primary activity is to operate and maintain the existing water and sewer system; capital improvements are limited to replacing equipment and pipes as needed. Infrastructure is adequate to handle current demand and even to support some additional demand, but not a lot. The tipping point at which new or expanded capacity would be necessary depends upon how large the additional demand would be. The addition of a large commercial facility along Rt. 197, for example, might require not only new pipes, but additional pumping capacity both on-site and down the line if the customer were large enough. RUD is neither expecting nor planning for any significant expansion of capacity.

Water is supplied from two wells located on approximately 130 acres owned by the Town of Richmond in Dresden. While the total capacity of the underlying aquifer is not known, it is considered more than adequate to supply current needs of approximately 100,000 gallons of fresh water daily. The water mains that supply homes and businesses in Richmond also supply two reserve tanks on the County Road (Rt. 197) that help smooth out demand and maintain system pressure during peak hours. Delivery pipes in the system range from 2 to 12 inches in diameter. The size of the pipes depends primarily on assumed demand for water at the time the pipes were installed. As a matter of policy, replacement pipes are generally larger than those they replaced. Older pipes are cast iron; newer pipes are usually ductile iron, preferred because of its durability. Water pressure at the tap is affected by the nominal diameter of the service pipe and, in the case of cast iron pipes, built-up mineral deposits that can constrict flow. Although line improvements will be made over the next several years – possibly necessitating some borrowing – no significant capacity expansion is currently planned.

The wastewater treatment side of RUD’s business includes a secondary treatment plant on Water Street; a collection system of approximately 46,000 linear feet of clay tile (older lines) and polyvinyl chloride (pvc) pipe, and three pumping stations located around town. In addition to the sanitary sewerage, the underground system includes stormwater sewers, which are physically separate from the waste lines.

The treatment plant was built in the 1960s and was upgraded in 1986. It is licensed for 320,000 gallons of effluent per day based on monthly average, and typically handles about 100,000 gallons per day before adding infiltration from stormwater. While actual throughput appears well below capacity, infiltration is a significant problem during periods of heavy rain or snow melt. Leakage through manholes in the sanitary

lines are part of the problem, caused partly by how they are made and how they are sealed during installation. Another major source of infiltration during storms, however, are homeowners who connect basement sump pumps to the sanitary waste lines exiting from their houses. Such infiltration occasionally overwhelms the sanitary system; with the result that raw sewage is diverted directly to the river.

The three pumping stations were installed in 1996. Their purpose is to collect raw sewage flowing to the system by gravity lines and to force feed it to the treatment plant. Raw sewage from the gravity lines is collected in pits, called wet wells. When the sewage level reaches a predetermined depth the pumps remove the accumulation, much like your household sump pump, and lift it or feed it to the treatment plant. Because it's a pressurized system, its lines are physically separate from the gravity-feed pipes. As with the rest of the wastewater treatment system, the wet wells and pumps can be overloaded during heavy storms with the ingress of stormwater, resulting in sanitary sewage overflows that trigger alarms and result in the discharge of raw sewage into the environment.

In addition to collecting and treating Richmond's waste, RUD's operations include storing the treated, stabilized sludge, and transporting it. Once the sewage has been treated and the harmful bacteria removed or neutralized, the clean water is extracted, leaving sludge that is stored temporarily in a 130,000-gallon tank located at the Water Street facility. The sludge is removed periodically and transported by truck to two area farms, where it is spread on the ground for non-human agricultural use (fertilizer). Just as there are capacity constraints in both the pipeline and treatment facilities, the 130,000-gallon capacity of the storage tank becomes an important limitation during winter months when the ground is frozen and will not absorb the remaining water in the sludge. Thus, during extended cold spells, such as were experienced in 2014-15, the storage tank fills up, and treated wastewater must be trucked elsewhere for a fee – usually to West Gardiner – where it is converted to sludge and disposed of.

Facility expansion for both treatment and storage at the current Water Street site is impossible due to space limitations. An engineering firm engaged by RUD has suggested building a lagoon – essentially an open pit surrounded by a berm – elsewhere in Richmond, but the utility has no firm plans to proceed.

Groundwater

The Town of Richmond does not have any significant sand and gravel aquifers according to the Map # 10 published by the Maine Geological Survey in 1982 and titled "Hydrogeologic Data for Significant Sand and Gravel Aquifers in parts of Cumberland, Kennebec, Lincoln, and Sagadahoc Counties."

The Richmond Utility District provides public water to the village area from wells located in the Town of Dresden. Over half of the Town's population is provided public water and sewer services within the Village and Downtown area. The rural areas of the Town are served by private well and subsurface water disposal systems.

Wells

A public water well located in Dresden provides drinking water for the village and downtown area. This is considered a public water source and is subject to State Laws and Regulations pertaining to water testing and treatment. The Richmond Utility District is responsible for providing this service.

Private wells are used throughout the rural portions of the town and it is the responsibility of individual homeowners and businesses to drill their own wells and to have the water tested and treated as necessary. Some private wells may be considered a community water system if they serve a certain number of users or patrons, such as a restaurant or mobile home park. These systems are subject to State testing requirements.

Public Sewer and Private Subsurface Wastewater Disposal Systems

The Richmond Utility District provides public sewer to the village and downtown area. The rural areas use private subsurface wastewater disposal systems, which must be designed by a soil evaluator and inspected by the local plumbing inspector. Large disposal systems are typically designed by an engineer and are approved and inspected by both the State and the Local Plumbing Inspector. In order to obtain a permit for a subsurface waste disposal system the existing soils must be suitable for the proposed system, which ensures that the system should work properly. Likewise, the system is inspected during installation to make sure it is constructed properly. The capacity of the soil to handle a subsurface waste water disposal system for a particular development is the most significant limiting factor to whether a project can locate in an area.

Cemeteries

Richmond has a number of cemeteries located throughout town. Four of these cemeteries are maintained (mowed and trimmed) by contractors for the town. They are:

- The Patriot Cemetery, on Route 201.
- The Plummer Road Cemetery, on Plummer Road.
- The Allard Cemetery, on Alexander Reed Road (formerly referred to as Evergreen or Curtis Cemetery).
- Gaubert Cemetery, on Route 24.

The others are:

- The Cotton Cemetery, on Route 197.
- Reed Cemetery, Pitts Center Road next to Umberhine Marsh.
- Curtis Cemetery, Alexander Reed Road

And four others located as follows:

- Route 201, north of Litchfield Road.
- Pitts Center Road, near 201.
- Beedle Road, near Route 24.

Public Education

Richmond is a member of Kennebec Intra-District Schools (KIDS) regional school unit (RSU #2 – KidsRSU). The District includes Dresden, Farmingdale, Hallowell, Monmouth and Richmond. Marcia Buker Elementary School is the Pre-K through grade 5 school in Richmond with a total enrollment of 217 students (2015). The school, located on High Street, was constructed in four different construction sections: 1953, 1968, 1986, and 1994. Richmond Middle and High School includes grade 6-12, with a total enrollment of 145/114 = 259 total (2015). It was constructed in the mid-1970s (1973 and 1978) and is located on Main Street. According to the RSU Director of Buildings and Grounds, there is currently no strategic plan to replace or close any schools in Richmond.

Regional Coordination

Regional cooperation can often result in more cost-effective and improved delivery of services. The following is a summary of town services where the town works closely with other municipalities or where there are cooperative agreements, including some that produce revenues for the town:

- The Town of Dresden contracts with the Town of Richmond for five hours per week for the Code Enforcement Officer; for public works projects on an as-needed basis; and currently under consideration, Richmond’s Animal Control Officer.
- Fire Protection Mutual Aid Agreements with neighboring communities.
- Contract with neighboring communities for paving services.
- The Town always considers bulk-purchasing through MCEDD and uses this option when it is most cost-effective.
- The Town has a contract with Pittston for use of the Holding Area.

State Goal – Public Facilities and Services:

“To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.”

Local Goals:

1. To plan for, finance and develop identified public facility and service needs.
2. To provide community services and facilities to assure the health, safety and welfare of all residents.

Recommended Implementation Strategies

Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: To plan for, finance and develop identified public facility and service needs.			
1. Explore the possibility of a new, larger municipal complex, if increased population warrants it, that encompasses most town departments.	Board of Selectmen	10 years	USDA, CDBG, other state and federal grants
2. Ensure safe fireproof storage of important town records and historical documents.	Town Manager	Within 5 years	Maine Municipal, Maine Historical
3. Explore, whenever possible, renewable energy sources for heating, electricity and building design.	Town Department, with BOS	Ongoing	Efficiency Maine, USDA
4. Create a rolling five-year Capital Improvement Plan to prudently plan for and finance capital needs, such as Fire and Police Department vehicles by utilizing a variety of funding mechanisms and spreading costs out over time. Include capital needs identified in this Plan.	Town Manager, with Budget Committee and Department Heads.	Within 5 years	Maine Municipal, other town models
5. Explore the possibility of a salt and sand storage facility.	Town Manager, with Public Works Committee	5 years	Maine Municipal
6. If additional inter-municipal Holding Area contracts are made, or the Town considers accepting household garbage, consider a new Transfer Station location.	Town Manager, with Public Works Committee	When needed	USDA, Economic Development Administration (EDA)
7. Determine the future of the Lincoln Street Fire Station.	Town Manager, with Fire Dept.	Town Meeting 2017	N/A
Goal 2: To provide community services and facilities to assure the health, safety and welfare of all residents.			
1. Continue to seek new communication and strategies to get information to and input from the public.	All Town Employees and Committees	Ongoing	Website, Facebook page, newsletter, newspapers, etc.
2. Continue to provide many municipal services online and increase as needs demand and technology advances.	Town Manager	Ongoing	Maine Municipal Association
3. Look at expanding library staff as membership grows and usage increases.	Town Manager, with Librarian	5 years	Town budget
4. Consider expanding hours of the Senior Center Director as the population continues to age and Center membership expands.	Town Manager, with Senior Center Director	5 years	Town budget

5. Consider adding another Public Works full-time staff person, or increasing part-time staff person to full-time.	Town Manager, with Public Works Director	5 years	Town budget
6. Seek funding to make the Central Fire Station more energy efficient.	Fire Chief	5 years	Efficiency Maine; grants
7. Start planning for how to pay for economic and community development projects and staff, if needed, for when the Downtown and Pipeline TIFs end (in 2030 and 2020, respectively).	Town Manager, with Selectboard	2 years	Department of Economic & Community Development; MCEDD
8. Develop a town interdepartmental Emergency Response Team to better respond to emergencies.	Town Manager, with Police and Fire Chiefs	5 years	Other community models
9. Create First Responder team under the Fire Department.	Fire Chief	2 years	N/A
10. Continue to coordinate and collaborate with neighboring municipalities and regional entities to provide cost effective and efficient town services.	Town Manager	Ongoing	MCEDD; Maine Municipal Association.

FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN

Introduction

The purpose of this section is to describe the Town's fiscal situation and to find out whether the Town can meet future costs for growth and development. A key component of this analysis will be the development of a Capital Investment Plan for financing the replacement and expansion of the public facilities, infrastructure and services required to meet projected growth and development. It is also important to consider different needs and priorities of the Town, especially with respect to demographic changes.

Property Tax Base

The property tax is the main source of revenue for the Town. All property and structures in the Town are assigned a value based as closely as possible upon the current market conditions. Certain forms of personal property such as business and industrial equipment are also assigned a value for taxation.

The total value of all taxable property, including land, buildings and personal property is called the valuation. The money required to finance town government is called the tax commitment. Outside revenue income sources such as the excise tax and state revenue sharing monies are subtracted from the total amount of money needed to operate the town government. The amount of funds remaining after all the outside revenue income sources are subtracted is called the tax commitment. The tax commitment is then divided by the local valuation to obtain the annual tax rate. The annual tax rate is expressed in mils. A mil is one dollar per thousand dollars of valuation.

The annual mil rate is used to figure out how much tax each property owner must pay to fund government services. *Example: A person owning property valued at \$63,000 in a town with a mil rate of \$15.25 would pay \$960.75 in property taxes. ($\$63 \times \$15.25 = \$960.75$).*

Components of the Town Valuation

The valuation of the Town consists of many taxable categories that include land, buildings, structures, production machines and equipment, business equipment and other forms of personal property. The following table shows the valuation listed in each category for the 2013-14 tax year.

Table 1: Valuation Category, 2013-14

Category	Amount	Percent of Total Valuation
Total municipal valuation	\$266,414,143	100%
Land values	\$108,435,105	40%
Building values	\$129,532,550	49%
Machinery & equipment	\$28,446,488	11%
Business equipment	-0-	0%
Other personal property	-0-	0%

Source: 2013 Municipal Valuation Return Statistical Summary

After deducting revenues from outside sources such as excise taxes and municipal revenue sharing, the tax commitment for the fiscal year 2013-14 was determined to be \$4,822,095. The mil rate to support that budget was calculated as \$18.10. (Total tax commitment of \$4,822,095 is first divided by municipal valuation of \$266,414,143; then the result is multiplied by 1,000.)

Other types of property including federal, state, municipal and nonprofit organizations are exempt from taxation. Their properties are assigned a value, but taxes are not assessed. The following is a breakdown of the major tax exempt properties in the Town:

State:	\$3,360,700	Municipal:	\$14,710,250
Churches:	\$2,479,000	Parsonages:	\$40,000
Veterans:	\$374,700	Literary & Scientific:	\$1,744,400
Fraternal:	\$232,500	Tree growth:	\$569,042
Farmland:	\$584,800	Open Space:	\$274,620

The exempt properties in Richmond are fairly typical for a community of this size and character. Usually service center communities such as Brunswick, Bath, and Augusta have a much higher number of exempt properties from educational institutions, government buildings and other non-profits.

Table 2: Richmond Commitment Data, 2013/14

Commitment	Tax Rate	Homestead exemptions	Homestead value	BETE exemption	BETE value	TIF Value	TIF revenue
\$4,822,095	0.01810	2,250	\$22,347,600	37	\$2,922,210	\$48,705,980	\$259,327

Source: 2013 Municipal Valuation Return Statistical Summary

Historical Valuations

To permit comparisons among the various communities in Maine and to determine annual amounts for municipal revenue sharing, the state’s Property Tax Division reviews each town’s local assessment and makes adjustments for local variations, including some granted by tax law, such as the Homestead

Exemption and the Business Equipment Tax Exemption, or BETE. The result of this effort is the Municipal Valuation Return Statistical Summary, which provides consistent comparisons within a particular community over time and comparisons with other towns.

Table 3: Richmond Historical Valuations, 2006-2015

2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
253,950	263,450	270,500	262,600	279,950	298,750	280,200	270,200	236,300	204,200

Source: State Valuation History 2006 – 2015 (\$000's)

Municipal valuations rose until 2010 and then began to decline to their current value of 253,950,000. It is important to note that the two TIF Districts in Town act to reduce the State valuation for the municipality, by not adding the new property value created in the TIF District. This allows the Town not to have its municipal revenue sharing reduced.

Comparison of Selected Municipal Budget Categories

The following is a comparison of some of the major municipal budget categories between the 2014 and 2016 budget years.

Table 4: Selected Municipal Budget Category Comparison

Budget Category	2014	2015	2016	Change between 2014 & 2016
Administration	\$244,418	\$221,756	\$215,530	Expenses declined by \$28,880
Benefits	\$230,850	\$251,702	\$250,175	An increase of \$19,325
Capital Outlay	-	\$186,990	\$127,700	Decrease of \$59,290
Debt Service	\$417,008	\$420,825	\$120,164	One loan retired
Fire Department	\$71,339	\$66,438	\$79,410	Increase of \$8,071
Insurance	\$58,600	\$55,300	\$58,695	Stable
Police Department	\$240,882	\$242,246	\$241,649	Stable
Public Works	\$315,976	\$317,148	\$319,282	Stable
Reserve	\$74,400	\$82,500	\$75,000	Stable
Solid Waste	\$43,900	\$44,933	\$44,730	Stable
Town Fuel	\$47,175	\$54,300	\$48,750	Stable

Source: Town Reports

Notes:

- Municipal budgets have been stable with minor increases. The debt costs have gone down and will continue to be reduced as two more existing loans are retired within the next two years.
- The Town needs to make sure that adequate funds are placed in the budget to address infrastructure needs, especially roads and other major projects.

Revenue and Expenditure Comparison

The following three tables have been taken from the 2014 Richmond Town Report because they provide an exceptional illustration of revenue and expenditures and how it relates to the property tax assessment and mil rate. The tables provide data for the budget years between 2012 and 2016. The figures for the 2016 budget are estimates.

Table 5: Assessment Table

Assessment Category	2012	2013	2014	2015	2016
School Assessment	\$2,581,418	\$2,457,609	\$2,654,681	\$2,905,425	\$3,024,789
County Assessment	\$444,059	\$457,255	\$498,756	\$499,959	\$484,385
Municipal Budget	\$2,063,771	\$2,182,075	\$2,167,005	\$2,308,760	\$2,144,426
TIF pipeline	\$245,000	\$245,000	\$259,327	\$154,400	\$152,000
TIF Downtown	-	-	-	\$216,261	\$212,900
Overlay	\$21,617	\$70,853	\$49,589	\$43,391	\$78,222
Total Assessments	\$5,355,865	\$5,412,792	\$5,629,358	\$6,128,196	\$6,096,722

Source: 2014 Town Report

Table 6: Non-Tax Property Tax Revenue Table

Non-property tax revenue	2012	2013	2014	2015	2016
Undesignated fund balance	\$150,000	-	-	-	-
Other revenue	\$549,872	\$564,034	\$547,234	\$620,734	\$636,400
Reserve funds	-	-	-	-	\$17,088
Homestead reimbursement	\$55,273	\$69,659	\$73,461	\$77,777	\$75,713
Municipal Revenue sharing	\$186,848	\$230,000	\$179,872	\$170,768	\$190,445
BETE reimbursement	\$1,662	\$2,394	\$6,696	\$13,321	\$11,674
Total Deductions	\$943,653	\$866,087	\$807,263	\$882,600	\$931,320

Source: 2014 Town Report

Table 7: Tax Assessment, Valuation and Mill Rate

Category	2012	2013	2014	2015	2016
Property Tax Assessment	\$4,412,212	\$4,546,705	\$4,822,095	\$5,245,596	\$5,165,402
Valuation	324,427,357	265,889,228	266,414,143	271,792,537	271,792,537
Mil Rate	\$13.60	\$17.10	\$18.10	\$19.30	\$19.00

Source: 2014 Town Report

Notes:

- To obtain the property tax assessment, the total non-property tax deductions are subtracted from the total assessments.
- The tax increase for a median home (\$118,500) between 2012 and 2016 is \$640. In 2012 the property tax was \$1,611 and in 2016 it will be \$2,251.
- School costs increased by \$443,371 between 2012 and 2016.

- Municipal spending increased \$80,655 between 2012 and 2016.
- The county assessment increased \$40,326 between 2012 and 2016.
- The property tax assessment increased by \$753,190 between 2012 and 2016.
- The school, County and municipality make up the following percentages of the total assessment/cost: Schools account for 49.6%, County is 8% and the municipality is 35%.

Analysis

Municipal Accounts:

Most municipal accounts are stable from year to year and any increases are minor. Some, like administration, actually declined. Some areas prone to cost increases include the following:

- Benefits: Health insurance costs continue to increase.
- Solid Waste: The disposal and transportation costs related to solid waste are expected to increase.
- Fuel: The price of oil is currently low. However, the price of this commodity is known to change rapidly. It would be prudent to explore an energy efficiency strategy for municipal buildings and vehicles.

Capital Outlay:

The capital outlay account contains expenses for major projects to be completed in a budget year. Some projects especially road construction or repair may take several years to complete. The average amount spent in this area annually is \$100,700. To reduce annual spending fluctuations, it would be prudent to try to keep the level of spending in this account as even as possible.

Reserve Funds:

The Town currently maintains seven reserve accounts and on average places \$77,300 total into these accounts to cover the cost of equipment. A Public Works and Fire Department vehicles are two major items in the reserve and a total of \$40,000 is placed annually in these two accounts. Considering the average cost of a fire truck and public works vehicle it would take 16 to 20 years to completely cover the cost of these two items.

Debt:

A loan in the amount of \$1,206,000 was paid-off in 2014 and another loan in the amount of \$300,000 will be paid off in 2015. Two other loans will be paid off in 2016 and 2017. The only outstanding loan will be retired in 2023.

Debt payments declined from \$420,825 in 2014 to \$120,164 in 2015 and will continue to decline over the next two years. The Town is considerably below the maximum debt level of 15% and the state recommended level of 5%.

The maximum amount of debt incurred by the Town based upon 15% of State valuation would be \$38,925,000 and based upon a 5% level would be \$12,697,500. This allows the Town to consider the benefits of incurring additional debt to address long term capital improvements especially when bond rates are competitive.

Capital Improvement Planning (CIP)

Capital improvement planning is a method to identify equipment and other major capital items such as buildings, structures and transportation infrastructure which will need to be improved, purchased or rebuilt in the coming years. The plan should list all major capital expenses likely to exceed a certain dollar value which will eventually need to be replaced within a certain time frame, such as over a 20-year period. This provides the Town with the information needed to anticipate and plan for these expenses in a prudent and fiscally sound manner. The plan should also be updated annually to reflect new priorities and to make adjustments.

Currently the Town does not have a formal capital improvements strategy to address large capital expenditures. A recommendation to the Town Manager and the Board of Selectmen will be to develop a five-year CIP. Another important component of the CIP is to identify grants and other financing methods which could supplement municipal funding for major expenses. Typical items to be included in the CIP include: public work trucks and other vehicles, police vehicles, fire trucks, improvements and expansions of municipal buildings and structures, computer and related upgrades, bridge replacements, road rebuilding and major maintenance, recreational infrastructure, and other similar items.

Regionalization of Services and Programs

Regional or interlocal agreements between municipalities may offer opportunities to create economies of scale and cost savings for some town services. The Town already participates in a number of municipal partnerships and takes advantage of regional programs such as fire department mutual aid, cooperative purchasing, membership in MCEDD and sharing the services of a Code Enforcement Officer with the Town of Dresden. Other types of service affiliations could be possible and should be explored.

Another strategy is to explore operational and infrastructure efficiencies such as reducing energy costs, road maintenance and repair costs, and the use of new products or methods which can reduce costs. This approach will require the participation of municipal staff to find creative cost saving approaches and the willingness of the Select Board and Richmond citizens to consider the investment usually required to explore and implement these methods.

Development Patterns and Cost of Services

From 2005 through 2015, the Town issued 161 residential permits, an average of 16 new residential units constructed each year. The majority of these homes were built in the Rural Residential District (111 out of 161), as compared to locations in the Village and Residential Districts (18 and 32 permits, respectively). This development pattern results in greater transportation costs for road maintenance and increased service response times for emergency services. While rural home construction remains attractive for some, alternative locations in the village and residential districts remain good choices, especially for older persons, and should be encouraged.

Demographics and Cost of Services

Changing age and household demographics influence what type of services citizens will need and expect. While the Richmond median age is slightly younger than Sagadahoc County as a whole, many baby boomers are advancing into retirement. In 2010, 14% of our population was older than 65 years and 32% was between the ages of 44 and 65. This means that over the next 20 years a significant number of residents will be over 60 years old. Services such as emergency response, access to health care, transportation services, assisted living and nursing care, recreation programs and new types of housing will need to evolve and change. The Town should anticipate these changes and make the appropriate revisions in a thoughtful manner and cost-effective fashion.

Tax Increment Financing

Richmond has two tax increment financing (TIF) districts: The Pipeline/Compressor Station TIF, which was approved in 2000 and expires in 2020, and the Downtown TIF, approved in 2005 and which expires in 2030.

The Pipeline/Compressor District plan includes the following:

- A development loan fund to support job creation and retention in Richmond;
- Funds to support the Economic Development Department;
- Implementation of economic development plans;
- Funds to support business growth and development;
- Improvements to public infrastructure
- Direct investment to a business for certain items.

The Downtown TIF includes in its development plan the following goals:

- Restoration of historic downtown buildings;
- Implementation of the downtown parking master plan;
- Implementation of pedestrian and bicycle trails;

- Village gateway and wayfinding signage.

Both of the TIFs have made a positive economic impact upon the Town and they will continue to fund activities to grow and improve the local economy. A critical feature includes the funding of an Economic Development Director who plans and implements projects and also obtains grants which complement and match the TIF funds. Continued support for the TIF development projects and the Economic Development Department will assist the Town to improve its tax base and help to increase jobs in the community.

Issues

- Some revenue streams, especially revenue sharing, teacher retirement and educational funding have been reduced, placing an increased burden on the property tax.
- Expenditures continue to rise, especially road improvement expenses.
- Debt and bonding are an option to finance major capital projects, especially when bond rates are historically low.
- The Town existing TIFs will expire for the Pipeline in 2020 and the Downtown in 2030.

State Goal – Fiscal Capacity and Capital Investment Plan:

“To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.”

Recommended Implementation Strategies

Implement the following:	Responsible Party	Timeframe	Resources/Mechanism
1. Develop and adopt a Capital Improvement Program.	Board of Selectmen	1 year	Comp. Plan
2. Continue to aggressively pursue grants to finance major municipal projects.	C&BD Director, with Board of Selectmen	Ongoing	MCEDD, DECD, MaineDOT, and others
3. Create a non-binding referendum question that asks about renewing Pipeline TIF.	Board of Selectmen	1 year	Town Meeting
4. Consider the creation of a I-295 Interchange Area Tax Increment Finance District (TIF) to encourage increased commercial and industrial development around the highway (See discussion in Future Land Use Chapter).	Board of Selectmen	3 years	Town Meeting
5. Continue displaying transparent financial reporting in the Town Reports to communicate the Town’s financial picture and future investment plans to the public.	Town Manager/Administrative Assistant	Ongoing	Past Town Reports

EXISTING LAND USE

Introduction

The Existing Land Use section of the plan describes the existing development trends within the community. This chapter also reviews current land use ordinances and other planning strategies used by the Town to guide residential and commercial development. This information will provide the foundation for the Future Land Use Plan and how the community wants to direct new development for the next 15 years and beyond.

Historical Patterns of Development

Richmond's proximity to the Kennebec River and Merrymeeting Bay, upriver from the shipbuilding port of Bath, created the conditions for the development of a traditional village center and downtown along the banks of the Kennebec River. Over time traditional industries provided jobs in textiles, shoes and other manufacturing professions and homes were built to house workers. In the more remote areas of town, farming and forestry dominated the landscape. This traditional pattern of development existed until the late 1970s, when manufacturing began to diminish and the demand for rural/suburban housing spread new housing outside the village into the rural portions of the town.

The town also has a number of private roads which extend from Route 201 to Pleasant Pond, providing housing with access and /or proximity to the Pond. This is a popular area today for primarily year-round and some seasonal housing.

The 1991 Comprehensive Plan

The existing Comprehensive Plan enacted by the Town in 1991 sought to address the development of housing and commercial activities in the more rural areas of the town instead of the traditional village and other commercial centers. The current zoning regulations and district map reflect this desire to direct development into identified residential and commercial areas instead of the rural sections of the town. Nevertheless, nearly 70% of all residential construction since 2005 has been in the Agricultural Zone. The Agricultural District currently comprises over 80% of the Town's land area and is subject to larger lot sizes than the residential and village districts.

The appropriate locations for new commercial and retail developments have been raised through discussions within the community and this issue is addressed in the Future Land Use section of the plan. Directing commercial development into areas along major corridors and in close proximity to other businesses creates clusters of activity which benefit all of the businesses in that area. Likewise, promoting the downtown businesses along Main and Front Streets enhances the commercial vitality of that area.

Development Trends since the Previous Plan

From 2005 through 2015, annual residential permits for both new stick-built and mobile homes ranged from a low of four units during the recession to a high of 40 units in 2014. By far most of the residential development in the last ten years has been in the Agricultural District. It is important to highlight that the high number in the Residential District in 2014/15 includes mobile homes in the mobile home park.

Table 1: New Housing Permits Issued by Land Use District, 2005 - 2015

Land Use District	2014-15	2013-14	2012-13	2011-12	2010-11	2009-10	2008-9	2007-8	2006-7	2005-6	TOTALS
Agricultural	17	7	7	5	3	10	4	16	23	19	111
Residential	22*	1	1	1	1	1	0	2	2	1	32
Village	1	4	2	2	1	1	0	1	3	3	18
TOTAL	40	12	10	8	5	12	4	19	28	23	161

Source: Town of Richmond Code Enforcement

* Half of these were mobile homes constructed in the mobile home park

Most new commercial development has occurred along Route 197, in both Village and Residential Districts, and in the 1-295 Interchange Area.

Table 2: New Commercial Development Permits Issued by Land Use District, 2005 - 2015

Land Use District	2014-15	2013-14	2012-13	2011-12	2010-11	2009-10	2008-9	2007-8	2006-7	2005-6	TOTALS
Agricultural	0	0	0	0	0	0	0	0	0	0	0
Residential	2	1	0	0	0	0	0	1	1	2	7
Commercial	0	0	0	0	0	0	1	0	0	0	1
Village	0	1	0	0	0	0	0	0	0	0	1
TOTAL	2	2	0	0	0	0	1	1	1	2	9

Source: Town of Richmond Code Enforcement

Other Planning Activities

A Richmond Village Downtown Revitalization Plan was first developed in 2004 and then updated in 2011, and establishes the template for the future of the downtown area. Many improvements have been realized since the Plan was adopted including improved building facades and other renovations, new businesses, new streetlights and new sidewalks. A Richmond Waterfront Improvements Plan adopted in 2008 outlined important waterfront enhancements. The Waterfront Park, boat launch and better parking have increased public use of this area and greatly enhanced the attractiveness of the downtown, especially for restaurants and other businesses catering to customers outside of the town. Both the Downtown and Waterfront Plans are critical planning efforts and will be referenced as part of this Comprehensive Plan update. The Downtown Plan 2011 Update is also contained in the Appendix to this Plan.

Residential Development

From 2005 through 2015, the Town issued 161 residential permits, an average of 16 new residential units each year. The vast majority of the residential development is occurring lot by lot, with only one subdivision project in the last decade. The majority of these homes were developed in the Agricultural District (111 out of 161), as compared to the Village and Residential Districts (18 and 32 permits, respectively). The pace of residential development has generally declined since 2005, with a strong dip in the recession of 2008-2011. Between 2005 and 2010 an average of 17 new housing units was constructed, while between 2010 and 2015 it has averaged 15 units per year. Based upon the historical rate of development we should anticipate 160 new housing units over the next decade.

Housing development in the rural areas of the town over the past decade is almost double that in the village and residential districts. Based upon these past development trends and the availability of land for housing, the rural areas may continue to be desirable places for new homes. However, a growing demand for housing targeted towards our aging population may tip the scales in favor of village and downtown areas which provide easier access to services, recreation and other amenities. Richmond's previous downtown and waterfront improvements have made the village area attractive and future enhancements as envisioned in the Downtown TIF Development Plan should further this trend.

Town staff, with the appropriate committees including a new Comprehensive Plan Implementation Committee, should reexamine the existing Land Use Ordinance for strategies to make village or near-village housing development more attractive and financially appealing. Some planning techniques commonly employed in new village housing development throughout the country may offer some ideas which could be introduced to Richmond, such as senior co-housing, "Great American Neighborhood" style developments, etc. Other sections in the existing ordinance which should be looked at include: density requirements, lot coverage, setbacks, space and dimensional requirements for multi-family developments, options for senior housing, and options for meeting recreation requirements and parking.

Commercial and Industrial Development

Commercial development has been a focus of the Town since the creation of the Economic Development Department, which has helped to create new businesses and encourage the reuse of existing commercial structures. Most of the significant commercial activity has occurred within the village/downtown area and along the major road corridors. This should continue, and some adjustments considered to ensure that future space for new development is provided.

New retail development should be encouraged to locate close to existing retail establishments. This helps foster connections and generates traffic for all businesses. Some allowance should be given in the Zoning Ordinance to retail proposals over a certain square footage, which may require larger land parcels to

accommodate their building and parking. These types of activities are best suited for the area around Interstate 295.

Public Utilities, Facilities and Services

The Richmond Utility District provides public water and sewer to major portions of the Village District and currently about half of the buildings in the Town. Sewer and water services are an essential element of many large housing and commercial developments, especially those with high water demands such as restaurants and some types of manufacturing.

The capacity of the Utility District to expand both sewer and water service is limited and without major capital upgrades or relocation, the District cannot be expected to foster the expansion of water and sewer service into areas much beyond the existing village area.

Tax-Exempt Property

Tax-exempt property does not significantly affect the overall valuation of the community. Currently the State has \$3,360,700 of exempt property, and the Town has \$14,710,250 of exempt property (2013 figures). Other exempt properties are described in the Fiscal Capacity Section but are not especially significant relative to the value of taxable property. It is not expected that the relative value of tax-exempt property will increase in a manner which will affect the taxable property value in the foreseeable future.

Scenic Areas

Scenic resources are those areas that can be viewed from public roads or land, and do not include views which can only be seen from privately-owned property. Often scenic vistas are important to residents and help shape the identity of a community. Richmond has a number of scenic areas which include the following:

Kennebec River:

Exceptional views of the river are available from the Richmond-Dresden Bridge, Ferry Road, North Front Street approaching the Village, locations along the River Road and from the Beedle Road. Views *from* the river are also notable. The Maine Rivers Study described the Kennebec River as a scenic resource of state significance.

Pleasant Pond:

The Pond located on the western boundary of the town can be viewed from Route 197 to the south and the Thorofare Road to the north. Pleasant Pond viewed from the water is also an important view.

View of the Open Farmlands on the fringe of the Village:

The view of the farmlands along Route 197/Main Street on the outskirts of the Village display Richmond's agricultural heritage and offer pastoral views of a working farm landscape. These views also provide a good visual break between the village area and the outskirts.

Views of the Umberhind Marsh:

A view of the Umberhind Marsh is visible from the Alexander Reed Road and displays rolling fields, woodlands and wetlands.

Other Views:

Other significant scenic views include: the views across Peacock Pond from Route 201 near the Town line, views across the open farmland along the Beedle Road, the views of open land from Interstate 295, Richmond Corner, and pleasant rural road views from sections of the Langdon Road, Alexander Reed Road, Beedle Road, Pitts Center Road, Outer Lincoln Street and the River Road.

Agricultural, Farmland and Tree Growth Tax Programs

The State of Maine offers special property tax programs for certain land use activities for related to agriculture, land placed in open space, and land in tree growth intended for commercial harvesting. Each of these tax programs have requirements the landowner must meet in order to obtain the preferred property tax exemption. The Town Tax Assessor administers these programs in accordance with State Regulations.

The Town currently has 3,738 acres enrolled in these programs, and while they may not represent all of the actual properties within the town engaged in these activities, they do indicate the level of activity of agriculture, commercial forestry and open space preservation that is taking place in the community. The following tables show the locations, number of enrolled parcels and acres currently in these programs. This data was provided by the Town of Richmond Assessing Department and reflect the situation as of August 2015.

Open Space Tax Program

A total of 320 acres is currently enrolled in the Open Space tax program. The data below provides some information about the amount of private land currently preserved from development, although it is important to remember that this land could be removed from the program. Public lands reserved for recreation or other non-development purposes are not included in this category.

The following is a list of the open space parcels listed by road location:

Table 3: Open Space Parcels

Road	# of Parcels	Acres
Main Street	4	78
Alexander Reed Road	2	71
Stillwater Lane	1	37
Lincoln Street	1	10
Brunswick Road	5	76
Beedle Road	2	31
Lothridge Lane	1	17
TOTALS	16	320

Source: Town Tax Assessor (2014/15 data)

Agriculture Tax Program

A total of 944 acres are currently enrolled in the Farmland program. This includes land used for farming purposes such as fields and forest.

Table 4: Agriculture Tax Parcels

Road	# of Parcels	Acres
Beedle Road	8	532
High Street	1	76
Alexander Reed Road	3	56
Stable Road	1	20
White Road	1	13
Marston Road	1	7
Toothaker Road	1	98
Main Street	9	68
Weeks Road	1	50
River Road	2	15
Brunswick Road	2	9
TOTALS	30	944

Source: Town Tax Assessor (2014/15 data)

Tree Growth Tax Programs

A total of 2,474 acres are currently listed in the tree growth tax program. This land is intended to be used for commercial harvesting and includes hardwood, softwood and mixed forest lands. Landowners enrolled in the program are required to develop a harvest plan designed by a professional forester to guide future timber harvesting.

Table 5: Tree Growth Tax Parcels

Road	# of Parcels	Acres
Beedle Road	19	1,016
Langdon Road	5	198
Savage Road	4	127
Marston Road	5	84
Brunswick Road	6	71
Carding Machine Road	5	50
Toby Lane	3	41
Rangeway Road	1	31
Shelter Drive	2	30
White Road	3	20
New Road	2	175
Lincoln Street	6	148
Alexander Reed Road	4	84
Toothaker Road	1	78
High Street	2	65
River Road	10	158
Stable Road	1	39
Main Street	1	30
Ridge Road	3	29
TOTALS	83	2474

Source: Town Tax Assessor (2014/15 data)

Flood Prone Areas

The Town participates in the National Flood Insurance Program and recently adopted a new set of flood maps, flood study and a revised ordinance on June 2, 2015. Town participation is necessary in order for landowners to obtain flood insurance. The floodplain maps and accompanying flood study describe the regulatory floodplain for the Kennebec River and all the other ponds and streams in the Town. Development proposed within the floodplain is regulated so that new or expanded structures are elevated above the base flood level or are constructed outside of the floodplain. The areas with the most significant flooding potential are along the rivers, especially on the Kennebec River in the area of the Ames Mill and the Waterfront Park. Another hazard relating to flood is ice dams which could drive large ice flow on the land causing damage in addition to flooding. The Coast Guard dispatches an ice breaker up the Kennebec River to break up the ice depending upon the severity of the winter.

Gravel Pits and Mining

Regulations for gravel pits and mining are contained in the Land Use Ordinance. The only mining activity that has occurred in Richmond was located on Ring Hill, in the northwestern corner of the Town near Peacock Beach. This granite quarry ceased production many years ago.

Agricultural Activities

Currently there are 30 parcels totaling 944 acres that are enrolled in the Farmland Tax Program (2014/15). Richmond's rolling and flat topography and prime farmland soils create an ideal environment for agriculture. Much of the agricultural activity occurs along the Beedle Road, Main Street and the Alexander Reed Road.

The most suitable areas for farming are found in scattered locations throughout the community, with concentrations in the Pleasant Pond area, and along the Beedle, Pitts Center and New Roads. The most common soil in Richmond is Buxton Silt loam, which is described as prime farmland soil.

Forestry Activities

Currently there are 83 parcels totaling 2,474 acres enrolled in the Tree Growth Tax Program (2014/15 data). Forestry is primarily done on a small scale and often in conjunction with the multiple use aspect of a larger farm. According to the Soil Conservation Service information on soils, the most suitable areas for woodland production are found in the rolling hills of the Abagadasset, Mill Brook and Denham Brook Watersheds (see Natural Resources chapter), on hills and ledges around Pleasant Pond and on the west side of Route 201, and along the upper sections of the Baker Brook Watershed.

Transportation System

Richmond is laid out in a grid pattern, with the majority of roads running either north-south or east-west. The major roadways include:

- Interstate 295, a limited access highway with an interchange at Route 197;
- Route 201, a State route which extends from the coast to Canada;
- Route 24, a State road which runs parallel to the Kennebec River and extends between Gardiner and Harpswell;
- Route 197, a State road which also serves as the main street in the downtown and extends from Wiscasset into Lewiston.

In addition to these State roads a number of local roads including, Beedle Road, Alexander Reed Road, Langdon Road and Lincoln Street extend on an east-west axis and connect Route 201 and Route 24.

Roads comprise the principal access ways throughout the town and play a pivotal role in where both commercial and residential development occur. Roads with a high traffic count are usually prime for retail and other forms of commercial development. Residential housing often occurs along undeveloped land along these roads. However, development located only on existing road frontage will quickly lead to sprawl and traffic congestion. Many of the negative implications from poor development can be mitigated by traffic access requirements which allow development in a manner that still maintains a safe and efficient traffic flow along the road.

Currently any developments on State roads are required to obtain a road opening permit from the Maine Department of Transportation, which includes design standards for driveways/access ways. Development along Town roads is subject to the Land Use Ordinance which contains provisions for dealing with items such as sight distances and the size of road entrances. These state and local regulations are important to make sure traffic patterns and flow is safe and that access into and out of entrances and driveways occurs in an efficient manner.

Another planning consideration is to thoughtfully identify the most appropriate locations for high traffic generators. In addition to traffic access other issues should be considered, such as existing land use including commercial clusters, and availability of services.

The town should also evaluate its existing traffic access requirements to make sure they are up to date and mirror Maine DOT requirements.

Growth Development Areas

The Village, Residential and Commercial-Industrial Districts are intended to attract most of the new residential and commercial development. Most of the major commercial development is currently locating within the Village, Residential and Commercial Districts; however, some commercial activities are permitted in the Agricultural District with Development Review. A significant amount of new residential development is also occurring in the Agricultural District due to the continued attraction of rural housing locations.

Rural Areas

The Agricultural District comprises at least 80% of the Town's land area and consists of a mix of forests, farms, open spaces, waterbodies/wetlands, housing, some businesses and some land unsuitable for development due to a variety of environmental constraints. Since the economic downturn in 2008, housing construction has slowed, and this has reduced the number of new houses in rural areas. However, the market is picking up again, and Richmond is a desirable community due to its proximity to four major labor market areas. With most households comprising more than one person who works outside the home, the town's location allows people to have a reasonable commute.

Land for Future Growth

How much land is needed for projected population growth? Richmond's population is expected to increase by only 49 persons from 2010 to 2020 and projections out to 2032 show even a slight decline in population. However, the decrease of the average household size and the increase in the number of single households may drive a demand for housing. Demands for retirement housing as well will continue to increase as the population ages, and many of that segment of the population will seek housing in the downtown within walking distance to services.

For the past ten years (since 2005), the Town of Richmond has averaged 16 new housing units annually. These housing units include single-family homes, mobile homes and apartment buildings. Using this average, the Town of Richmond might expect a similar trend of 160 new housing units within the next ten years. Assuming that the new housing will be located primarily in the Village and Residential Districts which require between ½ acre and one acre to be developed, over the next decade around 240 acres will be needed, and the proposed Growth Area should easily accommodate this acreage allowance.

For commercial development, ten new permits have been issued in the last decade. If this trend continues, we can anticipate that approximately 30 acres will be needed for new commercial/industrial development at an average of three acres per development.

There continues to be ample infill development opportunities for small-scale commercial and residential development within the Growth Areas, especially in the village.

Existing Land Use Ordinances

Land Use Ordinance

The Town has a unified land use ordinance which in one document contains zoning, development review, performance standards, dimensional requirements, shoreland zoning and subdivisions. The Ordinance is administered by the Code Enforcement Officer and the Planning Board conducts major reviews including subdivisions. The Town has the capacity to adequately administer and enforce its land use ordinances. A copy of the existing zoning map is included in this section (See page 133). Lot dimensional standards can be found in the Land Use Ordinance.

Subdivision Ordinance

The subdivision requirements are contained within the Land Use Ordinance in Articles 6, 7 & 8. Other articles also contain performance standards applicable to subdivisions. A Planned Unit Development provision in the ordinance requires this option to be used under certain circumstances.

Development/construction of buildings within an approved subdivision is limited to a certain number of units annually to allow for a staggered development schedule. The existing subdivision and planned unit development standards appear adequate to address future development. New subdivision development has slowed since 2008, which is typical throughout the region. Activity may increase in the coming years as number of homes for sale from the existing housing stock declines. The Town's existing subdivision ordinance is adequate to meet future development activity.

Shoreland Ordinance

The shoreland zoning provisions are contained in the Town Land Use Ordinance and are updated as needed based upon revisions enacted by the State. The current shoreland zoning ordinance is in

compliance with the State. The shoreland zoning provisions are applicable to rivers, great ponds, some streams and some wetlands. The Land Use Ordinance contains phosphorus control provisions for development proposed for Pleasant Pond to limit the transfer of phosphorus to the Pond. The Code Enforcement Officer is primarily responsible for enforcing these provisions.

Flood Plain Ordinance

Richmond participates in the Floodplain Management Program and has adopted the most current ordinance and related maps, having adopted the 2015 ordinance revision and the 2015 map and flood study on June 2, 2015. Participation in the program is necessary for property owners in the community to obtain flood insurance. Properties proposed to be developed within the regulatory floodplain are required to obtain a permit and must conform to standards for construction depending upon the type of activity.

Land Use Issues to Explore

- Establish a Comprehensive Plan Implementation Committee (See Future Land Use chapter). That Committee should be tasked with addressing the following:
 - Explore incentives to encourage new residential development and the reuse of existing buildings in the Village and Residential areas.
 - Encourage downtown development, which is critical for the economic vitality of the village and entire community and thus serves as an attractive location for new housing and businesses.
 - Explore options for senior housing and affordable housing to meet the demands of an aging population.

Land use recommendations can be found in the Future Land Use Plan section of this document.

MAP 1: LAND USE MAP

Prepared by Planning Decisions
8/26/13

Town of Richmond, Maine Land Use Map

Village Area



Land Use

- Agricultural
- Commercial-Industrial
- Residential
- Village

- Railroad
- ROW
- Resource Protection
- Shoreland Zone
- Wetlands
- Streams
- Ponds
- Rivers

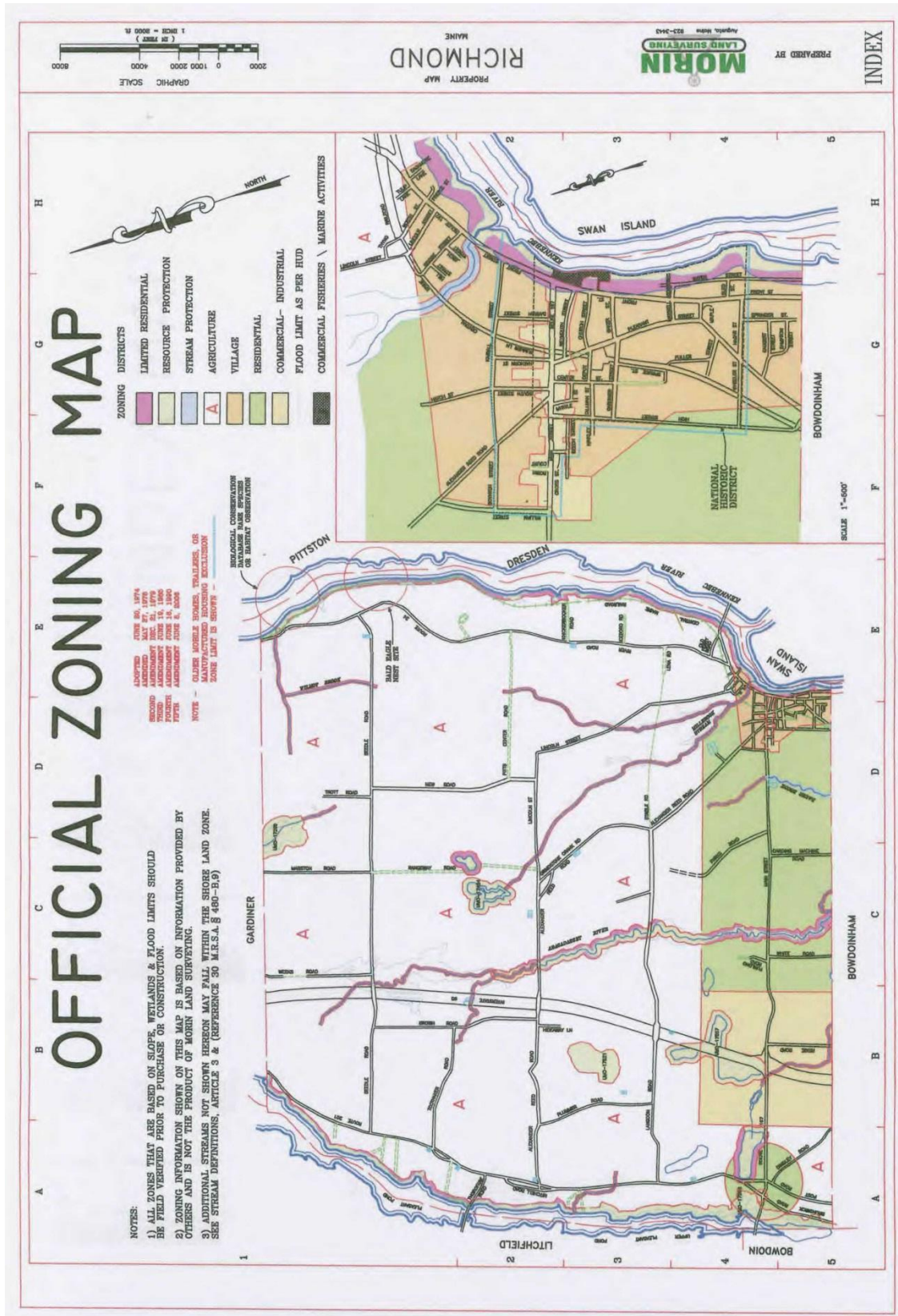
2 Miles

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1

2

MAP 2: OFFICIAL ZONING MAP



MAP 3: AERIAL MAP



FUTURE LAND USE PLAN

Introduction

The Future Land Use Plan expresses the community's vision for land use over the next decade. The State requires that a comprehensive plan include a Future Land Use Plan that is consistent with the community's vision and other policies outlined in the plan. The Future Land Use Plan identifies and designates those areas of the community that are best-suited for residential and commercial growth and those most suitable for rural uses. The Future Land Use Plan is the focus of the state's review for consistency with the Growth Management Act (30-A MRSA, Chapter 187).

The Current Comprehensive Plan (1991)

The existing Comprehensive Plan adopted by the Town in 1991 sought to direct the development of housing and commercial activities into the village and other commercial centers. The current zoning regulations and district map reflect this desire to direct development into identified residential and commercial areas instead of the rural sections of the town. The Agricultural District currently comprises over 80% of the Town's land area and is subject to larger lot sizes than the residential and village districts.

While the existing Land Use Ordinance has not completely redirected new development into the growth districts, it has reduced development somewhat in rural/agricultural areas and this trend should be encouraged.

Directing commercial development into areas along major corridors and in close proximity to other businesses creates clusters of activity which benefit all of the businesses in that area. Likewise, promoting mixed use development in the Downtown along Main and Front Streets enhances the commercial vitality of that area.

Future Land Use Principles (adapted from 1991 Plan)

- Work to maintain the small town character of Richmond with its desirability and ability for people to walk within the community.
- Assure that new residential and nonresidential development is in keeping with the established character of the Town including the rural, small town feeling, scale of buildings and neighborliness.
- Guide the growth of Richmond so that it preserves the important values of the community including its heritage, historical values, diversity of population and natural resources.
- Assure that the policies and regulations of the Town recognize the private property rights of landowners while promoting the public good.

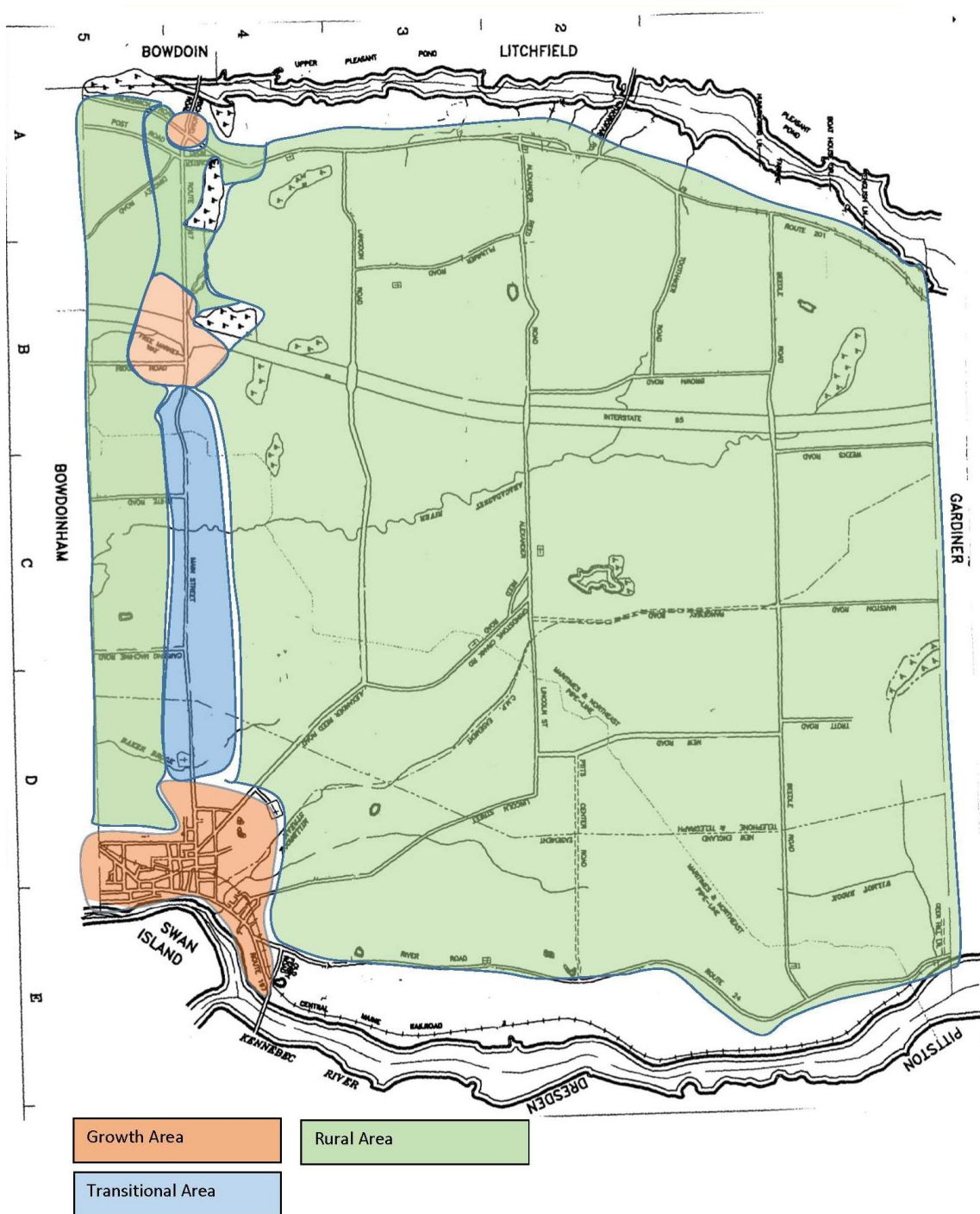
Future Land Use Map

The Future Land Use Map on page 134 graphically depicts how the Town of Richmond intends to direct and manage potential growth over the ten-year planning period. It is *not* a zoning map, and the boundaries of designated areas on the map are meant to be conceptual. However, it is hoped that the map and associated plan will help guide development, future zoning and a capital investments program. Any future zoning changes being considered will be brought before voters at Town Meeting after a fully vetted public process.

The map outlines Growth, Transitional, and Rural Areas. These concepts have evolved from the following:

- The historic development of the community, and a desire to preserve the traditional New England village and countryside pattern.
- The need to extend and use public services in the most efficient manner possible.
- An understanding of Richmond’s natural and agricultural resources.
- A desire to provide plenty of opportunities for a broad range of housing in the future.
- A desire to create new opportunities for commercial/industrial growth that will broaden the Town’s tax base.
- Most importantly, a reflection of community input received through three years of public meetings, workshops and other methods. At the two 2015 Future Land Use workshops, in particular, the following future land use themes emerged that are largely reflected in our Future Land Use map. These themes were also sounded in the 2013 community survey. They are summarized as:
 - Commercial and industrial development of a scale too large for a village setting (except for large retail, which is not desired) is envisioned near the I-295 Interchange.
 - Where appropriate space is available in existing historic buildings in the village area or where rail access is available, commercial and industrial activity should be encouraged there.
 - Small-scale retail is desired at the I-295 Interchange, along Route 197, and in the downtown village area.
 - The Route 197/Main Street corridor is envisioned to retain its current use and character, with a mix of residential and small-scale agricultural and community service stores, to be developed with appropriate controls and buffers from neighboring residences.
 - Affordable housing should be concentrated or clustered, encouraged in the village, and should not threaten larger scale agricultural land that could be used for farming.
 - The historic and architectural qualities of the village area should be preserved.

MAP 1: FUTURE LAND USE MAP



Growth Areas

A community's Future Land Use Plan must identify a growth area or areas to ensure that planned growth and development and related infrastructure are directed to areas most suitable for such growth and development. As noted elsewhere in this document, a forecast by the Maine Economic and Demographics Program actually projects a slight decline in Richmond's population over the next several years; hence the label "growth area" may seem counter-intuitive. "Development area" might be a more accurate way to label those sections of town where we anticipate that change will occur over the next several years. Nevertheless, for purposes of this Comprehensive Plan, we will adhere to the official term, "growth area."

Land areas designated as growth area must be consistent with the following provisions:

1. The Future Land Use Plan must designate as growth area those lands into which the community intends to direct a minimum of 75% of dollars for municipal growth-related capital investments made during the planning period.
2. Built-out or developed areas that may not have capacity for future growth but require maintenance, replacement, or additional capital investment to support existing or infill development must also be designated as growth areas.
3. Growth areas must generally be limited to land areas that are physically suitable for development or redevelopment. Growth areas may include incidental land areas that are physically unsuitable for development or redevelopment, including critical natural resources; however, the plan must address how these areas will be protected from negative impacts of incompatible development to the greatest extent practicable or, at a minimum, as prescribed by law.
4. To the greatest extent practicable growth areas should be located adjacent to existing densely-populated areas.
5. Growth areas, to the greatest extent practicable, should be limited to an amount of land area and a configuration to encourage compact, efficient development patterns (including mixed uses) and discourage development sprawl and strip development.
6. Growth areas along roads should be configured to avoid strip development and promote nodes or clusters of development.

The Village, Residential and Commercial-Industrial Districts are intended to attract most of the new residential and commercial development. Most of the major *commercial* development currently is locating within the Village or Commercial Districts; however, some commercial activities are permitted in the Agricultural District with Development Review. A significant amount of new *residential* development is also occurring in the Agricultural District due to the continued attraction of rural settings and it is unrealistic to expect that this will stop, but the Town can look at ways to encourage development in the Growth areas and protect resources in the Agricultural areas.

Richmond Growth Areas:

1. **Downtown Village:** This is an existing developed area that has limited room for growth but there is still ample opportunity for redevelopment and infill. The Village is served by public water and sewer. The Town will continue to support mixed use development and a wide variety of housing types, and through its Downtown TIF will continue to invest in sidewalks, street amenities, building renovation, and other improvements. The Town will also continue to support and partner with the Richmond Utility District as needs arise. The Downtown Revitalization Plan Update contains recommendations for downtown revitalization including streetscape enhancement, pedestrian improvements, business and economic development, and housing & historic preservation and this should continue to be implemented.
2. **Adjacent to the Village:** The Town is extending the Growth Area for the ten- to fifteen-year period out beyond the Village west on Route 197/Main Street up to around Baker Brook, up Alexander Reed Road and Lincoln Streets and north on Front Street. These areas adjacent to the Downtown can accommodate future residential growth and limited commercial development in the planning period. These areas are generally physically suited for development or redevelopment, will encourage more efficient capital investments than rural areas, and with proper controls through ordinances will avoid creating a pattern of strip development. Encouraging and investing in new housing in this area will lessen the impact of new housing development in the rural areas, also helping to promote the traditional rural uses of farming and forestry in those areas.
3. **Interstate 295 Corridor Area/Route 197:** Commercial/industrial growth. This existing Commercial/Industrial area is already zoned as such because of its transportation/location advantages and existing activity. There are large parcels that if and when they become available, should be encouraged for medium-scale commercial and industrial development. However, the Zoning Ordinance should encourage such development to be compatible with existing residential development in the area. The area is also not served by sewer and water infrastructure and it is limited in some areas by large wetland area constraints.
4. **Four Corners Area, Routes 197 and 201:** Commercial/industrial growth. This area is currently zoned commercial/industrial and is based around an intersection of two State roads with mixed commercial, industrial and residential development. The area is targeted for continued mixed-use development with small-scale commercial and services for residents of this side of Richmond. Route 201 is a major north-south artery. There are no major environmental constraints within this village area.

Transitional Areas

The Future Land Use Plan may designate as transitional those land areas which the community identifies as suitable for a share of projected residential, institutional, commercial or industrial development but

that is neither intended to accept the amount or density of development appropriate for a growth area nor intended to provide the level of protection for rural resources afforded in a rural area or critical rural area. Designated transitional areas are intended to provide for limited suburban or rural residential development opportunities. Land areas designated as transitional area must be consistent with the following provisions:

1. Transitional areas cannot be defined as growth areas for the purposes of state growth related capital investment pursuant to 30-A M.R.S.A. §4301 (5-B).
2. Development standards in transitional areas must limit strip development along roads through access management, minimum frontage requirements, and other techniques.
3. Transitional areas cannot include significant contiguous areas of working farms, woodlots, properties in state tree growth and farm and open space tax programs, prime agricultural and forestry soils, unfragmented habitat, or marine resources.
4. Transitional areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.
5. The Transitional Areas are the areas of town which are located adjacent to more developed areas or are well-traveled arteries that bisect major routes. While these areas may be appropriate for future development, the Town wants to direct its growth and capital investments to support growth in the Growth Areas. The Transitional Areas should continue to allow a mix of development in accordance with the Town's Site Plan Review rules. Additional regulations will impact development in the Transitional Areas that are within the Shoreland Zone and Floodplain Areas.

Richmond Transitional Area:

- **Route 197/Main St from Baker Brook to the edge of the Commercial/Industrial Zone in the I-295 Interchange.** This existing Residential area also contains a mix of small-scale commercial development and there is available land. Its existence as a major thoroughfare between the Interstate/201 area and the Village will continue to drive development there. There are water/sewer constraints, some prime agricultural soils and farmland, and water/wetlands. The Town should continue to allow a mix of development, including residential, agricultural and small-scale, community-serving businesses in this area while continuing to monitor the type and rate of development with the Ordinance. Any development in this area should undergo extensive development review to ensure that the mix of uses is compatible with existing uses.

Rural Areas

The community's Future Land Use Plan must identify a rural area or areas. The designation of rural areas is intended to identify areas deserving of some level of regulatory protection from unrestricted development for purposes that may include, but are not limited to, supporting agriculture, forestry,

mining, open space, wildlife habitat, fisheries habitat and scenic lands, and away from which most development projected over ten (10) years is diverted.

A community's Future Land Use Plan must designate a rural area or areas in the community consistent with the following provisions:

1. To the greatest extent practicable, rural areas must include working farms, wood lots, properties enrolled in current-use tax programs related to forestry, farming or open space, areas of prime agricultural soils, critical natural resources, and important natural resources.
2. The Future Land Use Plan must identify proposed mechanisms, both regulatory and non-regulatory, to ensure that the level and type of development in rural areas is compatible with the defined rural character and does not encourage strip development along roads.
3. Rural areas shall not include land areas where the community actively encourages new residential, institutional, or commercial development.
4. Rural areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Richmond's Rural Area: Richmond is still a mostly rural community and that rural area includes most of the Town's agricultural land, forests, natural resources, and preserved lands. The ability of the land to support new development varies throughout the Rural Areas. The Agricultural District comprises at least 80% of the Town's land area and consists of a mix of forests, farms, open spaces, waterbodies/wetlands, housing, some businesses and some land unsuitable for development due to a variety of environmental constraints. The existing Land Use Ordinance has reduced development into the rural areas. While home-based businesses, small-scale residential and agricultural uses should continue to be allowed, the Town should consider restricting commercial and industrial uses that would negatively impact existing uses as well as impact important natural and agricultural resources. Provisions for cluster subdivisions with open space should be considered for residential development.

Protection of Natural Resources from Development

Over 80% of the Town is within an Agricultural Zoning District which also allows, with Development Review, a wide range of manufacturing activities in addition to farming, forestry, recreation and other traditionally rural activities. Single family residential housing is also allowed, but subdivisions are subject to annual development limits. This District contains the majority of the farms, forestry operations, deer wintering areas, and wetlands, and over time could gradually shift from a rural to more suburban environment.

The existing land use ordinance does provide some development review, especially for the protection of natural resources, stormwater and shoreland zoning. State and federal regulations will also be applicable

in some circumstances, depending upon the location, type and scale of the proposed development. Currently under Shoreland Zoning most of the Town's major waterbodies are protected and subject to development setbacks. However, many wetlands, especially forested wetlands and vernal pools, may not be adequately protected unless they are subject to state or federal oversight. Likewise, revisiting the appropriate uses that can occur in the Agricultural Zoning District will also help to preserve the area for rural character, farming and forestry.

Richmond's critical natural resources should continue to be maintained and protected throughout town. State and federal regulations include: Shoreland Zoning, Floodplain Management, Natural Resources Protection Act, Subdivision Regulations, and Site Plan Review.

Please refer to the following Beginning with Habitat natural resources maps in the Natural Resources chapter:

- Water Resources & Riparian Habitats
- High Value Plant & Animal Habitats
- Undeveloped Habitat Blocks & Habitat Connections
- Wetlands Characterization
- USFWS Priority Trust Species Habitats
- Building a Regional Landscape

State Goals – Future Land Use:

- To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services, and preventing development sprawl.

Local Goals – Future Land Use:

1. To coordinate the community's land use strategies with other local and regional land use planning efforts.
2. To support the locations, types, scales and intensity of land uses the community desires as stated in its vision.
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.

Recommended Implementation Strategies

Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: To coordinate the community’s land use strategies with other local and regional land use planning efforts.			
1. Coordinate the town’s land use strategies with abutting towns’ planning efforts to the extent necessary to advance common goals, especially within the watershed of Pleasant Pond and along the Kennebec River.	CEO, with Planning Board	Ongoing	Review abutting towns’ Comprehensive Plans
2. Continue to be active in the MCEDD (MCEDD) to keep abreast of regional trends and developments.	C&BD Director; Town Manager	Ongoing	N/A
Goal 2: To support the locations, types, scales and intensity of land uses the community desires as stated in its vision.			
1. Establish a Comprehensive Plan Implementation Committee to amend the Land Use Ordinance to reflect the intent and vision of the Comprehensive Plan.	BOS	Within one year of Plan adoption	State Planning Office (DACF)
2. Evaluate annually the patterns of development to determine whether there is a balance of growth occurring in the growth and rural areas, and make recommendations for changes in boundaries if necessary to preserve the rural character of the areas.	BOS, with Comp Plan Implementation Committee	Within one year of Plan adoption/Ongoing	
3. Use existing environmental data and maps such as those from Beginning with Habitat as a tool for evaluating all new construction and development. Make sure this information is available to the public and development applicants.	CEO, Planning Board	Ongoing	DIFW Beginning with Habitat
4. Explore streamlining development review procedures in Growth Areas.	Comp Plan Implementation Committee, with	Implementation Committee process; within	Research other small community ordinances

	CEO and Planning Board.	one year of Plan adoption.	
5. Continue to provide the Code Enforcement Officer and Planning Board with the tools and training to enforce the land use regulations.	BOS, Town Manager, CEO	Ongoing	Maine Municipal Association
Goal 3: To support the level of financial commitment necessary to provide needed infrastructure in growth areas.			
1. Update the Downtown Plan to set investment guidance for the Growth Areas.	C&BD, with guidance from BOS	2018	DECD; Downtown TIF
2. Implement and update the Capital Improvements Plan to ensure that capital investments are made for the necessary infrastructure improvements in Growth Areas.	BOS	Annually	Maine Municipal Association
3. Investigate the creation of a I-295 Interchange Area Tax Increment Finance District (TIF) to encourage increased commercial and industrial development around the highway, while protecting important natural resources and minimizing impacts on existing residences.	BOS	3 Years	Town Meeting; guidance from DECD

Plan Implementation and Ongoing Evaluation

One of the most important recommendations set out in this Plan is for the Board of Selectmen to establish a Comprehensive Plan Implementation Committee to guide the Planning Board in amending the Land Use Ordinance to reflect the intent and vision of the Comprehensive Plan. This new Committee should be made up of at least one member of the Planning Board and Comprehensive Plan Committee, respectively, as well as any interested residents. It bears repeating here that any future zoning changes being considered by the Implementation Committee will have to be brought before voters at Town Meeting after an extensive public participation process and public hearing.

The Town of Richmond Board of Selectmen, in concert with the Implementation Committee and Planning Board, is charged with the responsibility for conducting annual evaluations of the Town’s progress in implementing the Comprehensive Plan; in particular, the following review criteria:

1. The degree to which future land use plan strategies have been implemented.
2. Percent of municipal growth-related capital investments in growth areas.
3. Location and amount of new development in relation to the community’s designated growth areas, transitional areas, and rural areas.

APPENDICES

Listed below are the documents, studies and plans that shall be considered part of this Comprehensive Plan. These documents are intended to complement, support and expand upon the 2016 Comprehensive Plan Update.

- Appendix A: *Downtown Revitalization Plan Update, Richmond, Maine, March 2011.* Prepared for the Town of Richmond by Wright-Pierce.
- Appendix B: *Richmond Bicycle and Pedestrian Plan, 2014.* Prepared for the Town of Richmond by the Midcoast Council of Governments (MCOG).
- Appendix C: *Town of Richmond Economic Development Strategy, 2015.* Prepared for the Town of Richmond by the MCEDD (MCEDD).
- Appendix D: *2013 Town of Richmond Survey Results* (distributed via Survey Monkey, The Mainely Richmond, and at the Town Office and Library).
- Appendix E: *Town of Richmond Future Land Use Visioning Workshop Report, October 21, 2015.* Report prepared by Good Group Decisions for the Town of Richmond.
- Appendix F: *Town of Richmond Future Land Use Visioning Workshop Report, November 17, 2015.* Report prepared by Good Group Decisions for the Town of Richmond.

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DOWNTOWN REVITALIZATION PLAN UPDATE

Richmond, Maine



WRIGHT-PIERCE 
Engineering a Better Environment

Land Use
Planning and
Development

TOWN OF RICHMOND
PROFESSIONAL PLANNING REPORT
FOR
AN UPDATE TO THE 2004 DOWNTOWN
REVITALIZATION PLAN

MARCH 2011

Prepared By:

Wright-Pierce
99 Main Street
Topsham, Maine 04086

TABLE OF CONTENTS

ACKNOWLEDGEMENTS	1
------------------	---

PART I - EXECUTIVE SUMMARY

2004 DOWNTOWN REVITALIZATION PLAN OVERVIEW	2
ACCOMPLISHMENTS	2
PLAN UPDATE CONSIDERATIONS	3

PART II - REVITALIZATION PLAN UPDATE

DOWNTOWN AND RIVERFRONT AREAS	4
○ PRIOR PLANNING CONSIDERATIONS	
○ REVITALIZATION EFFORTS TO-DATE	
○ FURTHER RECOMMENDATIONS	
MAIN STREET STREETScape ENHANCEMENT	9
○ PRIOR PLANNING CONSIDERATIONS	
○ REVITALIZATION EFFORTS TO-DATE	
○ FURTHER RECOMMENDATIONS	
PEDESTRIAN IMPROVEMENTS	10
○ PRIOR PLANNING CONSIDERATIONS	
○ REVITALIZATION EFFORTS TO-DATE	
○ FURTHER RECOMMENDATIONS	
BUSINESS AND ECONOMIC DEVELOPMENT INITIATIVES	12
○ PRIOR PLANNING CONSIDERATIONS	
○ REVITALIZATION EFFORTS TO-DATE	
○ FURTHER RECOMMENDATIONS	
HOUSING AND HISTORIC PRESERVATION	14
○ PRIOR PLANNING CONSIDERATIONS	
○ REVITALIZATION EFFORTS TO-DATE	
○ FURTHER RECOMMENDATIONS	

FIGURES

DOWNTOWN STUDY AREA	F-1
DOWNTOWN AND RIVERFRONT AREAS	F-2
PEDESTRIAN IMPROVEMENTS	F-3
SLUM AND BLIGHT ELIMINATION	F-4

APPENDIX

PUBLIC PARTICIPATION	A-1
○ PUBLIC PRESENTATION AT FEBRUARY 9 TH SELECTMEN'S MEETING	
DOWNTOWN PARKING MASTER PLAN	A-2

ACKNOWLEDGEMENTS

The development of this plan was guided by the Town of Richmond's Office of Economic and Community Development, Director, Darryl Sterling and the Town Board of Selectmen.

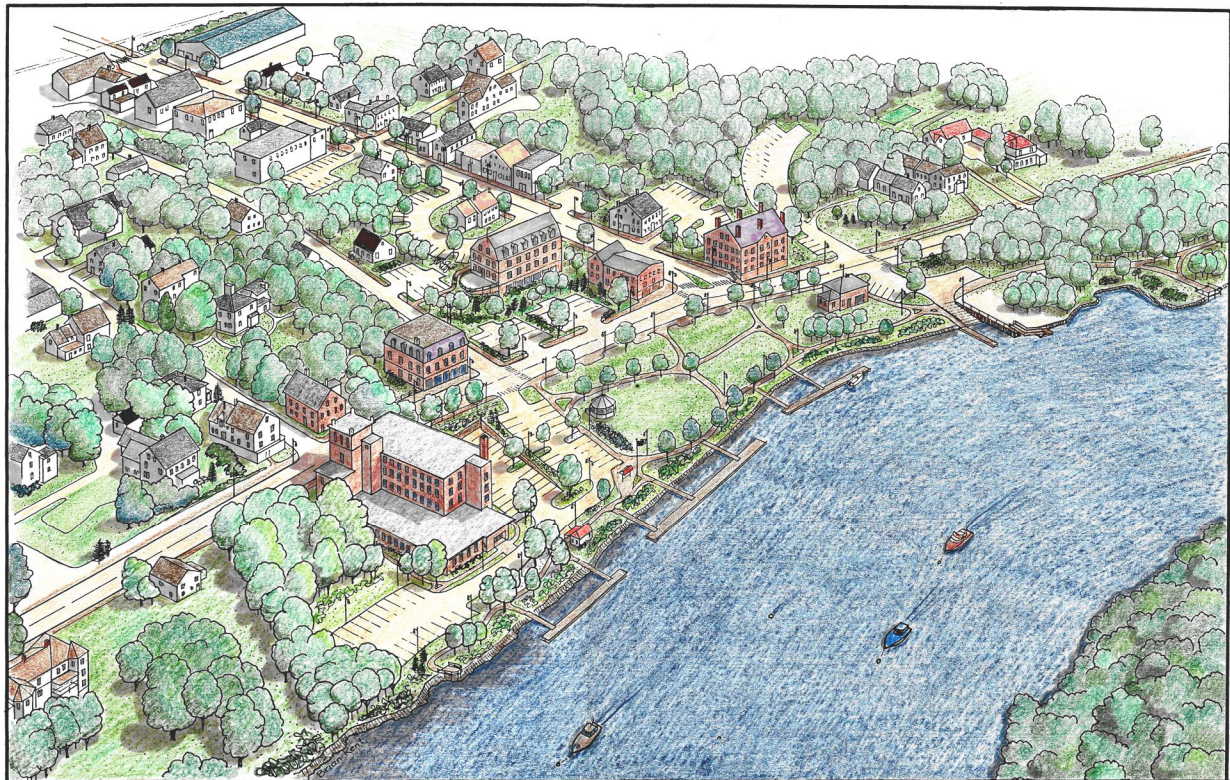
Additional information was provided by the Director of Business and Community Development, Victoria Boundy.

This document was prepared by Wright-Pierce of Topsham, Maine. The consultant team assisting the Town was comprised of Travis Pryor, Jonathan Edgerton and Todd Fenwick of Wright-Pierce.

Data obtained for this project was provided from a variety of useful sources including:

- "Richmond Village Downtown Revitalization Plan" by Wright-Pierce and Kent Associates dated March, 2004;
- "Richmond Waterfront Improvements Professional Planning Report" by Wright-Pierce dated 2008;
- Various Town records and professional consultant data for implemented downtown capital improvement projects from 2004 through 2010; and
- Public input from a presentation to the Board of Selectmen during February of 2011.

The Town would also like to thank the significant contribution of capital investment in the community by several private business owners and the Maine Department of Economic and Community Development.



(Illustration from 2004 Richmond Village Downtown Revitalization Plan)

PART I - EXECUTIVE SUMMARY

2004 Downtown Revitalization Plan Overview

The Town of Richmond worked with Wright-Pierce and Kent Associates (along with assistance from the Midcoast Council for Business Development & Planning - currently know as Midcoast Council of Governments) to develop a plan for downtown revitalization, as a result of increased community planning efforts during the late 1990s and early 2000s that focused on the downtown and waterfront areas. The plan identified the physical boundaries for the downtown study area (see Figure 1) and focused on the following overall community improvement goals as a result of several public input sessions and interviews with town staff, residents and businesses:

- Improve the Downtown and Riverfront
- Enhance the "Streetscape" of Main Street
- Develop a Master Plan for the RBMC and High School Area
- Make Richmond the most "Walkable" Village in Maine
- Expand Housing Opportunities in and around the Village

As a result, the 2004 Downtown Plan went into further detail regarding specific issues, recommendations for improvement and potential funding strategies to serve as a means to guide Richmond through implementation of the community's vision for downtown revitalization. (see "Richmond Village Downtown Revitalization Plan" dated March, 2004)

Accomplishments

Since the 2004 Downtown Plan was completed, the Town of Richmond has done a remarkable effort utilizing the initial planning efforts to implement the various goals listed above. The following is a brief list of the accomplishments to-date which are later described in further detail as part of this Plan Update:

- 2005 Downtown Tax Increment Financing (TIF)
- 2006 (to Present) Business Expansion Assistance along Main Street
- 2006 Downtown Parking Master Plan
- 2006 Downtown Storm Drain Infrastructure Improvements
- 2007 Façade Improvements
- 2007 Streetscape Improvements along Main Street, Front Street, and at Lane Field
- 2007 - 2008
Business Retention and Facilities Improvements at the Richmond Business and Manufacturing Center (RBMC)
- 2008 Streetscape Improvements along Main Street, Front Street and Pleasant Street
- 2008 Waterfront Zoning and Master Plan
- 2009 Waterfront Improvements
- 2009 Downtown Sewer Infrastructure Improvements

Plan Update Considerations

Downtown Revitalization Plans, in and of themselves, are not stand alone achievements for a community to complete and put "on the shelf". Rather, they are the guidelines for implementation of the community's goals. As communities move forward with their master plans and realize their visioning goals with the success that Richmond has, it is important to periodically re-examine and update the original plan as the downtown continues to evolve.

The Downtown Plan Update process considers:

- Evaluation of implementing specific community improvement goals as identified in the prior Master Plan;
- Opportunities to further implement prior Master Plan goals
- Additional public input; and
- New planning considerations

Wright-Pierce and Town Staff presented the update process to the public at a Selectmen's Meeting on February 9th, 2011 for public input. (See Appendix A-1) The following issues were discussed and received public comment:

- An overview of the 2004 Downtown Revitalization Plan development efforts and resulting recommendations. (No public comment)
- A summary of the Town's efforts to-date to implement the 2004 Plan recommendations. (No public comment)
- Opportunities to further implementation of the 2004 Plan recommendations including applications for funding streetscape improvement projects and reconstruction of the public library through Community Development Block Grant funds, Federal Transportation Enhancement funds and the Communities for Maine's Future Bond program. (General public endorsement to continue implementing the 2004 Plan recommendations in a consistent manner as has recently been completed by the Town. Encouraged continuing to work in collaboration with the Richmond Utilities District's infrastructure projects.)
- No new planning considerations or recommendations were made by the public, in addition to the 2004 Plan recommendations.



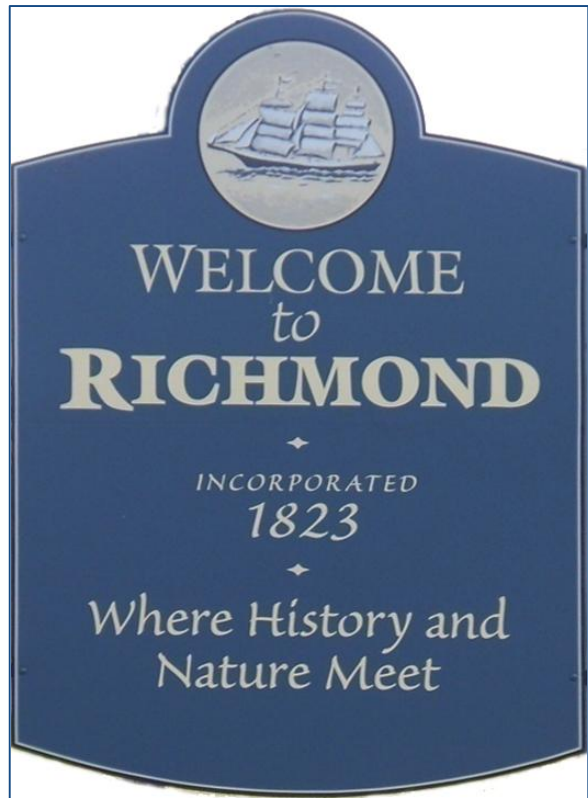
PART II - REVITALIZATION PLAN UPDATE

Downtown and Riverfront Areas

Prior Planning Considerations:

Richmond's downtown area is intersected by State Route 197 (Main Street) and State Route 24 (Front Street), providing fairly significant vehicular access to and from the village center that can easily traverse the greater region, with close proximity to Interstate 295 and Swan Island State Park. Additionally, the downtown village area is situated on the shores of the tidewater Kennebec River, with waterfront facilities for a variety of water transport and recreational users.

As with many towns in Maine the community has been left with abandoned manufacturing facilities which are in need of maintenance, upkeep, and new tenants. Despite the diminished local economy of the 1980's and 1990's, the Downtown area possesses many other excellent characteristics including: buildings with historic architecture; commercial buildings and public infrastructure to support a variety of employment opportunities; adequate housing stock; a "walkable" downtown with inconsistent streetscape character; mature street trees providing shade and a consistent streetscape aesthetic in some areas; and public parks such as at Lane Field and Fort Richmond Park. Although the Maine Department of Transportation (MeDOT) owned rail line currently lacks an operator, there is still the potential for such services to return.



The community has stepped forward with several initiatives to encourage a holistic approach to downtown revitalization. The following section discusses the broad based revitalization efforts and subsequent sections expand on specific revitalization components in greater detail

Revitalization Efforts To-Date:

Organizing Richmond's Downtown Revitalization Efforts

Lead by the Office of Community and Economic Development (OCED) and Downtown Committee (modeled after the National Trust for Historic Preservation's "Four Point System", with significant financial support from local Tax Increment Financing with matching state and federal funding from a variety of sources, Richmond developed a variety of mechanisms for implementation of the communities specific downtown revitalization goals. The efforts focused on

establishment of a clear roadmap guiding the revitalization plan, promotion of the downtown, consistency of design standards and restructuring of plans and systems for support of economic expansion.

Defining Richmond's Downtown

Richmond's downtown study area (See Figure 1) was clearly defined by geographical features such as the Kennebec River, by municipal offices and schools, by the Richmond Business and Manufacturing Center and by historic surrounding village neighborhoods. This defined downtown area now serves as the boundary for the Downtown TIF District, is locally regulated by means of several specific land use codes and ordinances, and clearly identifies the downtown portion of the community that is eligible for a variety of state and federal improvement grants.

Local Ordinance Improvements

The Town has performed a thorough review of it's local land use codes and development design standards with regards to facilitation of downtown revitalization efforts and has made key modifications and expansion of this community revitalization tool including:

- The Land Use Ordinance was updated in it's entirety in 2005.
- In 2006, an amendment to the Land Use Ordinance allowed for greater housing in-fill and expansion opportunities in the downtown area by adjusting multi-family dwelling unit square-footage requirements per dwelling unit.
- Amendments in 2008 to the "Kennebec River Harbor & Management Ordinance"
- Development of standard mooring regulations
- Adoption in 2009 of a new Commercial Fisheries/Maritime Activities District, supporting water-dependent uses by structuring redevelopment and expansion of the downtown waterfront including Fort Richmond Park.

Community Activities

Expansion of community activities and opportunities for public gathering create a strong sense of community pride which is a vital part of a vibrant downtown. Richmond has expanded on successful and unique community celebrations such as the annual Richmond Day's festival. The Town has also been fortunate and supportive in endorsing creative, temporary events such as the "Taking Panes" art display. When the historic Ames Mill building replaced the buildings older windows with more energy efficient ones, artists around Maine were invited to create art displays using the discarded material and display it at an exhibit in on the 3rd floor of the Ames Mill. Community activities and cultural resources can take a variety of shapes and forms and it is important that the Town continue to build on past successes and look for new opportunities to strengthen the social fabric of the downtown. Most recent the Town has established the "Music



at the Market" series and the Richmond Riverfront Farmer's Market as ongoing events in the downtown waterfront area.

Infrastructure Improvements

Infrastructure systems, both public and private, play a key role in improving public health and safety in the downtown area. Appropriately sized and located systems also provide opportunities for economic and residential growth and expansion of public facilities. Richmond has made several key investments in improvements to the Town's stormwater infrastructure system and has taken several opportunities to coordinate with private utility upgrades by the Richmond Utilities District and providers of electrical, telecommunications and cable services. These projects have received a variety of state and federal funding sources. Perhaps the most important consideration in the implementation of these specific improvements is the careful planning and sequencing of construction to take advantage of opportunities to combine public and private projects, providing construction cost savings and minimizing re-work of other downtown revitalization projects such as sidewalk construction by making below ground utility improvements first. Specific downtown infrastructure improvements that have been implemented since the 2004 Plan include:

- Downtown stormwater improvements to the Darrah Street target area which ultimately collects about 50% of the downtown stormwater flows and discharges into the Kennebec River. This project was funded by local dollars and a CDBG Public Infrastructure grant and successfully completed during 2006.
- Phased sewer and water infrastructure improvements have been made in recent years throughout the downtown area. The Town has partnered with the Richmond Utilities District to secure funding through the CDBG and USDA Rural Development program. Collaboration with other Town downtown revitalization initiatives has led to construction cost savings and shorter construction schedule periods reducing conflicts with vehicular and pedestrian traffic oriented businesses and civic events.



Waterfront Master Plan

During 2007, the Town's Waterfront Committee developed a list of specific improvement goals for the downtown waterfront area. These included:

- Establish the feasibility of replacing portable toilets with a permanent restroom structure that is accessible to a variety of park users;
- Identification of shoreline erosion issues and riverbank stabilization solutions;
- Expansion of the existing floating dock system both with, and without, accommodations for boat slips, specifically to facilitating overnight berthing opportunities;
- Creation of adequate boat trailer parking spaces within the existing gravel area located behind the former Ames Mill building. It is desired that the parking be constructed of pervious measures to improve stormwater quality where feasible; and
- Evaluate the potential for expansion of the present mooring field to better address current and future mooring needs.



A Waterfront Master Plan was produced in 2008 identifying key issues to be addressed for each goal, recommendations for reaching the community's goals and implementation cost estimates. The Town received funding through the Maine Riverfront Community Development Bond program and made several improvements during 2009 to Fort Richmond Park and the parking lot behind the Ames Mill building in collaboration with private abutters to the Town's waterfront parcel. This first phase of implementation included: construction of a permanent restroom facility with an observation deck of the Kennebec River; expansion of the gravel parking lot behind the Ames Mill building for additional boat trailer parking; stabilization of approximately 50% of the shoreline; and park amenities improvements such as landscaping, ADA compliant sidewalks and pedestrian lighting.



Downtown Parking Master Plan

During 2006, a comprehensive inventory of the existing downtown parking was field documented. This information provided the basis for an initial assessment of areas lacking enough parking to support the needs of the downtown and identified areas of potential downtown parking expansion opportunities. (See Appendix-2 Downtown Parking Master Plan)

Further Recommendations:

Given that the Town has been very active in implementing the community vision for downtown revitalization as guided by the 2004 Master Plan, there was little recent public comment regarding any significant changes in direction from the prior report. With that said, the following recommendations are based on key components of the 2004 Master Plan identified goals that have been partially implemented, along with those pieces that require periodic or ongoing management:

- Continue to be opportunistic in support of local creative cultural and economic events;
- Establishment of local volunteer groups in support of expansion of community social events;
- Continued collaboration with the Richmond Utility District to upgrade public water and sewer utilities in coordination with the Town's improvement project goals;
- Continued shoreline stabilization along the Fort Richmond Park waterfront;
- Establishment of a pervious surface parking lot for boat trailer use with better delineation of parking spaces and surround landscaping and lighting improvements;
- Expansion of the floating dock system;
- Reconfiguration of the mooring fields; and
- Implementation of the Downtown Parking Master Plan in a phased approach as public and private collaborative opportunities present themselves.

Main Street Streetscape Enhancement

Prior Planning Considerations:

The initial focus to revitalize the downtown streetscape looked to make a variety of infrastructure and aesthetic improvements along the portions of Main Street and Front Street within the downtown study area. Specifically, efforts to enhance the streetscape identified:

- Maintenance of the village's historic character;
- Rehabilitation of pedestrian infrastructure such as sidewalks and crosswalks;
- Improved pedestrian safety and vehicular traffic calming by means of additional street lighting and street trees; and
- Provide convenient parking to promote success of Main Street and Front Street businesses.



Revitalization Efforts To-Date:

Richmond has made a variety of streetscape improvements within the downtown, often as components of other project initiatives including utility infrastructure rehabilitation, business expansion and pedestrian safety improvements. These are defined in further detail in other portions of this report and are listed below for reference to those sections:

- Rehabilitation of sidewalks along portions of Front Street and Main Street in a consistent aesthetic character (See following section on Pedestrian Improvements);
- Historic preservation of several key building structures (See following sections on Business and Economic Development Initiatives and Housing and Historic Preservation)
- Rehabilitation of crosswalks along portions of Main Street and Front Street (See following section on Pedestrian Improvements)
- Kiosks and gateway signage
- Community Gateway landscaping improvements at the RBMC
- Pedestrian lighting along portions for Front Street and Main Street.

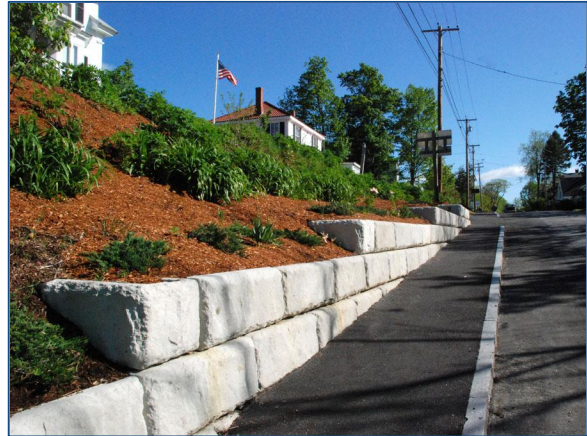
Further Recommendations:

- Continued inclusion of streetscape enhancements in a consistent pattern throughout the downtown area as part of any and all future downtown construction projects;
- Continued installation of pedestrian lighting fixtures along Main Street
- Continuation of a consistent landscape aesthetic along Main Street and Front Street, primarily including new street trees; and
- Implementation of the Downtown Parking Master Plan.

Pedestrian Improvements

Prior Planning Considerations:

Another key goal from the 2004 Downtown Revitalization Plan was to make Richmond the "most Walkable Village in Maine. Steps to achieving this goal included providing pedestrian linkages in key areas where pedestrian infrastructure was missing within the village area. Prioritization of these improvements should provide an overall system of pedestrian connectivity between the Riverfront, the public school, the historic district, Main Street and the recreational fields. Along the way, site amenities to enhance the pedestrian experience that were desired included pocket parks, historical site or route signage, and interpretive signs.



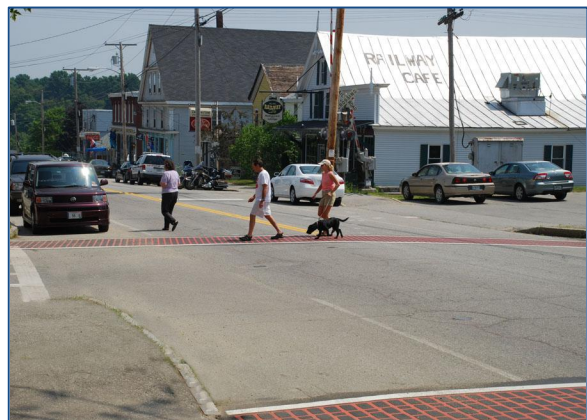
The community also expressed interest in continued efforts to augment bicycle and pedestrian facilities within the community by providing for encouraging more formal cycling opportunities for general touring, as a means of community and for events such as the Tour of Merrymeeting Bay which passes through Richmond.

Revitalization Efforts To-Date:

Crosswalks

The Town made several improvements to crosswalks along Main Street, from Front Street to Williams Street and the access drive to the High School and Middle School. Improvements were also made along Front Street from Tulip Street to the access drive to Fort Richmond Park. These included:

- Relocation and addition of crosswalks as pedestrian patterns changed due to Main Street development and expansion of sidewalk systems along Main Street and from surrounding neighborhoods;
- Replacement of painted crosswalks with more durable materials to provide year-round crosswalk visibility; and
- ADA compliance improvements by construction and reconstruction of sidewalk transition ramps at each crosswalk.



Sidewalks

Creation of new sidewalks and rehabilitation of existing sidewalks were a primary focus in almost

all of the Town's recent downtown revitalization efforts. These were carefully coordinated with other project initiatives such as upgrades to public water and sewer by the Richmond Utilities District, to minimize reconstruction of sidewalk segments. All sidewalks were constructed or reconstructed in accordance with ADA accessibility guideline requirements, and were coordinated with the Richmond Public Works Department to best meet their maintenance capabilities where feasible. Specific areas of sidewalk improvements include:

- New sidewalks along portions of Pleasant Street, Alexander Reed Road, Front Street, Southard Street, Kimball Street and Hathorn Street;
- Expanded trail systems within Lane Field and Fort Richmond Park; and
- Reconstruction of sidewalks along portions of Main Street, Front Street, Williams Street, High Street and Kimball Street.



Wayfinding / Pocket Parks / Lighting

In addition to physical surface improvements for pedestrian travel, the Town has added key points of interest along the pedestrian routes to improve pedestrian safety, enhance the village walking experience and provide a valuable means of graphic communication about on goings in the Downtown area. These include:

- Creation of a pocket Park on Front Street, located between the Businesses at the intersection with Main Street and the gravel parking lot, across the street from Fort Richmond Park;
- Installation of pedestrian scale lighting along a portion of Main Street, Front Street and within Fort Richmond Park; and
- Installation of a Kiosk at Fort Richmond Park for display of community information.



Further Recommendations:

- Continued enhancement of the pedestrian experience including:
 - Pedestrian lighting along Main Street;
 - Installation of site amenities such as bike racks, benches and trash receptacles; and
 - Development wayfinding signage throughout the downtown.
- Expansion of bicyclist infrastructure (a grant application has been submitted for funding through the Federal Enhancement Program as administered through the MeDOT's Quality Community Improvements program. These planned improvements recognize the regionally planned "Merry Meeting Trail" efforts anticipated to follow the railroad corridor, along with the communities desire to connect to the public schools from the Pleasant Street and Gardiner Street intersection)

Business and Economic Development Initiatives

Prior Planning Considerations:

Business retention and expansion was seen as another key component in Richmond's overall downtown revitalization efforts. The Town's Office of Community and Economic Development (OCED) was encouraged to continue its efforts to seek to find tenants and provide opportunity for business in the RBMC, and along Main Street and Front Street in general.

Commercial growth and expansion was recognized as a way to enhance employment opportunities while maintaining or expanding the community's non-residential tax base. In addition to business attraction efforts from the OCED, improvements to visually welcoming improvements to the community's gateway areas off Interstate 95 and along Front Street, as well as various infrastructure systems were identified as necessary to improve commercial growth. Other improvements suggested rehabilitation of neglected building facades along Main Street and Front Street

One challenge commonly identified by the business identified local, state and federal rules and regulations placed on the business community. Another was lack of parking in the downtown.

Revitalization Efforts To-Date:

Downtown TIF Program

A Richmond Downtown Tax Increment Financing (TIF) District was established and approved in 2005 and an Economic Development TIF in 2000, both leveraging millions of dollars in grants and private investments. Ten businesses have utilized these TIF funds within the downtown area.

Façade Program

This component of downtown revitalization efforts associated with business development and expansion has enabled significant improvements to private business and improved a significant portion of the overall downtown streetscape aesthetic, prominently displayed by the improved building facades directly abutting Main Street and Front Street. A 2007 \$150,000 CDBG-funded Downtown Façades Project resulted in a facelift for seven Main Street buildings and spurred added private investment of \$300,000.

Business Startup and Expansion

The Town has procured \$1.2 Million in state and federal business development grants for business startup and expansion throughout the downtown area. Many of the factors involved in supporting local business efforts and successfully obtaining outside funding assistance include:

- Town administration of and provision of assistance for a TIF Revolving Loan Fund, which twenty-five local businesses have taken advantage of.
- Town provided assistance for Home Improvement Loans which can help the community retain employees and attract new ones. This program was implemented in 1986 with the assistance of CDBG funding and to date, 88 homeowners have taken advantage of this program to install a variety of home and energy conservation improvements.

- Revitalization of the Richmond Business and Manufacturing Center (RBMC) with assistance from the Town in terms of negotiation, recruitment, and retention activities to bring tenants to this location. The Town helped facilitate the expansion of Shucks Maine Lobster into the RBMC in 2005 with a \$400,000 CDBG Business Assistance Grant. A Business Assistance Grant for the same amount helped bring Hodgdon Yachts, Inc. Joinery Division to the RBMC in 2007.
- Town assistance in securing a CDBG Economic Development Program Business Assistance grant in 2009 for \$200,000 for Kennebec River Biosciences (then Micro Technologies) to expand their company on Main Street and create ten new jobs.

Community Branding / Advertising

In 2005, community gateway signs were installed in two places in Richmond. A community branding campaign is currently in the works. Town staff has been meeting monthly with business and community leaders in an effort that is currently labeled “Revitalize Richmond;” one of the priority action items is to create a Richmond brand and associated marketing campaign.

Further Recommendations:

- Continued support of local business and economic development efforts through TIF funding and the collaborative efforts of the Town and the private business sector.

Housing and Historic Preservation

Prior Planning Considerations:

Historic Preservation was identified through the 2004 Downtown Master Plan to enhance the Main Street Streetscape, improvement downtown aesthetics in general for business attraction, and improve the overall sense of community. Issues relating to housing opportunities focused on the potential to expand to the north and northwest parts of the downtown area and to capitalize on in-fill opportunities throughout the village area as they arise. This could be accomplished by developing on currently vacant lots or through conversion of non-residential and often historic structures.

Revitalization Efforts To-Date:

- 2007 Façade and Streetscape grant – a single family dwelling on Main Street in the downtown was converted into a multifamily unit
- Credit Enhancement – In 2007, a property owner received credit enhancements to rehab a multifamily building on Main Street in disrepair

Further Recommendations:

- Continued to monitor the level of housing in the village area
- Continued assistance by the Town for properties and buildings of historic significance in the Downtown in collaboration with private ownership.

New Community Planning Goals

With general public endorsement of the downtown revitalization efforts to-date, recommendations for further downtown revitalization initiatives as a result of this Plan Update include:

- Establishment of a capital infrastructure maintenance program, providing an annual maintenance plan for downtown revitalization elements such as:
 - Landscaping (weeding, pruning, moving, etc...);
 - Site amenities (such as trash receptacles);
 - Boat facilities (winter storage of docks, etc...);
 - Public restroom supplies and building upkeep;
 - Cleaning sedimentation out of stormdrainage infrastructure; and
 - Placement, removal and storage of temporary site amenities such as banner signs and flags.
- Development of an annual and long term capital maintenance budget to plan for routine replacement costs of light fixture bulbs for example, and for longer term repair and replacement of sidewalk and crosswalks surfaces, stormdrainage infrastructure and so on.
- Continued shoreline stabilization along waterfront
- Gateway signage near interstate
- Update of Comprehensive Plan
- A branding/marketing campaign for the Town.
- Design and construction of the first leg of the “Merrymeeting Trail” in downtown Richmond.

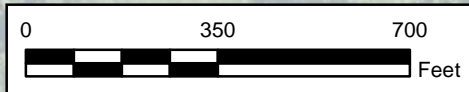
FIGURES

Downtown Study Area

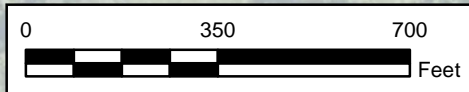
Downtown Riverfront Areas

Pedestrian Improvements

Slum and Blight Elimination



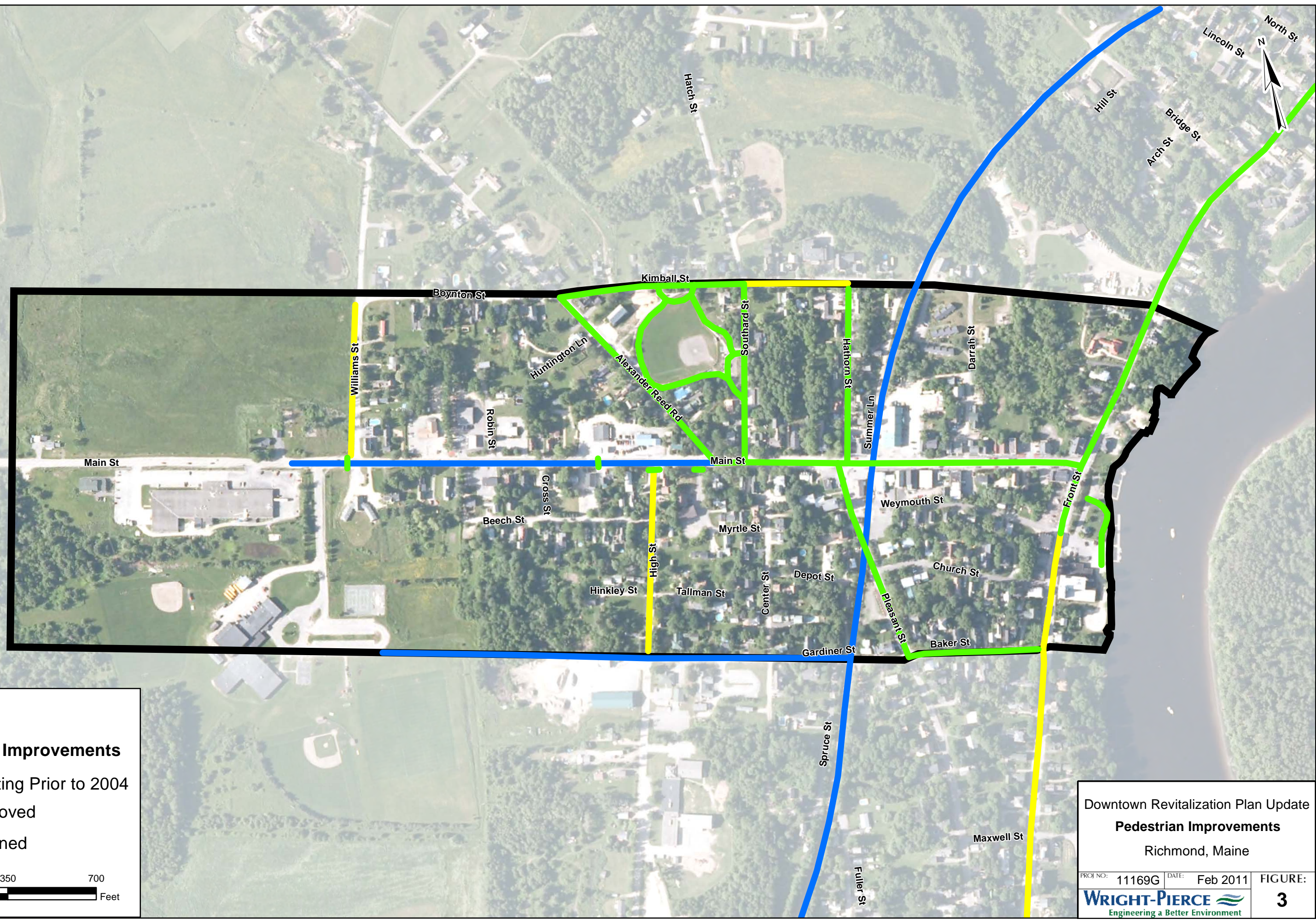
Downtown Revitalization Plan Update		
Study Area		
Richmond, Maine		
PROJ NO: 11169G	DATE: Feb 2011	FIGURE:
		1



Downtown Revitalization Plan Update
Downtown & Waterfront Areas
 Richmond, Maine

PROJ NO:	11169G	DATE:	Feb 2011	FIGURE:	2

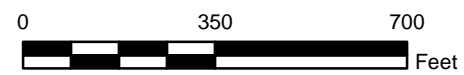
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Legend

Pedestrian Improvements

- Existing Prior to 2004
- Improved
- Planned

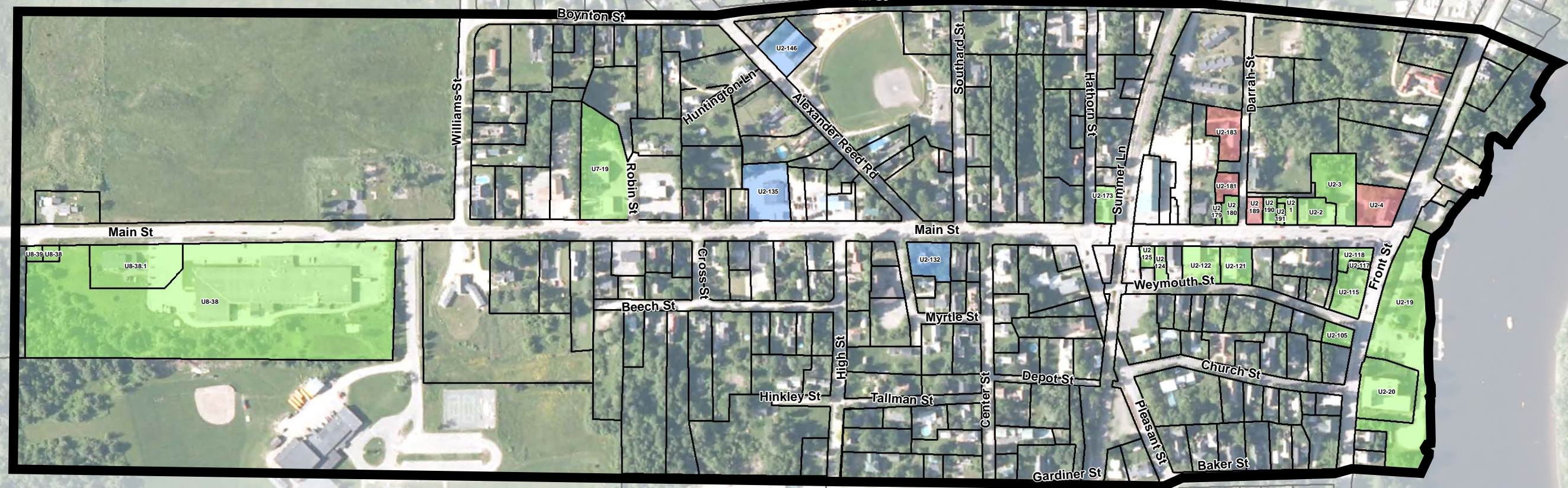


Downtown Revitalization Plan Update
Pedestrian Improvements
 Richmond, Maine

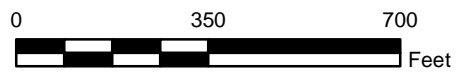
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WRIGHT-PIERCE
 Engineering a Better Environment

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- Legend**
- Slum & Blight Parcels**
- Previously Identified/
Needs Improvement
 - Improved
 - Recently Identified



Downtown Revitalization Plan Update
Slum & Blight Elimination
 Richmond, Maine

PROJ NO: 11169G DATE: Feb 2011 FIGURE:

WRIGHT-PIERCE
 Engineering a Better Environment

APPENDIX 1
Public Participation

APPENDIX 2
Downtown Parking Master Plan



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RICHMOND BICYCLE AND PEDESTRIAN PLAN

September 2014

Prepared by the Midcoast Council of Governments



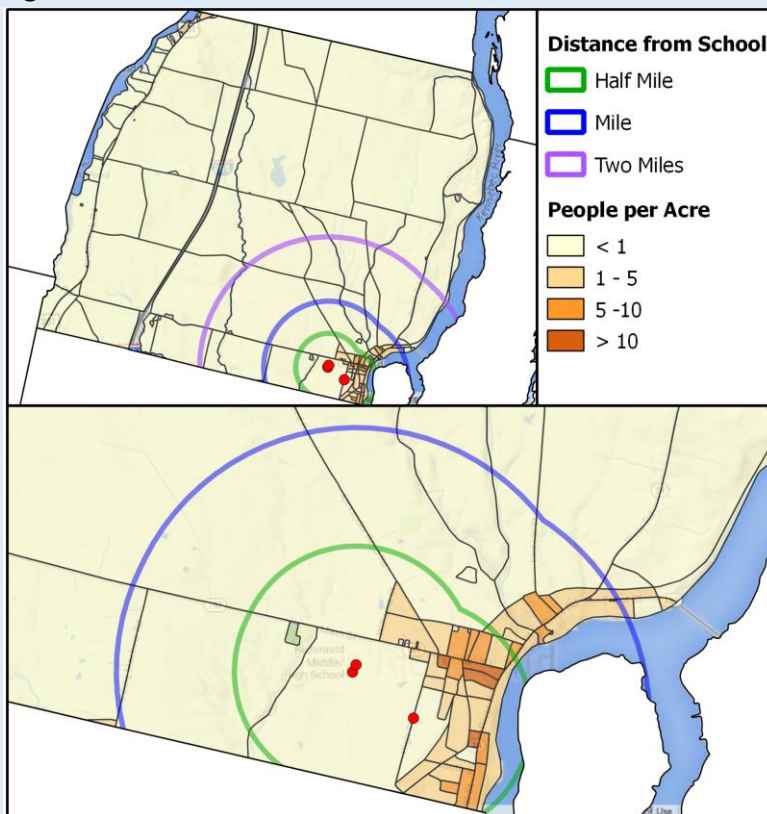
Midcoast Council of Governments

Introduction

Bicycle and pedestrian activity is an important factor of a successful village center. Creating a friendly environment for cyclists and pedestrians draws more people to a town and encourages them to stay there longer. Having more people in the streets adds to the sense of place in a community and in turn encourages additional activity. A 2010 MaineDOT report (Improving Maine's Quality of Place through Integrated Bicycle and Pedestrian Connections) found that in addition to increasing local residents' ability to access small businesses and amenities, improvements to bike and pedestrian experiences added to the local economy, improved health and safety of residents, and built a sense of community.

Despite its rural character Richmond is a compact village and as such has great opportunity to be a very bike and pedestrian friendly community. The town's two public schools and their associated facilities are located immediately adjacent to the village center. Approximately 42% of the town's population live within a mile and a half of at least one of these schools. Expand the radius to two miles and it covers around 53% of everyone living in Richmond (Figure 1).

Figure 1



Population density by census block based on 2010 census numbers. Distances from schools are straight line, "as the crow flies", and so do not represent a true travel distance.

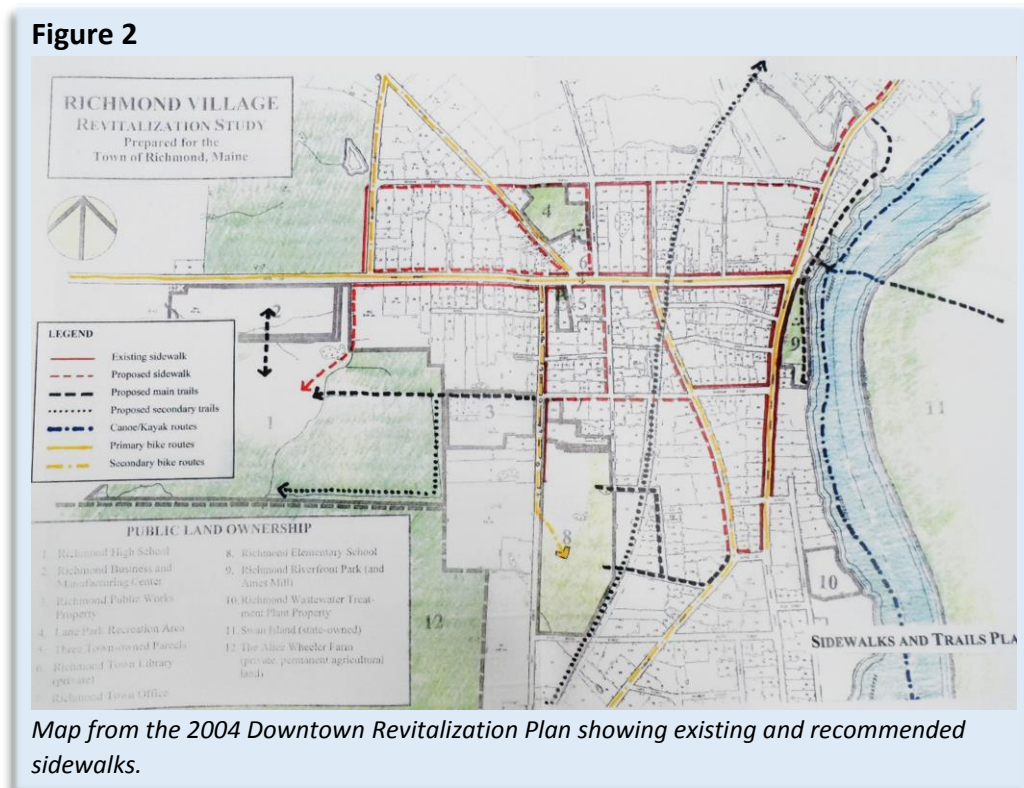
In addition to serving local residents, improving the level of access for cyclists has the potential to bring in outside users. For example bike tourism is a growing market in Maine and the USA. The MaineDOT did a study of bike tourism published in 2001 that found in 1999 bike tourists directly spent \$36.3 million in Maine. This resulted in an economic impact to the state of over \$66.8 million dollars. Subsequent studies in other states across the US have found similar large economic impacts and have shown a steady

and steep rise in the number of bike tourists in every part of the country. Bike tourists have repeatedly been found to spend more money per day than the average tourist. Further, in part due to the limited ground they can cover in a day, they are more likely to stop in smaller, more rural areas and to spend their money in local establishments.

Review of Current Plans

The Town of Richmond’s current comprehensive plan, adopted in 1990, established a strong desire in the town for a walkable village center. The plan identified a number of goals concerning the pedestrian experience. This included the desire for a system of off-road trails, the centerpiece of which could potentially be on the disused rail line through town (though the first priority for this rail line is its return to active rail use). Multiple other goals jointly called for the encouragement of a bike and pedestrian oriented village center allowing for people to reach and move between the schools, the waterfront, and village center businesses, all by foot or bike.

The 1990 Comprehensive Plan identified specific strategies for accomplishing these goals. The city planned to upgrade the sidewalk system within the village center with a particular focus on making connections between major public facilities (the schools and town offices), the businesses on Main St., and the recreation facilities (the waterfront and athletic fields). Strong language was included for interacting with MaineDOT on the subject of maintaining a



pedestrian friendly village center. The town is expected to make sure state actions “are compatible with the goals of the comprehensive plan with respect to the preservation of visual resources,

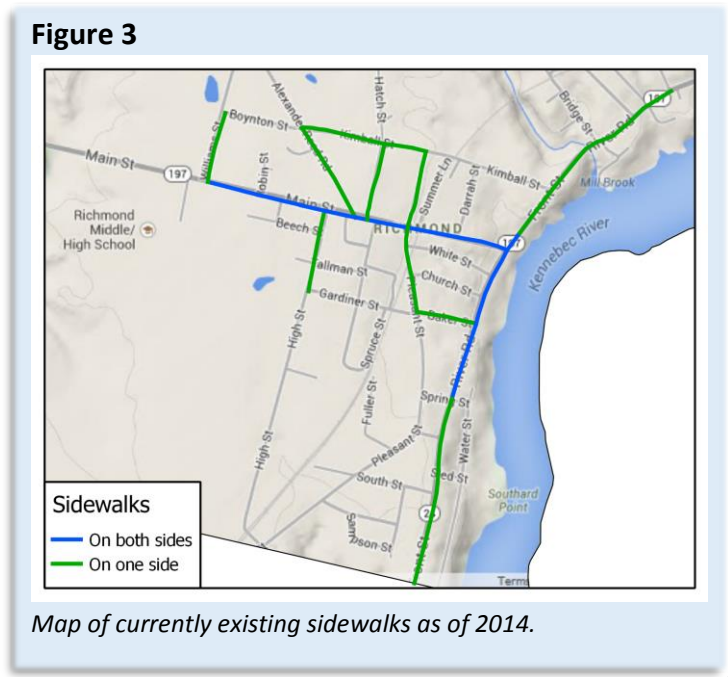
sidewalks and general pedestrian movement within the town.” Further while Route 197, Richmond’s Main St., is a state highway the town was tasked to “work to assure that the local role is the predominate role for the road and that efforts to divert traffic onto this route are resisted.” Finally, the plan called for the creation of an off-road trail network, including both connecting trails, such as the potential rail trail, and contained trails, such as those in the Town Forest.

In 2004, Richmond commissioned a Downtown Revitalization plan. That plan set a goal of making Richmond “the most walkable village in Maine.” Towards that end it called for improving and expanding sidewalks throughout the village and creating off-road trails (Figure 2). These improvements were focused on creating a robust network of walkable streets centered on Main St. While all “key village streets” are recommended to have a sidewalk on at least one side, Main and Front Streets are specifically called out for sidewalk improvements and recommended to have sidewalks on both sides within the village. The report also calls for bike lanes on the major routes into and out of the village, specifically mentioning Routes 197 and 24. An off-road trail connecting the High School to High St. and the creation of a trail along the rail line are also recommended. This plan was updated in 2011 and at that time sidewalk and crosswalk improvements had been undertaken on most of the streets identified in the initial plan. To continue improving the pedestrian experience the town was recommended to add amenities such as additional pedestrian lighting, bike racks, benches, and trashcans. Further recommendations also include advocating for the creation of the Merrymeeting Trail.

Inventory of existing conditions:

The roads within the village center as well as other major routes within Richmond were reviewed for the existence and quality of bike and pedestrian infrastructure. Within the village area this was done by staff, assisted by volunteers. In June 2014, staff and volunteers traveled the roads on foot, filling out written assessment tools. The major corridors in and out of the village area were evaluated by staff traveling by car so as to cover more ground.

All roads within the village area that carry any significant amount of traffic have sidewalks on at least one



side of the road, with the exception of Boynton St., Gardiner St. and the section of Kimball St. between North Pleasant and Front Streets (Figure 3). Where sidewalks exist they are almost universally in good shape. One exception is Front St. south of Main St., starting midway between Weymouth and Church Streets. The sidewalks south of here on both sides of Front St. are narrow and in fair to poor condition. This includes non-handicap accessible curbs at the corners of Church and Front Streets (Figure 4). Another notable gap is on Main Street between Pleasant and Williams Street, where sidewalk sections have deteriorated. This section of Main Street, which includes residences, the Post Office, a bank, the library, the high school and businesses, also does not have the pedestrian-scaled lighting and other pedestrian amenities that were implemented throughout Main Street as a result of a 2011 Community Development Block Grant (CDBG) project. Crosswalks exist at all Main St. intersections from Williams St. to Front St. as well as at the intersection of Front and Weymouth Streets. All these crosswalks are in reasonable shape with the white outlines having been repainted recently. The red brick pattern interior portion of the crosswalks is in need of repainting.

Figure 4



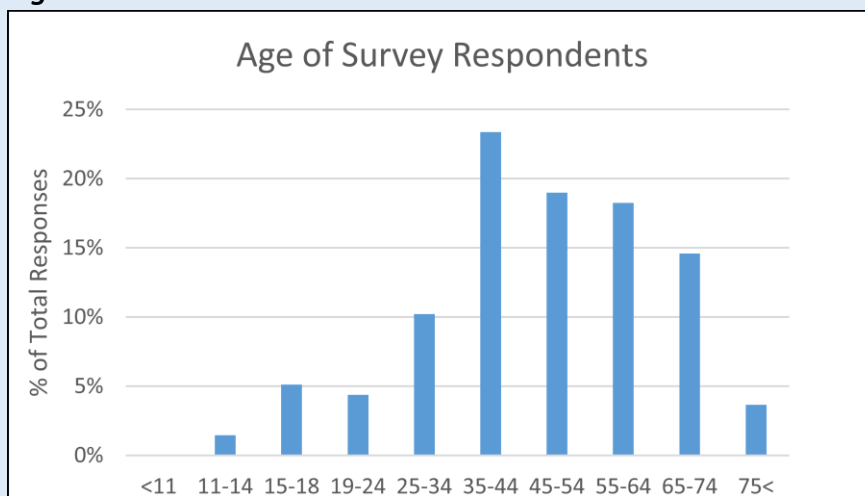
Sidewalk conditions on Front St. south of Main St. The first shows disrepair and non-handicap accessible conditions at the corner of Front and Church streets. The second shows crumbling and narrow sidewalk on the river side of the road south of the Baker St. intersection.

The only road outside of the village center with sidewalks is Front St. which has sidewalks on one side of the road extending north to Tulip St. and south to the town line with Bowdoinham. The sidewalks to the south are in increasingly poor condition as one moves away from town, quickly becoming extremely narrow and overgrown by the time it ends. The sidewalk to the north is in very good shape. The sidewalk on Pleasant St. ends at Gardiner St. (the boundary of the Village Center) despite significant residential development and poor visibility on the road. Route 197, Route 24, and Alexander Reed Road are the primary roads into and out of the village center. Both Route 197 and Alexander Reed Road have sidewalks and shoulders within the village but lack any bike or pedestrian amenities as soon as they leave the village. Route 24 has some sidewalks outside of the village area, as previously mentioned, but narrows after Tulip Road to the north of the village to remove all bike or pedestrian space. These three roads all have posted speed limits of 50-55mph and aside from some areas of shoulders paved for drainage reasons on Route 197, lack a paved shoulder. This makes them challenging if not dangerous for both bike and pedestrian use. In contrast to these roads Route 201, which serves the western part of Richmond, has wide shoulders that can easily accommodate careful bike and pedestrian traffic.

Public Survey

A survey of Richmond residents was created to establish their bike and pedestrian habits and concerns. This survey asked residents 15 questions covering their motivations/destinations for their non-car trips, their frequency of traveling by bike or foot, the roads/locations where they biked and walked, and the roads/locations that they felt needed improvement to be safe/attractive to cyclists and pedestrians. The survey was provided online and in paper versions in order to reach the largest number of residents in the ways most convenient to them.

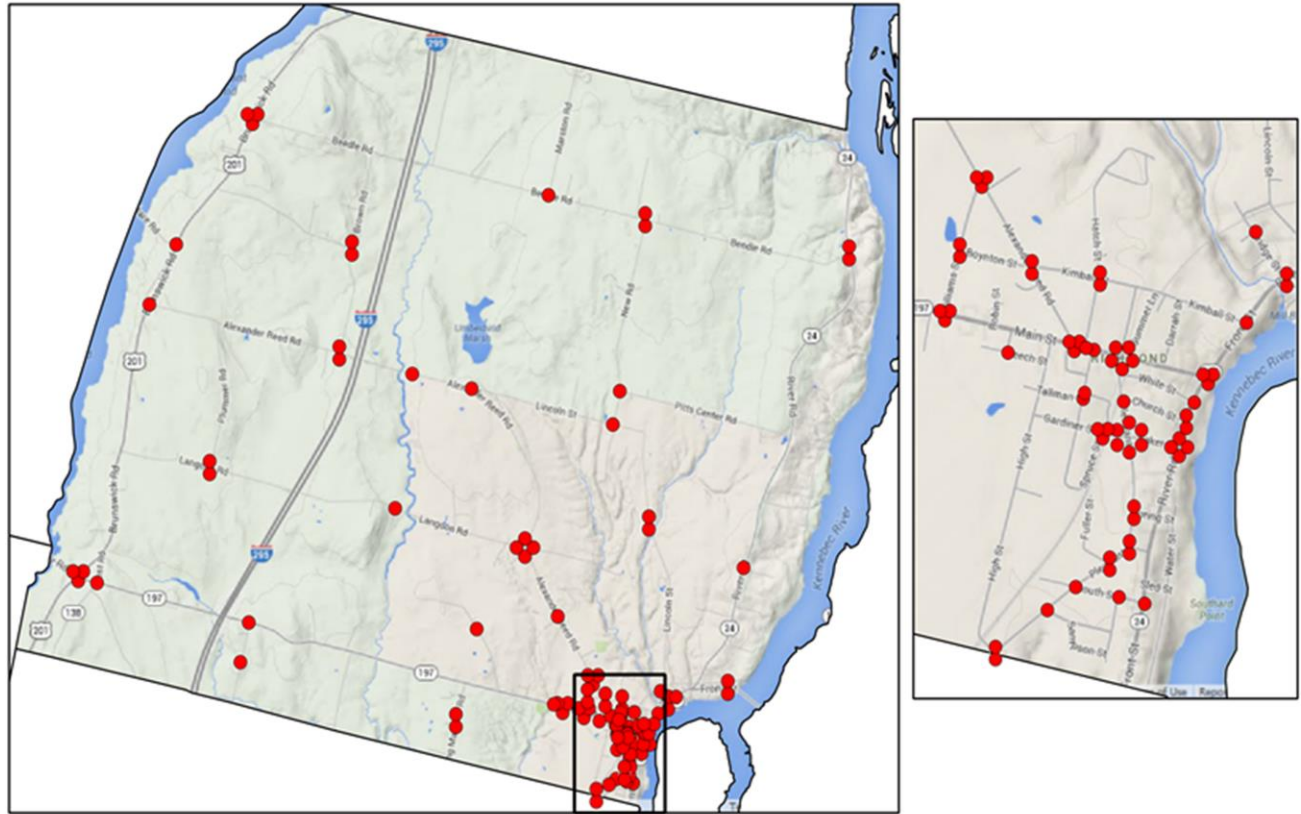
Figure 5



The survey received 137 total responses. This provides a statistically significant sample of Richmond's total population of 3,411 (as of the 2010 census). The sample is mostly representative of the population's age profile though it is skewed slightly older

due to a lack of responses coming from children under 11 years of age (Figure 5). Based on the short answer portions of the survey the needs of the very young population are mostly covered by their parents. The survey responses also reflect where people live within the town. Only

Figure 6



Each dot represents one of the 106 survey respondents that provided a mappable intersection. At intersections with multiple respondents dots are off set around the intersection so as to show the true number.

one respondent did not live in Richmond (they indicated that they worked in Richmond but lived elsewhere). Of the remaining 136 responses, 106 provided a mappable location in answer to the question “closest intersection to where I live” (Figure 6). A significant portion came for residents living close to the village center of Richmond but this mostly tracks with the population density of the town.

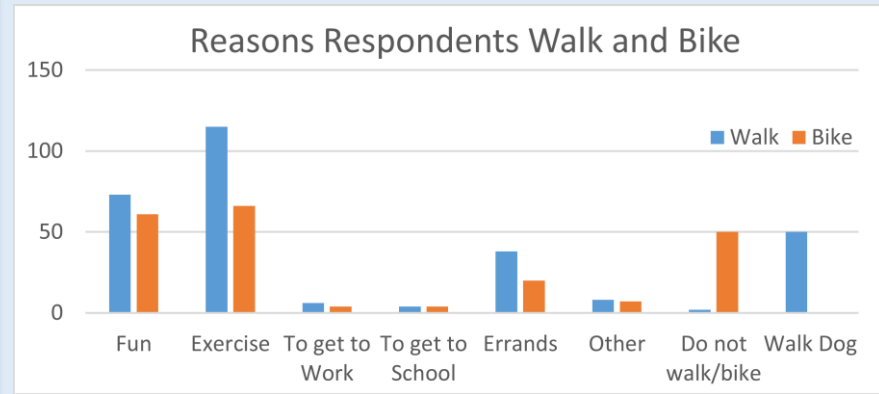
All but two of the respondents (98.5%) indicated that they walked at least occasionally while 84 (61%) indicated that they biked at least occasionally. Getting exercise was the most commonly cited reason that people listed for why they walked or biked, followed by recreation (“to have fun”) (Figure 7). Recreation/exercise also led to people walking the most frequently. Of the 131 respondents that indicated that they walk for recreation/exercise at least one day a week,

47% did so four or more days a week. Respondents were much less likely to bike this frequently. Of the 63 respondents that indicated they biked for recreation/exercise at least once a week, 49% did so only one or two days a week (Figure 8).

People most often walked in the village area. Main St., and the businesses located there, was by far the most frequently listed place people mentioned walking. This was followed by Route 24/the waterfront and Pleasant St. Cycling

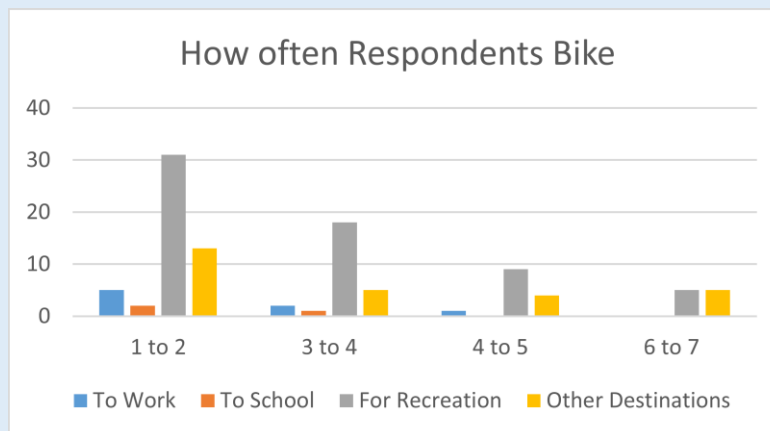
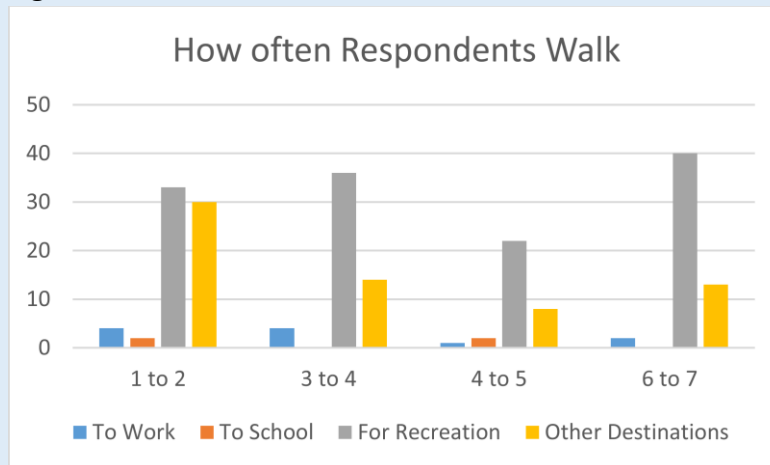
was also centered on the village. People most often listed Route 24 as a location they biked followed by Pleasant St., with Main St. and Alexander Reed Road tied for the third most frequently mentioned. Interestingly, places that people indicated they wished had better pedestrian and bike

Figure 7



Reasons given by respondents for walking and cycling in Richmond.

Figure 8



Frequency of respondents' non-vehicular trips

pedestrian and bike accommodations were very similar to the places people currently walked and biked. Route 24 was listed most often as a place people wanted to walk more easily followed by Pleasant Street and Alexander Reed Road. Three roads tied for the most mentions of places people would like to bike more easily: Route 24, Alexander Reed Rd., and Route 197. High traffic speeds and narrow roads/lack of shoulders were the most frequently listed reasons why people

felt unsafe walking or cycling on any given stretch of road.

By far the most suggested/requested improvement that people felt would help them walk around town and encourage others to walk more was additional sidewalks. Pleasant Street south of where the current sidewalk ends was the road most often cited as in need of sidewalks, followed by the stretch of roads between the Route 24 and Tulip Rd intersection (the current northern end of the Route 24 sidewalk) and the Route 197 Bridge. Other places that people would like to see sidewalks included; Gardiner St., Lincoln St. as it approaches Route 24, and Alexander Reed Rd. as it approaches the existing sidewalk at Kimball St. For cycling and walking outside of the village center people seemed to understand that sidewalks were not feasible. Instead there were repeated requests for wider, paved shoulders. This was particularly true for the roads that people would take to get into town, such as Route 197, Route 24, and outer Alexander Reed Rd.

People were also very interested in developing off-road trails and access to forested areas. The rail trail through the center of town was a very popular idea, with the general feeling that it would increase safe non-vehicular access to the village center for farther flung parts of Richmond and also be a valuable recreational resource. The section closest to town was valued highest as an off-road bike and pedestrian route from neighborhoods to downtown destinations, thus avoiding problem areas like Pleasant St. The greater Merrymeeting Trail connection was also discussed favorably with people excited about its recreation potential. There was strong support for creating an off road path between the middle/high school and the Gardiner and High St. intersection. People already take this route as evidenced by a desire path worn through the vegetation and respondents felt formalizing this link was desirable. The Town Forest was seen as an underused and under promoted resource with multiple people commenting that they did not know about it before taking the survey. Increasing the number and length of trails and providing clearly marked parking were suggested as ways to improve the forest as a destination walking location.

Final Recommendations

Richmond is already a very walkable community, particularly in the village center. It has worked hard to improve walking and cycling conditions over the last few years and this effort shows. The following recommendations will help the town to continue toward its goal of becoming “the most walkable village in Maine.” These recommendations fall into four broad categories and are prioritized within each category as follows:

Sidewalks

1. Sidewalks on Front St. south of Main St. need to be repaired, expanded, and upgraded to be handicap accessible.
2. Sidewalks on Main Street between Pleasant and Williams need to be repaired and/or replaced to ensure pedestrian safety.

3. Extend the Pleasant St. sidewalk to the Hagar St. intersection.
4. Build sidewalks on Gardiner St. and the portion of Kimball St. not currently served by sidewalks.
5. Build sidewalks on Boynton St.

Bicycle and pedestrian experience improvements

1. Install consistent pedestrian lighting and other amenities on Main Street between Pleasant and Williams, in accordance with the 2011 CDBG project specifications.
2. Small bike racks should be installed outside village center businesses.
3. Evaluate enhanced pedestrian crossings on Main St. at the High School Entrance and at the intersection of Main St. and Front St.
4. Bike racks should be installed at the Waterfront and the new park at the Route 197 Bridge.
5. Trash cans and benches should be added at key locations in the village center.

Arterial improvements

1. Major roads should have paved shoulders at least four feet wide. This is particularly important for the roads leading into the village center (Route 197, Route 24, and Alexander Reed Road).
2. The intersection of Route 197 and Route 201 should be improved with an eye to significantly reduce cyclist and pedestrian crossing distances.

The Merrymeeting Trail and other off-road trails

1. Pursue the creation of the Merrymeeting Trail at both the local and regional levels.
2. Create an off road connection between the High School and the intersection of Gardiner St. and High St.
3. Explore the creation of an on road, regional bike touring route as an intermediary step to the completion of the Merrymeeting Trail.

Sidewalks are only needed in the village center where narrow streets and higher traffic volumes make for a large potential for traffic conflicts. Richmond has been very good about upgrading and building a network of sidewalks on the more heavily traveled roads in the village center. There remain some areas in need of upgrading and some others that still need sidewalks. The sidewalks on Front St. south of Weymouth St. need to be upgraded. The curbs at Church St. are not handicap accessible and need to be replaced. As one moves further south on Front St. the sidewalks get very narrow, are overgrown, and are in many places crumbling. The high traffic volumes (both pedestrian and vehicular), the road's prominent role as a one of two primary access points to town, and the road's role as primary access to the waterfront park mean that fixing these sidewalks should be a high priority.

Sidewalks have been built on all of the roads where the 2004 Downtown Revitalization Plan recommended they be built, with the exception of: Boynton, Gardiner, and Center Streets as well as the section of Kimball St. between Front St. and Pleasant St. Gardiner St. and the section of Kimball St. should remain high priority locations for sidewalks as they serve as

important connections; Gardiner St. to the town offices and schools, and Pleasant St. to Lane Field. Boynton St. would also serve as a good connector between the Williams St. sidewalk and Lane field but traffic volumes are low enough to make it a lower priority. Center St. is the lowest priority given its low traffic volumes and lack of through connections.

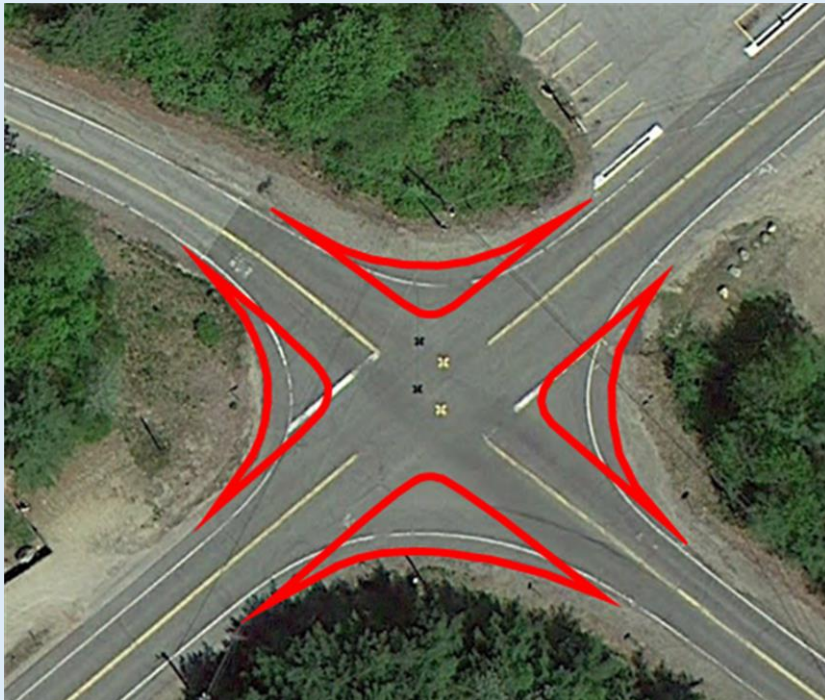
Pleasant St. should have its sidewalk extended south of its current end at Gardiner St. This was one of the most requested improvements in the public survey. The road is heavily populated and has moderate traffic volumes. It is too narrow to accommodate pedestrians and two way traffic at the same time and has poor visibility due to the terrain and alignment of the road. Pleasant St. is the most direct way for residents of a large neighborhood to get to the village center and is a popular recreational walking route. It is recommended that the town look to extend this sidewalk at least as far as the Hagar St intersection. Similarly, extending the sidewalk from the Front and Tulip streets intersection to the soon to be completed park at the base of the Route 197 Bridge was frequently mentioned as desirable by the survey respondents. Providing a safe sidewalk, complete with a crossing of Route 24 where Route 197 splits off, will make this park a useful asset for the town.

To improve pedestrian safety in the village center Richmond should consider enhanced crosswalk treatments, such as pedestrian activated lights, in two places: the intersection of Main St. and Front St. and on Main St. at the entrance to the High School. The Front St. intersection is a major vehicular route and has high pedestrian traffic with people crossing between the Waterfront and the village center. Vehicular visibility of pedestrians in the intersection is poor for southbound vehicles on Front St. making the right turn onto Main St. A signal here will help alert drivers to the fact that they are in a denser area and need to be aware of pedestrians. The existent enhanced crosswalk treatment across Main St. at the High School entrance serves as a visual gateway to the village center. Given the fairly sudden change from arterial Route 197 to village center Main St. the Town may want to consider additional measures leading up to this crosswalk to alert drivers to the fact they are entering a more active place that requires more attention.

Richmond has been very active in improving the experience of being in the village. Their façade improvement programs, the sidewalk updates, and the installation of street lighting have greatly added to an already attractive space. The installation of additional bike racks would improve bicycle friendliness. Small, “lollipop” racks would also be useful outside downtown businesses, particularly the ice cream shop and restaurants, to facilitate bicycle trips to these businesses. In addition to providing convenient lockup points the addition of bike racks would help to reinforce the idea of the village as a bike destination in the minds of all users. In addition to the new library, which is already planned to have a bike rack, key locations for large bike racks would be at the waterfront park and at the new park being created by the 197 bridge. Other improvements that could be added to Main St. include additional trash cans and benches. A good location for installing a bench and trash can would be adjacent to the sidewalk on the new library property. This would nicely bracket the primary stretch of the village center as both of these amenities exist at the waterfront park.

Outside of the village center sidewalks are not practical or required. In order to accommodate bicycle and pedestrian use on the rural arterial routes there should be paved shoulders at least four-feet wide on both sides of the road. The highest priorities for wider shoulders are Route 197, Route 24 north of the railroad bridge, and Alexander Reed Road as it approaches the village center. All three of these came up as areas in need of improvement in the public survey and all three lack any navigable shoulder. Improving them will greatly increase non-vehicular access to the village center. Intersections of major roads should be improved with bike and pedestrian safety in mind. This is particularly true for the intersection of Routes 197 and 201 in

Figure 9



Removing portions of the paved area (marked in red) would improve safety at the intersection of Routes 201 and 197, particularly for non-vehicular traffic.

Richmond Corner. The intersection as it is now is a barrier and safety hazard to bikes and pedestrians. It is likely not necessary to change vehicular traffic flow in the intersection but it should be narrowed in order to shorten crossing distances and improve visibility (Figure 9).

The Merrymeeting Trail is a regionally important initiative but it has distinct local importance as well. The trail would greatly improve access to the village center for a large swath of Richmond residents with around 40-45% of Richmond's population living within

a half mile of the rail right-of-way. The trail will provide a safe and direct connection to the village center relieving some of the demand put on Route 24, a road that is not currently bike or pedestrian friendly outside of the village center. The creation of the complete trail would allow for day trips into Richmond by residents as far as Brunswick or Augusta and would be a much desired recreational resource for Richmond's residents. The trail came up very frequently in the survey showing significant excitement and desire for the trail. Richmond should aggressively pursue the creation of the trail both locally and regionally. As the Merrymeeting Trail initiative moves forward, the town should keep in mind access issues inherent in the current desire to keep the rail line open for active use. Places where pedestrians are already crossing the tracks, such as between Spruce and Fuller Streets, will only attract more users with the creation of the trail. Potential conflicts between the trail and an active rail line will need to

be looked at closely. Another significant offroad trail connection will be formalizing the existing desire path between High St. and the middle/high school. The existence of this desire path combined with its frequent mention in the surveys shows a clear demand for this connection. It would significantly shorten the distance to the school from the neighborhoods south of Main St., increasing non-vehicular access to the resources there. The creation of this path should also include a crosswalk across High St. at its intersection with Gardiner St.

In conjunction with the Merrymeeting Trail, Richmond may want to consider its role as a possible bicycle destination. The village center already has the food, convenience, and hardware stores that would cater to passing cyclists. Its riverside location makes it a great place to stop for a morning or lunch break on a trip out from Brunswick or Portland, or a turning destination point for a shorter day trip from Brunswick or Augusta. The creation of the Merrymeeting Trail would be an ideal way to bring this bicycle traffic through Richmond. It would easily link the village to existing trails to the north and south, providing a currently lacking off-road route to central Maine. The off-road trail is not the only way to attract this traffic however. Most long distance cyclists are very comfortable riding on the road. If Richmond were to widen the shoulders on Route 24 and work with other towns to make this part of a larger bike friendly route it would serve a similar purpose. Richmond and neighboring towns could then work with MaineDOT to include the route in their widely used Explore Maine by Bike book. This could work as an intermediate step to the Merrymeeting trail and provide connections if the trail is constructed in phases.



midcoast economic development district

Town of Richmond

Economic Development Strategy

Introduction

In the fall of 2014, the Midcoast Economic Development District (MCEDD) was engaged by the Town of Richmond’s Department of Community & Business Development to develop a strategy to assist in guiding the town’s economic development efforts. The primary purpose of the project was to inform the Town’s upcoming Comprehensive Plan update, as well as to provide guidance to future policy decisions, public investment and other municipal economic development initiatives.

In order to best understand the current ‘lay of the land’ in Richmond, MCEDD reviewed existing municipal planning documents and conducted research of pertinent economic data. In order to develop a better understanding of the challenges and opportunities associated with doing business in Richmond, MCEDD and town staff surveyed Richmond’s existing businesses, participated in business visitations with the Town’s Director of Community & Business Development, and gathered input at a workshop attended by business people and residents.

In the final sections of this document, MCEDD describes the Key Project Findings of this work, and offers its Recommendations for municipal economic development priorities going forward.

Contents

Section	Page
Review of Current Plans and Policies	2
Economic Profile	4
Survey Findings	15
Key Project Findings	17
Recommendations	19
Conclusion	23
Appendix - NAICS definitions	24

Review of Current Plans & Policies

The following section provides an overview of Richmond's current plans, such as the Comprehensive Plan and Downtown Revitalization Plan. The purpose of reviewing these plans is to understand how the current planning and policy is influencing current economic development efforts.

Comprehensive Plan

Richmond's Comprehensive Plan was updated in 1990 and adopted in 1991. Though over 20 years have passed since this last update many of the goals and recommendations set forth related to growth and economic development are general enough to still be applicable to Richmond today.

The most fundamental example is in section 6 of the plan that outlines community policies and states that Richmond's Main Street should be revitalized as "an economic center which meets the day-to-day needs of residents of the Greater Richmond area." There are a number of specific recommendations in service of this point such as:

- Encouraging a mix of uses and businesses in the downtown that will serve the local economy;
- Full utilization and upgrading of existing downtown buildings; and,
- Improvements to public infrastructure and services within the downtown to encourage private sector redevelopment.

The significance of this policy is that it defines Richmond's role within the broader region, which is that of a sub-regional service center. While this is not explicitly stated it is strongly implied that the purpose of downtown revitalization is to enable Richmond's village to meet the day to day needs of residents and surrounding communities.

This is further supported through other economic development policies in the Comprehensive Plan that make provisions for commercial-industrial areas (nonresidential uses which are not appropriately located in the Village or at Richmond Corner) including clean light industrial, service and wholesale and distribution uses. The importance of this inclusion is that service centers - even those serving a sub-regional role - need to contain a mix of businesses and services including commercial/industrial/wholesale/distribution.

In summary the Comprehensive Plan contains a number of economic development goals and strategies that directly address how Richmond can develop as a sub-regional service center. Perhaps the most notable are downtown revitalization strategies which are more comprehensively detailed in Richmond's 2004 Downtown Revitalization Plan.

Downtown Revitalization Plan

While the Comprehensive Plan makes a strong policy case for downtown revitalization in Richmond, the Downtown Revitalization Plan is focused on the actual implementation of these activities, particularly improvements to public infrastructure and services and other physical improvements to public spaces, buildings façades and housing.

Richmond has had great success as a town in implementing the vast majority of activities identified in the Downtown Revitalization Plan including improvements to streetscaping and sidewalks along Main Street and Front Street, numerous riverfront improvements, building façade improvements and attracting businesses to the business and manufacturing center.

As of 2011 when Richmond updated the Downtown Revitalization Plan the implementation priorities can be summarized by the following:

- Focus on implementing the 2006 Parking Master Plan;
- Continue waterfront improvements;
- Continue pedestrian and cyclist improvements;
- Develop a long term capital improvement plan and budget to set priorities for infrastructure improvements and a subsequent yearly capital maintenance program that supports this activity;
- Continue to collaborate with the Richmond Utility District on the upgrade of public water and sewer utilities; and,
- Continue to support local businesses and economic development efforts through TIF funding and collaboration between the Town and private sector.

Many of the recommendations of the 2011 update of this plan are further validated through the survey undertaken of Richmond businesses, which is detailed in a following section.

Economic Profile

The purpose of the following economic profile is to better understand Richmond's local economy and identify targeted business development opportunities through analysis of current and historical economic data. This data includes an analysis of the town's current business base (such as establishments, employment and wages by sector, and commuting patterns), as well as similar analysis of Richmond's resident labor force. The primary data source for the following profile is the Maine Department of Labor's Center for Workforce Research and Information. Additional data sources include the U.S. Census Bureau for Economic Studies.

2013 Richmond Employment & Wages by Industry

NAICS	NAICS Title	ESTAB	AVG EMP	TOTAL WAGES	AVG. WEEKLY
10	Total, All Industries	80	664	\$22,536,236	\$653
22	Utilities	1	3	\$121,427	\$801
23	Construction	13	167	\$7,326,805	\$844
31-33	Manufacturing	4	46	\$2,049,170	\$863
44-45	Retail Trade	10	71	\$1,590,196	\$432
48-49	Transportation and Warehousing	4	26	\$1,756,589	\$1,299
51	Information	1	1	\$13,469	\$183
52	Finance and Insurance	4	15	\$548,764	\$692
54	Professional and Technical Services	6	39	\$1,842,855	\$919
56	Administrative and Waste Services	6	19	\$371,184	\$376
61	Educational Services	2	76	\$2,945,215	\$749
62	Health Care and Social Assistance	11	70	\$1,791,810	\$492
72	Accommodation and Food Services	9	54	\$632,618	\$224
92	Public Administration	4	14	\$518,284	\$691

NAICS = North American Industry Classification System. ESTAB = Establishments. AVG EMP = Average Employment

According to the Maine DOL Center for Workforce Research and Information, in 2013 the Town of Richmond was home to 80 business establishments. Combined, they employed more than 660 workers, who earned more than \$22 Million in wages, or an average of \$653 a week.

2013 Largest Employment Sectors

NAICS	NAICS Title	ESTAB	AVG EMP	% OF EMP	TOTAL WAGES	AVG. WEEKLY
10	Total, All Industries	80	664	100.0%	\$22,536,236	\$653
23	Construction	13	167	25.2%	\$7,326,805	\$844
61	Educational Services	2	76	11.4%	\$2,945,215	\$749
44-45	Retail Trade	10	71	10.7%	\$1,590,196	\$432
62	Health Care and Social Assistance	11	70	10.5%	\$1,791,810	\$492
72	Accommodation and Food Services	9	54	8.1%	\$632,618	\$224

31-33	Manufacturing	4	46	6.9%	\$2,049,170	\$863
54	Professional and Technical Services	6	39	5.9%	\$1,842,855	\$919
48-49	Transportation and Warehousing	4	26	3.9%	\$1,756,589	\$1,299
56	Administrative and Waste Services	6	19	2.9%	\$371,184	\$376
52	Finance and Insurance	4	15	2.3%	\$548,764	\$692
92	Public Administration	4	14	2.1%	\$518,284	\$691
22	Utilities	1	3	0.5%	\$121,427	\$801
51	Information	1	1	0.2%	\$13,469	\$183

The Construction sector was the Town's largest employer in 2013, employing more than 160 workers, or more than 25% of Richmond's jobs. The Educational Services sector employed 67, or 11.4% of workers. The Retail Trade sector employed more than 70 workers, or nearly 11% of total employment. The Health Care and Social Assistance sector employed 70 workers, or 10.5% of total employment. Other sectors of significance include Accommodation & Food Services (more than 50 jobs, or 8.1% of total employment), Manufacturing (46 jobs, or nearly 7% of employment), and Professional & Technical Services (nearly 40 jobs, or about 6% of total employment).

It should be noted here that employment in Richmond's Construction sector was bolstered significantly by the presence of Newman Concrete Services, which employed between 40-60 people depending on the season. However, the company shut down in early 2014. Even with the loss of those jobs, the sector still employs around 100 in Richmond.

2013 Highest Average Wages

NAICS	NAICS Title	ESTAB	AVG EMP	TOTAL WAGES	AVG. WEEKLY	% of AVG. WEEKLY
10	Total, All Industries	80	664	\$22,536,236	\$653	100.0%
48-49	Transportation and Warehousing	4	26	\$1,756,589	\$1,299	199.0%
54	Professional and Technical Services	6	39	\$1,842,855	\$919	140.7%
31-33	Manufacturing	4	46	\$2,049,170	\$863	132.2%
23	Construction	13	167	\$7,326,805	\$844	129.2%
22	Utilities	1	3	\$121,427	\$801	122.7%
61	Educational Services	2	76	\$2,945,215	\$749	114.7%
52	Finance and Insurance	4	15	\$548,764	\$692	106.0%
92	Public Administration	4	14	\$518,284	\$691	105.8%
62	Health Care and Social Assistance	11	70	\$1,791,810	\$492	75.4%
44-45	Retail Trade	10	71	\$1,590,196	\$432	66.2%
56	Administrative and Waste Services	6	19	\$371,184	\$376	57.5%
72	Accommodation and Food Services	9	54	\$632,618	\$224	34.3%
51	Information	1	1	\$13,469	\$183	28.0%

As indicated above, the average weekly wage for all industries in Richmond in 2013 was \$653. The Transportation and Warehousing sector had the highest average wage, at \$1,299 per week. This is 199% of the town wide average wage (this sector includes employment

associated with the Maritimes & Northeast Pipeline compressor station). Three other sectors provide wage levels that are approximately 30% above the town wide average include Professional and Technical Services (\$919, or 40% higher than average), Manufacturing (\$863, or 32% higher) and Construction (\$844, or 29% higher). The Utilities, Educational Services, Finance and Insurance and Public Administration sectors also pay wages higher than the town wide average weekly wage.

Unfortunately, two of the Town’s largest employment groups had average wage levels well below the town wide average of \$653. The Retail Trade sector, the Town’s third largest employment sector, had an average wage of \$432 per week, or 66% of the town wide average. The Health Care and Social Assistance sector, the Town’s fourth largest employment sector, had an average wage of \$492, or 75% of the town wide average weekly wage.

Employment Growth Sectors, 2008-2013

NAICS	NAICS Title	2008 EMP	2013 EMP	CHANGE	% CHG
10	Total, All Industries	691	664	-27	-3.9%
72	Accommodation and Food Services	7	54	47	671.4%
54	Professional and Technical Services	25	39	14	56.0%
56	Administrative and Waste Services	8	19	11	137.5%
62	Health Care and Social Assistance	64	70	6	9.4%
51	Information		1	1	
23	Construction	167	167	0	0.0%
44-45	Retail Trade	71	71	0	0.0%
22	Utilities	4	3	-1	-25.0%
52	Finance and Insurance	17	15	-2	-11.8%
31-33	Manufacturing	49	46	-3	-6.1%
92	Public Administration	17	14	-3	-17.6%
48-49	Transportation and Warehousing	47	26	-21	-44.7%
61	Educational Services	109	76	-33	-30.3%

In order to better understand if and where the community has been creating jobs in the recent past, employment data was researched for 2008. The above table provides a summary of the changes in employment by sector over the subsequent five year period.

From 2008 to 2013, the town lost 27 jobs across all sectors, or about 4% of total employment. The Educational Services sector lost 33 jobs during that period, or 30% of 2008 employment in that sector. The Transportation and Warehousing sector saw a reduction of 21 jobs, or 45% of 2008 sector employment.

These losses were, to a degree, offset by gains in other sectors. Professional and Technical Services added 14 jobs, growing the sector’s 2008 workforce by more than 50%. Employment more than doubled in the Administrative and Waste Services sector, with a five-year gain of 11 jobs.

The above table shows the Accommodation and Food Services sector gaining 47 jobs during the five-year period. While recent chain/franchise developments have clearly added significant employment in the sector, this dramatic increase may in part also reflect the evolution of data collection methods employed by the Maine DOL Center for Workforce Research and Information.

The following tables focus on where employees of Richmond businesses live.

In-Area Employment Efficiency

2011 Census Estimates	Count	Share
All Jobs Located in Richmond	684	100.0%
Employees Living in Richmond	112	16.4%
Employees Living Outside	572	83.6%

According to US Census data estimates for 2011, only 16% of approximately 680 jobs in Richmond were held by residents of the town. More than 8 of 10 persons employed in Richmond live elsewhere.

Commuting Patterns - Where Richmond Workers Live

2011 Census Estimates	% of workers travel
Less than 10 miles	32.5%
10 to 24 miles	35.7%
25 to 50 miles	18.7%
Greater than 50 miles	13.2%

However, a third of workers travel less than 10 miles to their jobs, indicating Richmond may be an ‘employment center’ of sorts to the smaller towns that surround it. Another third of employees travels between 10 and 24 miles, and the final third travels at least 25 miles to their jobs.

The following are the communities that supply the greatest number of workers to Richmond businesses. Please note that a census designated place (CDP) is a concentration of population identified by the US Census Bureau for statistical purposes. It doesn’t not reflect the entirety of population within a given community.

2011 Census Estimates	Count	Share
Richmond CDP, ME	62	9.1%
Brunswick CDP, ME	22	3.2%
Gardiner city, ME	20	2.9%
Augusta city, ME	18	2.6%
Waterville city, ME	15	2.2%
Bath city, ME	11	1.6%
Farmingdale CDP, ME	7	1.0%
Auburn city, ME	6	0.9%

Hallowell city, ME	6	0.9%
Lewiston city, ME	5	0.7%
All Other Locations	512	74.9%

2013 Location Quotients

In order to provide some perspective to the town’s competitive position, information on Location Quotients (LQ) for Richmond was reviewed.

LQ’s provide an indication of the relative concentration of employment compared to a larger area. In this case, the relative employment concentrations of Richmond are compared against the employment concentrations for the Brunswick Micropolitan Labor Market Area (LMA) and the State of Maine.

For example, in the case where the town’s distribution of employment in a specific sector is the same (in percentage terms) as the LMA or State’s, the LQ would be 1.0. An LQ above 1.0 indicates that the town has a higher concentration of employment in that sector than the LMA or State. A LQ of less than 1.0 indicates that the town has a lower concentration of employment in that sector than the LMA or State.

NAICS	NAICS Title	VS LMA	VS STATE
10	Total, All Industries	1.00	1.00
11	Agriculture, Forestry, Fishing and Hunting		
21	Mining, Quarrying, and Oil and Gas Extraction		
22	Utilities	0.90	0.91
23	Construction	5.34	5.25
31-33	Manufacturing		0.74
42	Wholesale Trade		
44-45	Retail Trade	0.76	0.77
48-49	Transportation and Warehousing	3.35	1.15
51	Information	0.15	0.11
52	Finance and Insurance	0.86	0.55
53	Real Estate and Rental and Leasing		
54	Professional and Technical Services	1.52	1.38
55	Management of Companies and Enterprises		
56	Administrative and Waste Services	0.88	0.59
61	Educational Services	1.04	1.16
62	Health Care and Social Assistance	0.66	0.58
71	Arts, Entertainment, and Recreation		
72	Accommodation and Food Services	0.83	0.88
81	Other Services, Except Public Administration		
92	Public Administration	0.66	0.45
99	Unclassified		

The table indicates that Richmond has a substantially higher level of employment within the Construction sector - *more than 5 times as much* - than the LMA. Other private employment

sectors in which the town has an advantage over larger areas include Transportation and Warehousing (more than 3 times as much as the LMA), and Professional and Technical Services (one and a half times greater than the LMA). The strength of these sectors may signal developing economic clusters in Richmond, which could leverage additional and related economic activity within those sectors in the years ahead.

The table also provides an indication of areas where the town has a lower concentration of employment than the LMA and State. Examples are Retail Trade (0.76 of the LMA), Accommodation and Food Services (0.83 of the LMA) and Health Care and Social Assistance (0.66 of the LMA). This suggests economic sectors that could be targeted for growth in Richmond.

2013 Richmond Average Wages in comparison to Brunswick Micropolitan LMA and State Average Wages

NAICS	NAICS Title	RICHMOND	LMA	STATE
10	Total, All Industries	\$653	\$799	\$755
11	Agriculture, Forestry, Fishing and Hunting		\$430	\$669
21	Mining, Quarrying, and Oil and Gas Extraction		ND	\$1,052
22	Utilities	\$801	\$1,157	\$1,203
23	Construction	\$844	\$853	\$831
31-33	Manufacturing	\$863	ND	\$1,028
42	Wholesale Trade		\$810	\$1,061
44-45	Retail Trade	\$432	\$489	\$476
48-49	Transportation and Warehousing	\$1,299	\$715	\$764
51	Information	\$183	\$704	\$850
52	Finance and Insurance	\$692	\$921	\$1,226
53	Real Estate and Rental and Leasing		\$607	\$701
54	Professional and Technical Services	\$919	\$1,122	\$1,146
55	Management of Companies and Enterprises		\$764	\$1,392
56	Administrative and Waste Services	\$376	\$617	\$620
61	Educational Services	\$749	\$843	\$726
62	Health Care and Social Assistance	\$492	\$741	\$807
71	Arts, Entertainment, and Recreation		\$456	\$430
72	Accommodation and Food Services	\$224	\$319	\$327
81	Other Services, Except Public Administration		\$623	\$557
92	Public Administration	\$691	\$963	\$849
99	Unclassified		ND	\$1,101

In order to add some perspective to Richmond's average wages per week by industry sector, they are compared against those for the Brunswick Micropolitan LMA and the State as a whole.

Richmond's average weekly wage of \$653 per week for all industries is 82% of the LMA's average weekly wage, and 86% of the State's.

In one sector, Richmond’s average weekly wages exceed those of the LMA and the State. Again, likely because of the presence of the Maritimes & Northeast compressor station in this sector, wages in Richmond’s Transportation and Warehousing sector are 182% of the LMA wage for that sector, and 170% of the State average wage for that sector.

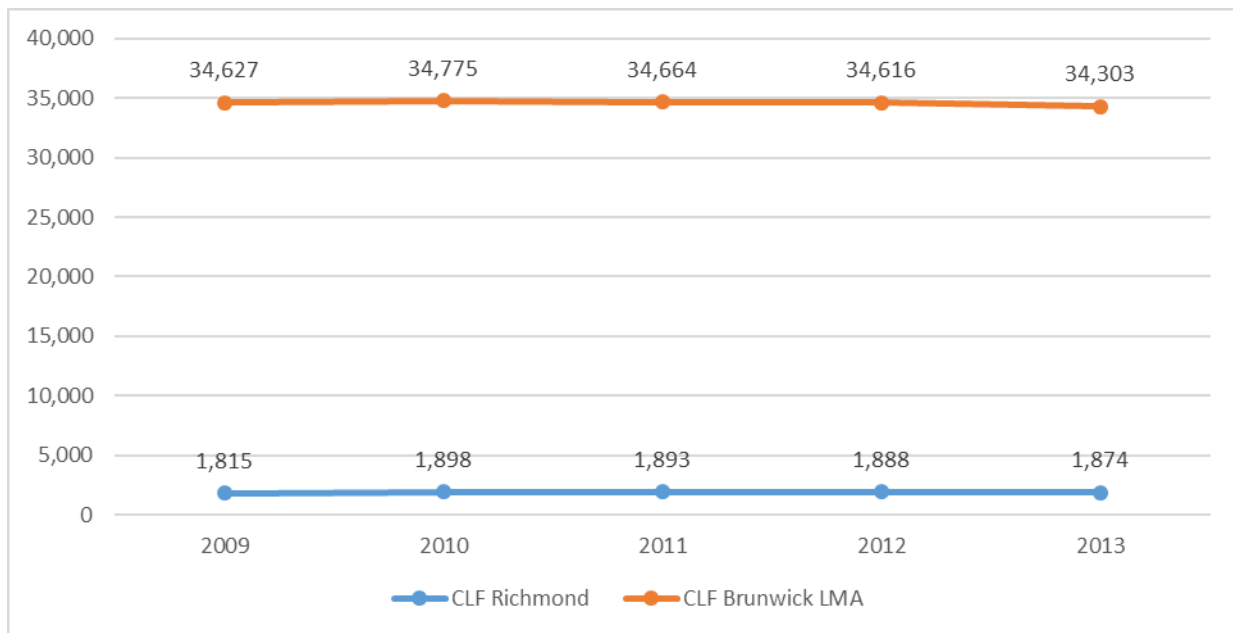
In Richmond’s leading employment sector, Construction, average wages are competitive state-wide. Richmond’s average wage for the Construction sector is 99% of the LMA’s, and 102% of the State’s.

As is the case with average wage across all industries, Richmond tends to lag behind average wages for the LMA and State in the Manufacturing sector (84% of State average wage), Retail Trade sector (88% of the LMA, and 91% of the State), and the Professional and Technical Services sector (82% of the LMA wage for that sector, and 80% of the State).

Notable sectors in which there is even a greater disparity include the Health Care and Social Assistance sector (66% of the LMA average wage for that sector, and 61% of the State average), Accommodation and Food Services (70% of the LMA average wage for that sector, and 60% of the State’s), and Finance and Insurance (75% of the LMA average wage for that sector, and only 56% of the State’s).

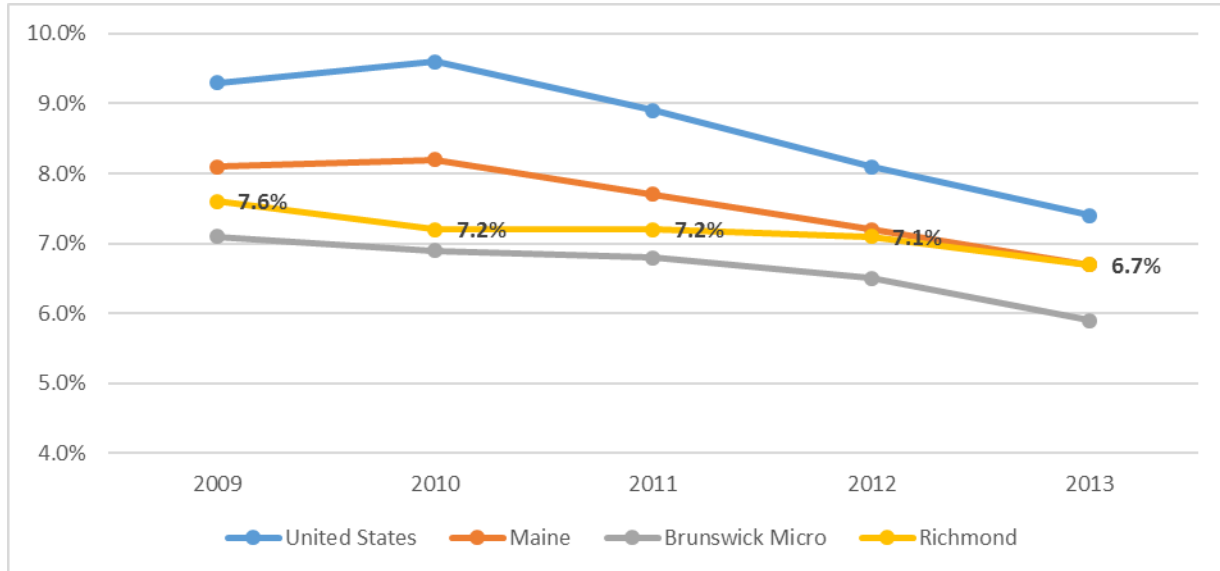
Richmond Civilian Labor Force, 2009-2013

In order to add further perspective to Richmond’s economy, data on resident workers was reviewed.



The above chart tracks the size of Richmond civilian labor force (CLF), in relation to the Brunswick Micropolitan Labor Market Area for the period of 2009-2013. The civilian labor force is non-military, non-institutionalized Richmond residents, aged 16 years and older, who have jobs or are seeking a job. Throughout this time period, Richmond’s CLF has represented approximately 5% of the LMA’s CLF.

Richmond Civilian Labor Force Unemployment, 2009-2013



The above chart tracks Richmond’s unemployment rate through the same 2009-2013 time frame. As shown, Richmond’s unemployment rate (data labels) has typically been higher than that of the Brunswick Micropolitan LMA, but lower than that of the State and the US. Encouragingly, unemployment rates are trending downward, and Richmond’s rate is now nearly a percentage point lower than the town’s 2009 rate.

2011 Richmond Resident Employment

NAICS	NAICS Title	Employed Residents
10	Total, All Industries	100.0%
62	Health Care and Social Assistance	18.5%
44-45	Retail Trade	13.5%
31-33	Manufacturing	12.0%
61	Educational Services	9.8%
72	Accommodation and Food Services	6.8%
23	Construction	6.2%
56	Administration & Support, Waste Management and Remediation	5.1%
92	Public Administration	5.0%
54	Professional, Scientific, and Technical Services	4.7%
42	Wholesale Trade	4.2%
52	Finance and Insurance	3.2%
48-49	Transportation and Warehousing	3.0%
81	Other Services (excluding Public Administration)	3.0%
71	Arts, Entertainment, and Recreation	1.6%
55	Management of Companies and Enterprises	1.1%
51	Information	0.9%
53	Real Estate and Rental and Leasing	0.8%

11	Agriculture, Forestry, Fishing and Hunting	0.3%
22	Utilities	0.2%
21	Mining, Quarrying, and Oil and Gas Extraction	0.1%

2011 US Census data estimates were reviewed to determine what industry sectors Richmond residents are employed in, regardless of location. At the time of the estimates, there were approximately 1,750 employed persons living in Richmond.

The leading employment sectors were Health Care and Social Assistance (18.5%, or approximately 325 employed residents), Retail Trade (13.5% of employed residents, or approximately 235 workers) and Manufacturing (12%, or approximately 210 employed residents). Additionally, about 10% of resident employed worked in the Educational Services sector.

It may be of interest to note that nearly 700 employed residents work in industries that could also be targets for business future expansion and attraction efforts in Richmond - Health Care and Social Assistance, Retail Trade, and Accommodation and Food Services (6.8%, or about 120 resident employed).

The following tables focus on where residents of Richmond work.

In-Area Labor Force Efficiency

2011 Census Estimates	Count	Share
Employed Persons Living in Richmond	1,754	100.0%
Living and Employed in Richmond	112	6.4%
Living in Richmond but Employed Outside	1,642	93.6%

According to US Census data estimates for 2011, only 6% of approximately 1,750 employed persons living in Richmond worked within the town's borders.

This is further substantiated by commuting data showing that in 2011, 87% of employed Richmond residents traveled at least 10 miles to work. 35% of residents employed traveled more than 25 miles to work.

Commuting Patterns - Where Residents Work

2011 Census Estimates	% of workers travel
Less than 10 miles	13.0%
10 to 24 miles	52.0%
25 to 50 miles	21.2%
Greater than 50 miles	13.8%

Collectively, this data confirms our conclusion that while Richmond serves as an employment center of sorts for the small rural towns that surround it, the town largely exports workers to larger LMA's like the Brunswick, Augusta and Lewiston/Auburn employment markets.

2011 Census Estimates	Count	Share
Augusta city, ME	176	10.0%
Bath city, ME	163	9.3%
Brunswick CDP, ME	114	6.5%
Portland city, ME	97	5.5%
Lewiston city, ME	66	3.8%
Richmond CDP, ME	64	3.6%
Topsham CDP, ME	57	3.2%
Auburn city, ME	44	2.5%
Gardiner city, ME	42	2.4%
South Portland city, ME	42	2.4%
All Other Locations	889	50.7%

Summary of Findings - Data

- At year end in 2013, there were approximately 80 businesses with 660+ employees located in Richmond.
- More than 25% of those jobs were in the Construction industry. Another 30% were in the Educational Services (11.4%), Retail Trade (10.7%) and Health Care and Social Assistance (10.5%) industries. Another 20% were in Accommodation and Food Services (8.1%), Manufacturing (6.9%) and Professional and Technical Services (5.9%).
- The average weekly wage for Richmond businesses was \$653 at year end in 2013. The industries with the highest weekly wages were Transportation and Warehousing (nearly double the average weekly wage), Professional and Technical Services (40% higher), Manufacturing (about 30% higher) and Construction (about 30% higher).
- Two of the leading employment sectors had below average wages. Retail Trade was more than 30% lower than the average weekly wage, and Health Care and Social Assistance was about 25% lower than the average.
- The average weekly wage in Richmond, however, was approximately 82% of the average wage of the Brunswick Metropolitan labor market area, and 86% of the state average weekly wage.
- Richmond lost about 4% of total employment between 2008 and 2013, but the Accommodation and Food Services, Professional and Technical Services, Administrative and Waste Services and Health Care and Social Assistance industry sectors all added jobs.
- Only about 16% of the jobs in Richmond are held by Richmond residents. 8 of 10 jobs are filled by people who live elsewhere, many from surrounding towns. This indicates Richmond is an employment/service center of sorts for its surrounding communities.
- The strength of Richmond's Construction, Transportation and Warehousing, and Professional and Technical Services industry sectors may signal developing economic clusters in town, and could attract future economic activity within these sectors.
- The Retail Trade, Accommodation and Food Services and Health Care and Social Assistance industry sectors could be targeted for future growth given the higher concentration of sector employment in the larger labor market area.
- Past Census estimates indicate there are approximately 1,750 employed persons living in Richmond, about half of the town's population per the 2010 Census.

- About half of employed residents work in the Health Care and Social Assistance (18.5% of all employed), Retail Trade (13.5%), Manufacturing (12.0%) and Educational Services (9.8%) industry sectors.
- Only 6% of residents employed work in Richmond. 94% work outside of town, most of whom travel at least 10 miles to work.
- This further suggests that Richmond serves as an employment/service center for its surrounding towns while exporting the vast majority of its employed residents to the larger labor markets in Augusta, Brunswick and Lewiston/Auburn.

Please note that further explanation of the NAICS industry sectors featured in this section can be found in the Appendix of this document.

Survey Findings

In order to develop a better understanding of the challenges and opportunities associated with doing business in Richmond, surveys were sent directly to every Richmond business. 28 were returned, or about 35%, which can be considered a representative sample. Businesses that responded had an average of 7 employees. The following provides a summary of the findings from the survey which will contribute to recommendations for economic development priorities and programs.

Workforce

- Predominantly small business (on average 7 employees)
- 20% of businesses reported they have increased their workforce, 65% have stayed the same and 2% have decreased
- 35% are projecting to increase their workforce, 60% projecting to stay the same and 5% are decreasing (however, the business decreasing is a relatively large employer)
- 15% of businesses reported issues with retention
- Training needs tended to be specialized for the type of business answering the survey - one respondent stated generalized training workshops for business owners would be helpful (marketing, social media use, etc).

Finance

- 10% of respondents had an issue securing appropriate finance - the remainder either had no issue in securing finance or it was not relevant to their business
- However, a different 10% reported issues with inadequate guarantees or collaterals as a barrier to finance and 10% stated the town loan application process was too complex

Future Plans

- 40% of respondents are planning to expand
- 70% of respondents plan to stay in Richmond
- 1 respondent is moving part of their operations away from Richmond but they hope to bring another similar business to their site
- 1 respondent planning to expand stated the town could help with their expansion through providing more public parking, using the town website to more effectively market local businesses and helping the local Chamber of Commerce to organize networking events

Business Climate

- 20% of respondents think the business climate in Richmond is excellent, 70% think it's good and 10% think it's fair
- The location (proximity to Brunswick/Topsham and Gardiner/Augusta and being centrally located in New England), highway access and waterfront were the major advantages identified by the majority of respondents
- Property taxes and limited services were identified by the majority of participants as the most common disadvantages to doing business

Barriers to Expansion

- 40% - Property Taxes
- 35% - Parking
- 15% - Availability of space to rent/lease
- 15% - IT Capacity
- 15% - Water/Sewer Fees
- 15% - Availability of Financing

Working with the Town

- Vast majority of respondents had a positive experience working with the town and said the town had helped their business
- Downtown revitalization was cited most frequently as how the town contributed to helping businesses (sidewalks, lights, etc.)

Businesses you would like to see in Richmond

- 70% - Accommodation and Food Services
- 50% - Retail Trade (Other: 35% Pharmacy & 30% Grocery Store)
- 45% - Arts, Entertainment and Recreation
- 35% - Manufacturing
- 30% - Transportation and Warehousing

How Can the Town Support Businesses in Richmond

- Tax incentives
- Continue downtown revitalization
- Continue loan program
- Upgrade water/sewer system
- Marketing through town website

In general the survey verifies that Richmond's business community finds the business climate to be good/excellent and has had an overwhelmingly positive experience working with the town. Most notably the survey supports many of the key recommendations from the 2011 update of the Downtown Revitalization Plan. Businesses are very supportive of the town's improvements to sidewalks, streetscaping and the waterfront and would like to see the town continue these improvements. In addition respondents verified the importance of other downtown revitalization efforts such as implementing the 2006 Parking Master Plan in order to improve downtown parking and working with the Richmond Utilities District to upgrade the water and sewer services.

More broadly the survey underscores the value and importance Richmond businesses place on development tools such as the town's loan program, tax incentives, and infrastructure improvements. These initiatives are funded through Tax Increment Financing (TIF) revenues and Community Development Block Grants (CDBG) and rely on professional municipal staff to plan and administer.

Key Findings

The following are key findings that emerged from project research and interactions with Richmond businesses, residents and town staff.

Richmond is a net exporter of employees to the larger labor markets that surround it, including the Brunswick Micropolitan, Augusta Micropolitan, and Lewiston/Auburn Metropolitan labor market areas. Of the approximately 1,750 employed persons living in Richmond, only about 6% of them work in town. More than 8 of 10 resident employees travel at least 10 miles to work; 35% of them travel at least 25 miles for employment. In this respect, Richmond certainly qualifies as a ‘bedroom community’ to the larger economic centers. Many residents work in the Health Care and Social Assistance, Retail Trade, Manufacturing, and Accommodation and Food Services sectors.

At the same time, Richmond is a smaller-scale service and employment center for nearby communities. The revitalized downtown and waterfront area have become an attraction for not only residents but visitors from neighboring communities and beyond. The planned Family Dollar development confirms that Richmond is seen as the center of a smaller-scale retail marketplace for a broader area. The same is true from an employment perspective; 84% of the jobs are held by non-residents. Most of them (70%) commute from fewer than 24 miles to work. The preponderance of jobs in Richmond are in the Construction, Educational Services, Retail Trade and Health Care and Social Assistance sectors.

Taken together, these findings support the notion that **Richmond’s greatest economic attribute is its location.** Residents have a myriad of employment opportunities in close proximity to home. The business community - in particular local manufacturers - has a significant labor pool from which to attract employees. Both are supported by direct access to Interstate 95. Further, Richmond has high concentration of jobs in industry sectors like construction and transportation and warehousing (when compared against the state and the local labor market area), further confirming the importance of access to the highway and proximity to major economic centers.

Quality of place walks hand in hand with the town’s central location as Richmond’s strongest economic attributes. The town’s rural character and walkable town center attract new families to move to town. The revitalized downtown attracts consumers and new business investment. The Waterfront Park and its adjacent boat landing on the Kennebec River, Swan Island with its recreational and wildlife attractions, Pleasant Pond and the KOA campground, and Richmond’s historical resources all combine to attract repeat visitors that further support local businesses.

Richmond is realizing its community vision. Previous planning documents, including the 1991 Comprehensive Plan and the Downtown Revitalization Plan updated in 2011, both called for the town to retain and enhance its rural small town character while developing an economic center along Main St. and downtown that would serve the needs of a greater Richmond region. By backing this up with public infrastructure improvements in the area, and dedicating grant funds and other financial resources to the task, Richmond is now realizing its vision.

The town’s business community supports this direction. Of all the economic development activities undertaken by the Town, the business community most frequently cites downtown revitalization efforts as having the most positive impact. Further, the business community

strongly supports the use of public funds to improve infrastructure and provide incentives to support economic growth.

The majority of the business community rates the local business environment as good to excellent. Among survey respondents, the town's location and highway access are seen as its greatest strengths. Some 40% of respondents indicated they intended to expand their business in the future. Property taxes and parking are seen as the greatest barriers to growth; survey respondents urged the Town to implement its 2006 Downtown Parking Master Plan to address shortages in the downtown.

The town's business community values the support of the town's municipal government. A vast majority of survey respondents said they had positive interactions with the town's municipal government, in particular the Department of Community and Business Development; many felt the Town had helped their business. Again, the downtown revitalization efforts were cited as an example of how the Town had helped local businesses.

The town's business community sees opportunities for growth. When asked what kinds of businesses they would like to see grow in Richmond, the town's business community said Accommodation and Food Services (70% of survey respondents), Retail Trade (50%), Arts, Entertainment and Recreation (45%), all uses that would fit quite nicely in a revitalized downtown. Elsewhere, business survey respondents cited Manufacturing (35%) for future growth. Location quotients for Richmond suggest the town could accommodate growth in each of the sectors.

Recommendations

The following recommendations are based on our interactions with the Richmond business community and town staff during this project, combined with our professional experience in municipal and regional economic and community development in Maine. In effect, we've asked ourselves what we would do were we in Richmond's shoes, and this forms the basis of the following. The town staff may already be doing many of these things; where that is the case, please consider these recommendations as an endorsement of that direction.

First, we think it's important to acknowledge that there are limited resources to support municipal economic and community development programs in small Maine towns. Public funds to support these programs are at a premium, and must yield a return on investment over time. This challenge of facilitating increased private investment and job creation in a community is frequently to be met by a single full-time staff position.

This highlights the need for a municipal department to focus on a manageable group of core initiatives, and stay true to that mission even when daily events may suggest otherwise. Certainly, municipal governments exist to serve the needs of its constituents, and responsiveness is crucial to fulfilling that purpose. But our experience suggests that in economic development, success is most often achieved by those who have diligently worked towards a long-term vision.

This has been true in Richmond. The 1991 Comprehensive Plan and the Downtown Revitalization Plan of 2004 and 2011 envisioned a role in the regional economy for Richmond, and through the continued commitment of municipal resources has begun to realize that vision. Richmond is indeed a service center to its neighboring communities, and an employment center of sorts for an even broader region.

Therefore, our first recommendation is **continue to implement the town's Downtown Revitalization and Waterfront Improvement Plans**. Much has been accomplished, but there is still much to do. Continue infrastructure improvements in the downtown and on the waterfront, particularly those that support wayfinding and pedestrian access, including the development of a regional trail system. To encourage further redevelopment opportunities in the downtown, **work towards implementation of the 2006 Downtown Parking Master Plan**. Parking in the downtown was the second biggest issue (outranked only to taxes) that surveyed businesses identified as a barrier to their expansion. A prominent example of this is the Hathorn Block, one of the most conspicuous sites in all of Richmond's downtown. Given the state of this building, redevelopment of this site is a daunting prospect; it is further complicated by the lack of parking. Direct staff time to seeking funding sources for improvements, from grant funding to public-private collaborative opportunities. The past success of Richmond's downtown revitalization efforts validates the vision expressed in its 1991 Comprehensive Plan, and should inspire the town to redouble its efforts until its vision is fully realized.

Our second recommendation is to **formalize a business visitation program**. Studies say that up to 80% of net new job growth in the US comes from existing businesses. Therefore, in order to support this growth, municipal resources should be directed to understanding and addressing the needs of the local business community. The town's development director has successfully developed connections and built relationships with local businesses over time, including during this project, and this work should continue on a more formal basis. A

database of all active businesses in Richmond should be developed, and visitations should be scheduled on an ongoing basis, starting with the town's largest employers. Additional focus should be placed on goods producers, such as local manufacturers. Staff should remain conversant on all available local, regional and state business assistance programs, and maintain effective working relationships with partnering development agencies to deploy those resources when possible to support the retention and expansion of the local business community. To this end, the town should periodically review the development programs of its two Tax Increment Financing (TIF) districts, to ensure that the funding that comprises a large portion of the development tools available to the community continues to be deployed in the most impactful way possible.

Additional business development efforts should be focused on keeping Richmond's manufacturing facilities at full capacity. This would include the Richmond Manufacturing Center and the Richmond Contract Manufacturing facility (also known as the "Ames Mill" building). For example, at the Richmond Manufacturing Center, Shucks Maine Lobster will soon shift a significant portion of its operations to the Portland waterfront, allowing the company to ship its product more efficiently. The company will continue to utilize portions of its Richmond facility for administrative functions, and has informed the town that it will seek to attract a similar processing company to fill the space it is vacating. Throughout this period, the town should be prepared to work closely with Shucks' company principals to support those attraction efforts where appropriate. This applies, naturally, to any manufacturing vacancy, regardless of location. To that end, the town should develop a clear, understandable presentation of local, regional and state resources that could support the location of new tenants. This may also involve policy discussions on the municipal level as to possibility of incentivizing such investments. Lastly, public infrastructure such as sewer and water is often a critical support mechanism for industrial uses like manufacturing. Therefore, the town should seek to work cooperatively with the Richmond Utilities District whenever possible to address any infrastructure issues that may limit the ability of property owners to attract new operations, or expand existing ones.

Other ongoing business development initiatives should be focused on the expansion of goods and services in the downtown. Surveyed businesses call for growth in the Retail Trade, Accommodation and Food Services and Arts, Entertainment and Recreation sectors. Location quotients indicate potential for this growth in Richmond, as do building vacancies in the revitalized downtown. The town should continue to build a supportive environment for the addition of **professional services, specialty or 'niche' retailers, general merchandise retailers, food and drink establishments, arts, cultural and recreation businesses.** Town efforts should be focused on facilitating establishments that are **complementary to existing businesses.** To support this, staff should work with real estate brokers and property owners to build and maintain an in-depth inventory of available sites. Staff should be conversant in the characteristics of each site and be positioned to facilitate meaningful contact between property owners and development prospects.

Because it is most likely that new business growth will come from individuals with ties to Richmond or its neighboring communities, the town should take steps to **encourage the emergence of entrepreneurs** as a business development strategy. This could include working with organizations like the Maine Small Business Development Centers, SCORE, Women, Work and Community and others to hold local workshops on subjects like business planning, financing, marketing, and management. Naturally, as entrepreneurs emerge, staff will be prepared to leverage local, regional and state resources to capture private sector investment,

where appropriate. This could include deployment of the town's revolving loan program, or similar programs available regionally.

The town should continue to look for ways to **collectively market the downtown area**, and its available goods and services, as a destination locally and regionally. This may include print advertising, development of collateral materials, and further refinement of the town's on-line business database.

To further its vision of Richmond as a secondary service center to the rural towns that surround it, the town has previously undertaken efforts to attract a small **grocery store** to town. The challenge at that time was in convincing business decision-makers that the market would support it. However, as the recent survey of businesses confirms, there is still local demand for a grocery, as well as a small **pharmacy**. There are redevelopment and infill development opportunities in the downtown, and as well the upper Main Street area where other retailers have begun to locate. The expectation, however, is that the case will still have to be made that the Richmond market can support these stores. Therefore, resources should be directed to making that case, if possible. First, staff should conduct research on independent groceries and independent pharmacies that serve small rural areas in Maine. Who are they? Who are their decision-makers? Most importantly, what are the data points that they use to make location decisions? This information can frequently be hard to come by; companies can be notoriously tight lipped about the particulars of their decision-making process. Nevertheless, **better understanding the needs of decision-makers is critical to developing a compelling message that will encourage their investment**. We recommend staff consult with real estate brokers and other site location professionals to gain greater insight into the process. Further, where appropriate, we recommend staff seek the counsel of local retailers to better understand how they came to the decision to invest in Richmond. Once a greater understanding of the business decision-making process is reached, the town should take the steps necessary to develop the market data to support a meaningful grocery and pharmacy attraction campaign. This could include the engagement of market research consultants. If a compelling case can be built for Richmond, we recommend the town seek to **build direct relationships with the decision-makers**. It's reasonable to expect that even a compelling business attraction campaign will struggle to make an impact in a competitive field. Blind mailers to decision-makers will likely get lost in a sea of similar appeals from other communities. Personal connections will be necessary to make Richmond stand out. Lastly, a meaningful grocery and pharmacy attraction campaign must also include consultations with the owners of existing food markets in Richmond regarding their interest in expansion to meet increased local demand.

Discussion of expansion of retail and services in Richmond prompts a recommended **focus on downtown real estate**. Staff should seek opportunities to support **redevelopment of key anchor buildings**, such as the Hathorn Block, and **attraction of tenants to vacant storefronts** in buildings that have already been revitalized. One approach to filling vacancies in other downtowns has been to give entrepreneurs a reduced rent - or even no rent - for a period of time. This supports their startup and growth while contributing to the revitalization and diversification of the area. Staff could consult with property owners in Richmond's downtown to determine local interest in such an approach. Reduced rents could be one tool to encourage the emergence of new businesses that are complementary to the downtown's existing business community.

In regards to the ongoing **Hathorn Block redevelopment**, we appreciate the town's conservative approach to the disposition of this privately-owned property. It is appropriate that public risk be minimized. However, it is important to recognize that environmental and structural issues have led the private sector to be equally cautious with the property. It grows ever more unlikely that redevelopment of this key downtown property will be attained without public intervention. The town has taken steps to include the property in a regional Brownfields environmental assessment program, which will help to better quantify the issues with the site. Further, the town is prepared to work with potential developers to access a hodge-podge of public resources to support redevelopment. We support the town's deliberate approach, while acknowledging that even more decisive public action may ultimately need to be taken to ensure that this significant downtown parcel attains its highest and best use.

Our final recommendations focus on **leveraging the town's primary comparative advantages to facilitate additional business development**. As noted previously in this document, the town's central location and direct highway access makes Richmond a candidate for future investment and job creation from the **Transportation and Warehousing** sector. Further, the town's zoning promotes such development, particularly in the Commercial-Industrial zone surrounding the Interstate 95 interchange. However, we do not recommend staff spend a significant amount of time mounting a campaign to attract such investment. We believe the town's highway access, proximity to major Maine markets and availability of land will do as much as anything to promote Richmond as a location to these companies. To support this, staff could develop and maintain an inventory of developable properties in the I-95 quadrant in order in the event of developer inquiries. As we noted previously in regard to manufacturing, we encourage policy discussions on the municipal level as to the town's position on incentivizing such investment through tax increment financing (TIF), grants and loans. This could be achieved in part through the formulation of a community-wide TIF policy.

Quality of place has proven to be another comparative advantage for Richmond, and this may open another business development opportunity through municipal support of **home-based businesses**. This may include businesses in the growing **Professional and Technical Services** sector, such as engineers, designers and others, or in the **Finance and Insurance** sectors, such as financial advisors and insurance brokers. The challenge in providing municipal support to home-based businesses is that they don't frequently interact with their local government. Therefore, we believe that staff time should be devoted to understanding which home-based businesses are operating in Richmond, understanding what they do, and determining what the municipality can do to support them. This could include the consideration of zoning/regulatory issues, infrastructure issues (such as access to broadband), linkages to business financing, or facilitating educational and training opportunities (such as workshops) that focus on home-based businesses. In today's economy, where so much can be done remotely, the town would do well to focus on finding ways to support professionals that have selected Richmond as a place to live and work.

We did not hear much from the community about **agriculture** as we worked on this project, but given the amount of agriculturally-zoned land in Richmond (approximately 80%, though production is said to be limited), and the emergence of local food economies in Maine and elsewhere, we recommend the town and its local farming community explore possible collaborations with the neighboring town of Bowdoinham, where they have developed programs to support and promote local farms. Further, we recommend the town support the local volunteer-based farmers market where appropriate, and promote it as one of the attractions that makes the revitalized downtown a destination for residents and visitors.

Conclusion

We wish to close by thanking the dozens of local businesses that responded to our survey, the business owners and others that met with us privately or attended our workshop, and most particularly, the town staff - including Director of Community and Business Development Victoria Boundy and Town Manager Janet Smith - who were so generous with their time and support during this project.

*Scott A. Benson
Audra Caler-Bell
MCEDD Staff, February, 2015*

Appendix

NAICS Definitions, 2012

Excerpted from www.census.gov/eos/www/naics/

Sector 11 -- Agriculture, Forestry, Fishing and Hunting

Crop production, animal production and aquaculture, forestry and logging, fishing, hunting and trapping, support activities..

Sector 21 -- Mining, Quarrying, and Oil and Gas Extraction

Oil and gas extraction, mining (except oil and gas), support activities.

Sector 22 -- Utilities

Electric power, natural gas, steam supply, water, sewage and other systems.

Sector 23 -- Construction

Construction of buildings, heavy and civil engineering construction, specialty trade contractors.

Sector 31-33 -- Manufacturing

Food manufacturing, beverage and tobacco product manufacturing, textile mills, textile product mills, apparel manufacturing, wood product manufacturing, paper manufacturing, printing and related support activities, petroleum and coal products manufacturing, chemical manufacturing, plastic and rubber products manufacturing, mineral product manufacturing, primary metal manufacturing, fabricated metal product manufacturing, machinery manufacturing, computer and electronic product manufacturing, electrical equipment, appliance and component manufacturing, transportation equipment manufacturing, furniture and related product manufacturing.

Sector 42 -- Wholesale Trade

Merchant wholesalers – durable goods, merchant wholesalers –non-durable goods, wholesale electronic markets and agents and brokers.

Sector 44-45 -- Retail Trade

Motor vehicle and parts dealers, furniture and home furnishing stores, electronic and appliance stores, building material and garden and equipment and supplies stores, food and beverage stores, health and personal care stores, gasoline stations, clothing and clothing accessories stores, sporting goods, hobby, musical instrument and book stores, general merchandise stores, miscellaneous store retailers, nonstore retailers.

Sector 48-49 -- Transportation and Warehousing

Air transportation, rail transportation, water transportation, truck transportation, transit and ground passenger transportation, pipeline transportation, scenic and sightseeing transportation, support activities, postal service, warehousing and storage.

Sector 51 -- Information

Publishing industries (except Internet), motion picture and sound recording industries, broadcasting industries (except Internet, telecommunications, data processing, hosting and other related services).

Sector 52 -- Finance and Insurance

Credit intermediation and related activities, securities, commodity contracts, and other financial investments and related activities, insurance carriers and related activities, funds, trusts and other related financial vehicles .

Sector 53 -- Real Estate and Rental and Leasing

Real estate, rental and leasing services.

Sector 54 -- Professional, Scientific, and Technical Services

Legal services, accounting, tax preparation, bookkeeping and payroll services, architectural, engineering and related services, specialized design services, computer systems design and related services, management, scientific and technical consulting services, scientific research and development services, advertising, public relations and related services.

Sector 55 -- Management of Companies and Enterprises

Offices of bank holding companies, offices of other holding companies, corporate, subsidiary, and regional managing offices.

Sector 56 -- Administrative and Support and Waste Management and Remediation Services

Office administrative services, facilities support services, employment services, business support services, travel arrangement and reservation services, investigation and security services, services to buildings and dwellings, waste collection, waste treatment and disposal, remediation and other waste services.

Sector 61 -- Educational Services

Elementary and secondary schools, junior colleges, colleges, universities and professional schools, business schools and computer and management training, technical and trade schools, other schools and instruction, educational support services.

Sector 62 - Health Care and Social Assistance

Physicians, dentists, other health practitioners, outpatient care centers, medical and diagnostic laboratories, home health care services, ambulance services, hospitals, nursing and residential care facilities, individual and family services, community food and housing, and emergency and other relief services, vocational rehabilitation services, child day care services.

Sector 71 -- Arts, Entertainment, and Recreation

Performing arts, spectator sports, and related industries, museums, historical sites, and similar institutions, amusement, gambling and recreation industries (golf courses, skiing facilities, marinas, fitness centers, bowling centers).

Sector 72 -- Accommodation and Food Services

Traveler accommodation, RV parks and recreational camps, rooming and boarding houses, special food services, drinking places, restaurants and other eating places.

Sector 81 -- Other Services (except Public Administration)

Repair and maintenance, personal and laundry services, other personal services, religious, grantmaking, civic, professional and social organizations.

Sector 92 -- Public Administration

Executive, legislative, and other general government support, justice, public order, and safety activities, administration of human resources programs, administration of environmental quality programs, administration of housing programs, urban planning, and community development, administration of economic programs, space research and technology, national security and international affairs.

RICHMOND COMPREHENSIVE PLAN: 2013 SURVEY RESULTS

1 How long have you lived in Richmond:		Paper Results	Online	Total
	Less than 1 year	3	1	4
	1-5 years	3	9	12
	5-10 years	10	6	16
	10-25 years	12	13	25
	25+	15	9	24
2 Why do you live in Richmond: (Newsletter/Town Meeting)		Centrally located, community feel, countryside, river and architecture.		
	Online Answers:	Close to family, small town, small schools, community activities, centrally located.		
3 What special places in Richmond would you like to see preserved and/or enhanced: (Newsletter/Town Meeting)		Waterfront, downtown, older homes/Hathorn building, rail trail, town forest and rural character.		
	Online Answers:	Railroad track turned into bike trail, the library, waterfront, Swan Island, community events, Hathorn building, wildlife management and the farms.		
4 What places along the I-295 corridor in Richmond would you like to see protected from development:				
	Newsletter/Town Meeting Protected:	Wet areas, woodland areas and farmland.		
	Newsletter/Town Meeting Developed:	Route 197, Exit 43 area and Richmond corner.		
	Online Protected:	Waterfront, wetlands and farms.		
	Online Developed:	197 developed, exit 43 area, more downtown businesses, field near credit union, north of Richmond exit.		
5 What kinds of businesses would you like to attract to Richmond: (Newsletter/Town Meeting)		Supermarket, pharmacy, restaurants, production, transportation, antiques.		
	Online Answers:	Variety, call center, grocery, pharmacy, off-site campus, shops.		
6 What are some needed bicycle and pedestrian improvements: (Newsletter/Town Meeting)		Bike lane on Route #24, rail trails, maintain sidewalks, additional sidewalks on Kimball, South Pleasant Street, bike lanes, (No changes or additions)		
	Online Answers:	Rail trail, bike paths, path between High Street and High School.		
7 If you have children who attend local schools how do they commute:				
	Walk	3	6	9
	Bike	1	1	2
	Other	6	20	26

2013 SURVEY RESULTS

8	<i>What route do they take: (Newsletter/Town Meeting)</i>	Main Street to High Street, Williams Street to High School, Alexander Reed to High Street, path from High Street to High School (majority did not answer)		
	Online Answers:	Main Street, Pleasant Street, path between High Street and High School.		
9	<i>What areas of town do you think are appropriate for future residential development: (Newsletter/Town Meeting)</i>	Outside of the downtown, Route 197, 201, Lincoln and Route 24, Alexander Reed and Williams Street.		
	Online Answers:	Trailer park, Lincoln, New Road, Beedle Road, keep as private roads, Williams Street field, leave intown for commercial uses.		
10	<i>What is your vision for the library: (Newsletter/Town Meeting)</i>	Attractive intown library, more computers, better book selection, reading areas, ample parking, easy maintenance (Some do not want a library).		
	Online Answers:	Downtown, computers, ebooks, combination building-combine uses.		
11	<i>Do you attend any of the following events:</i>			
	Richmond Days	32	36	68
	Halloween Festival	14	29	43
	Holiday Tree Lighting	14	23	37
	Music at the Market-concert series	24	21	45
12	<i>Do you want the town of Richmond to continue to organize Richmond Days, the Halloween Festival, Holiday Tree Lighting and the Music at the Market-waterfront concert series:</i>			
	Yes	32	29	61
	No	3	0	3
13	<i>Suggestions for improving events: (Newsletter/Town Meeting)</i>	Advertising, healthy food options, raffles, fair type rides, contest, arts and crafts, local foods, clubs and organizations participate more in parade, parking and benches.		
	Online Answer:	More artists and local crafters, special draw for Richmond Days, local volunteers and contests.		
14	<i>Do you want the town to organize any other events: (Newsletter/Town Meeting)</i>			
	Yes	9		
	No	6		

2013 SURVEY RESULTS

	Newsletter/Town Meeting Event Ideas:	Charitable event, auction, contest: cooking, sewing, pickling, livestock, art in the park, skating rink, local tours of homes, gardens, businesses, spring and winter events.					
	Online Event Ideas:	Winter carnival, ice skating rink, Richmond Players, more adult events (events already provided sufficient).					
15	<i>Are you interested in periodic family movie nights at the waterfront park:</i>						
	Yes	21	28	49			
	No	14	10	24			
16	<i>Where else in Town would you like to see events and announcements posted: (Newsletter/Town Meeting)</i>	Website, facebook, KJ, local stores, Main Street entering town, Lane Field, mass mailings, area street postings, sign near exit 43 and waterfront park.					
	Online Answers:	Town signs on Main and Front Streets, sign similar to schools, better kiosk on Main Street, a sign in front of the Fire Station, sse the schools.					
	21 Newsletter Surveys						
	22 Town Meeting Surveys						
	38 Online Surveys						
	Total 81 Surveys						

Town of Richmond
Future Land Use Visioning
Workshop Report
October 21, 2015

Marcia Buker Elementary School, High Street
Richmond, Maine

Draft Report prepared by Good Group Decisions



Good Group Decisions

Contents

About the Meeting	1
Objective	1
Planned Agenda	1
Attendance	1
Ground Rules.....	3
Welcome.....	3
Why We Are Doing Comprehensive Planning	4
Key Points.....	4
Discussion.....	4
Emerging Issues From Previous Visioning Sessions and Maps	5
Key Points.....	5
Discussion.....	3
Composite Vision Ideas	3
Commercial and Industrial Development	3
Key Points.....	3
Discussion.....	3
Preserving Farmland and Natural Resources	6
Key Points.....	6
Discussion.....	6
Residential Development	7
Key Points.....	7
Discussion.....	7
Closing Comments	8
Appendix	10
Planned Agenda	10

This report is organized by topic, not necessarily the order in which things were discussed.

About the Meeting

Objective

The Town of Richmond Comprehensive Plan Committee is working on a vision for future land use and therefore they convened a workshop to solicit input from the public on several questions:

- Where do we want stores and businesses?
- Where do we want residential development?
- How do we want to preserve our farms, rural areas, and natural resources?
- What would a future land use map look like?

To ensure a fair, efficient, and productive process, the meeting was professionally facilitated and documented by Craig Freshley and Trace Salter of Good Group Decisions.

Planned Agenda

Craig Freshley explained the planned agenda for the evening's meeting (see Appendix) and emphasized the following points:

- We want to understand the reasoning behind—and the benefits of—a Comprehensive Plan.
- We will share what we've learned in prior meetings.
- The majority of the meeting will be preserved for a discussion of key issues.
 - Craig also noted that the group would have some fun with base maps on the projector.
 - The group's thoughts about the vision for future land use will be reflected on the map.
 - These drawings would not represent any decisions.
- Everyone would have a chance to make closing comments before the meeting was adjourned.

Attendance

The audience at the meeting was comprised of nine members of the general public as well as seven members from the Town of Richmond's Comprehensive Plan Committee.

Town of Richmond Comprehensive Plan Committee

- Michail Grizkewitsch
- O'Neil Laplante
- Patti Lawton
- Tom Nugent
- Carol Minnehan
- Linda Smith
- Peter Warner

Town of Richmond

- Victoria Boundy, Director of Community & Business Development, Town of Richmond

Facilitators from Good Group Decisions

- Craig Freshley
- Trace Salter

Ground Rules

Craig reviewed the ground rules for the meeting:

- All views heard
 - We want to hear from everybody.
 - Let Craig call on people.
 - He will try to make sure everyone gets a chance to speak.
 - Written comments are also welcome
 - Feel free to write on the map or write comments down and hand them in.
 - Okay to disagree.
 - We don't have to have consensus.
 - We want to hear differences of opinion.
- Staff and Committee Members are here to listen and clarify
- Civility and respect
 - Listening to each other without interruption enables us to better understand one another.
- Themes and conclusions now and later
 - A written report of the meeting will be prepared.
- Neutral facilitation
 - We are here to gather your input from a neutral perspective.

Welcome

Peter Warner started the workshop by thanking everyone for coming. With regard to the Comprehensive Plan, Peter noted that the Town of Richmond:

- Is in the process of gathering as much input as possible from the public on the Comprehensive Plan
- Has been working on the plan for the past three years
- Welcomes anyone to join the Comprehensive Plan Committee
- Intends to learn what constituencies in town think about future land use in Richmond.

Craig welcomed everyone and expressed appreciation for their participation in the discussion. He explained that Good Group Decisions is based in Brunswick and helps a

wide variety of groups across Maine (and beyond) to make good decisions. Craig clarified that he is not an expert in land use; his only goal for the meeting was to manage a good process.

Why We Are Doing Comprehensive Planning

O'Neil Laplante began with a brief presentation and then the group discussed why and how the Town of Richmond is creating a Comprehensive Plan.

Key Points

- Preserving what we love about Richmond
 - There have many changes since 1993
 - We don't tend to notice them as they happen but over time the changes can be pretty dramatic
 - We want to have an idea of how things are going to occur before they occur
 - Like with Family Dollar moving in
- Balance of good economic development and quality of life
 - We can have both
 - We don't have to sell out
- Provide development predictability and consistency
 - Predictability and consistency helps developers
- Protect residences from incompatible development
 - As a resident you wouldn't want certain things on either side of you
- We want to avoid confrontational situation where someone is resisting zoning
 - We are trying to provide a way to explain the need for change and how changes fit into the larger goals for the Town
- Required by law
 - Towns need to set a long term vision
- We get a leg-up on applying for Community Development Block Grants, State revolving Loan Funds and others
 - Without a Comp Plan we are less competitive for such programs
- The process is very useful, perhaps even more useful than the plan itself
- The plan is supposed to be the guide for future land use ordinances

Discussion

- Question: Is a plan out of date as soon as it's developed? Is it just going to sit on a shelf?
 - Reply:
 - Yes, in some ways, though the process is more important than the product and has benefits that never expire.

- The product itself, the Comprehensive Plan, does improve our candidacy for grants.
 - The process allows us to set our community up for consensus.
 - The plan is a guideline for land use ordinance and will hopefully reflect the majority of the town's points of view.
 - Feedback from the public will guide us to make good decisions about proposed changes.. The more people we hear from now, the better a plan it will be.
- Question: Did the 1991 plan have any impact? How was it valuable to the town?
 - Reply:
 - The 1991 Plan was largely implemented and there was lots of input.
 - We're trying to catch as many people as possible to make sure it's a good and useful plan.

Emerging Issues From Previous Visioning Sessions and Maps

Patti Lawton began with a brief presentation and then the group talked about the issues that had surfaced from prior discussions of future land use.

Key Points

- We had five previous vision sessions starting in November 2012.
 - We went out into the public as best we could and collected input.
 - We asked:
 - What places would you like to preserve?
 - What areas should be developed?
 - Bike and pedestrian improvements?
 - What businesses would you like to see in town?
 - Where would you like residential growth?
 - What is your vision for the Town?
 - In many sessions we received similar answers.
- We don't have an agenda so we are looking for new input.
- Key questions for tonight:
 - Where to encourage residential development?
 - Where to encourage commercial development?
 - Where to preserve farmland and other natural resources?

Discussion

Craig encouraged everyone to look at the maps of the Town of Richmond that were displayed on the walls of the room where the meeting was held. People took ten minutes to walk around and identify natural resources and where residential and commercial development had already occurred and where it could be further developed or protected. For further viewing, all maps are available online and larger versions of the maps are always at Town Hall.

There were several comments made to explain the Current Land Use Map on display:

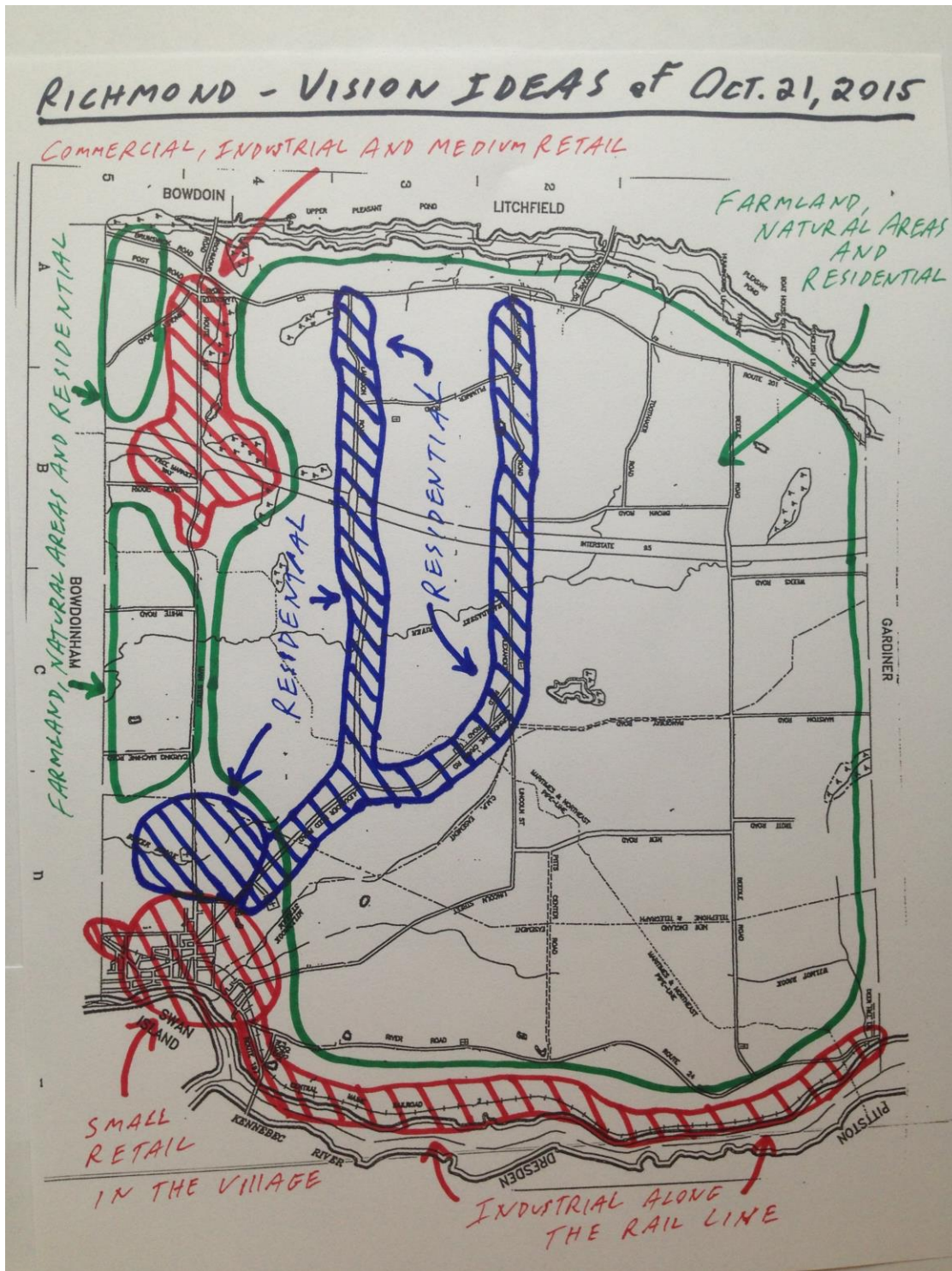
- When considering future land use, keep in mind the water/sewer infrastructure and how it could impact or hinder development.
- The current Land Use Map is not a zoning map (although it's close).
- The vast majority of current land use is agricultural.
- The village developed along the river, as is evident from looking at the Land Use Map.
- Residential areas were noted in yellow whereas commercial and industrial areas are shaded brown.

The Water Infrastructure Map was explained as:

- A little outdated; there have been some minor changes to the Town's water infrastructure.
- Not inclusive of sewer lines; they closely align with the water.
 - Some of the other arteries contain the sewer now, such as Lincoln Street.

Composite Vision Ideas

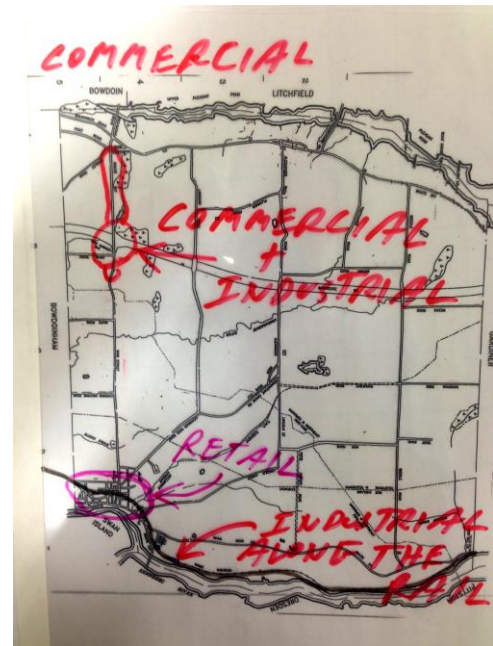
Craig made this map after the workshop as a composite of the three maps that Craig made IN the workshop.



Commercial and Industrial Development

Key Points

- Large retail
 - Nowhere
- Medium retail (perhaps under 50,000 square feet)
 - Near the interstate and 197
- Small retail
 - By the interstate and 197
 - In the downtown village area
- Commercial and Industrial
 - Along the rail lines
 - In vacant, historic buildings
 - By the interstate and 197
- Traffic calming in the downtown
- 197 Corridor
 - Mixed use/hodgepodge
 - With buffers and/or with controls



Discussion

Craig asked the group to consider where might be the places that would be most appropriate for commercial and industrial development. He also reminded everyone that it was perfectly acceptable to decide that there is not a need to have the town grow any further. There is no assumption that we have to produce a larger commercial zone. We can leave it the way it is.

The group made the following comments about what areas to target for commercial/industrial development purposes:

- Development has already started by Exit 43
- Nobody wants business in their backyard.
- This area in the stretch is close to the highway yet only three miles to downtown
- That “stretch area” between the village and Exit 43 is zoned residential.
- The area by the exit is zoned commercial/industrial.
- Good to have big business down by the exit so we can preserve our beautiful downtown
- Exit 43 is ripe for development as is the one-mile area around the highway.
 - It’s currently zoned commercial and industrial.
- Preserve our beautiful village.
- We don’t have to change a thing. If we can limit development, we don’t have to have a three-mile creep that runs from the village to the highway.
- Make a distinction between commercial and industrial.

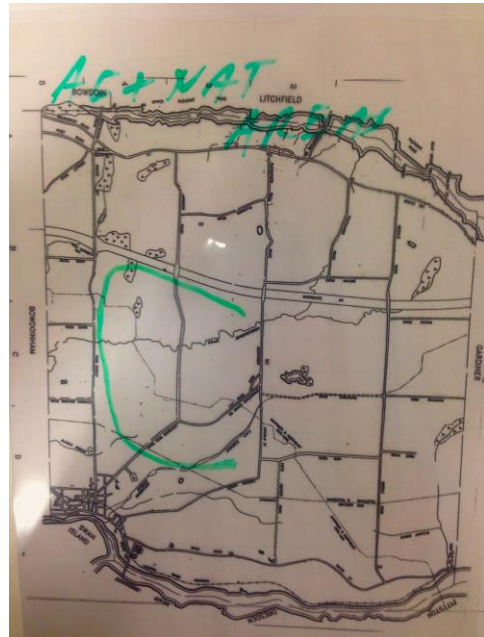
- Segregating commercial and industrial is very important. What you mean by “commercial” complicates the question. Mom and Pop stores are different than big box stores, restaurants or fast food chains.
- A pharmacy and a restaurant would be great.
- Logically 197 is the main artery in the town. As a former member of the planning board, I have seen that 197 is where the requests are coming from. We may not want to stop it but want to proceed carefully. Possibly include buffers.
- 197 is the only natural conduit for commercial, and perhaps industrial, development with easy access to the interstate.
- Industrial can mean manufacturing and shipping and retail.
- Question: Craig posed a further question about where to place a large grocery chain or a big box store. He also asked where such development should be discouraged.
 - Reply:
 - A big box store would probably want to locate near the highways.
 - Although there was also discussion along the lines that if we had a big box store, we would prefer it to be “on the small side.”
 - Small commercial stores would not be restricted to being proximate to the highway.
 - I like that the village has the character it does. I like getting to know the business owners and walking in town. Allowing big box stores would change that. Some people may like that but I don’t. Independent businesses would be great. A pharmacy would be really nice.
 - Let’s encourage retail development in the downtown stores with small retail stores in the village. Keep big box out.
 - The State of Maine has made a large commitment and purchased the rail line and the land is to be preserved, by law, along that surrounding corridor. There are a lot of missed opportunities because the State of Maine is pushing a different agenda by emphasizing the rail line.
 - Like the idea of separating commercial and industrial development.
 - Don’t want the big box stores.
 - Reuse the current industrial buildings. Bring them back into play.
 - Such as Ames Mill and the Shucks building.
 - Encouraging use of our current industrial buildings in the village is what we want.
 - Let’s not encourage new construction.
 - Second that notion.
 - Revamp our current buildings and use what we already have in the village.
 - Let’s look at examples of other regions retrofitting old buildings. The footprint of building is the same but the space is used for a modern purpose. Use what we have to make it work for us.
- As we expand and grow, it’s vitally important to consider traffic calming.
 - Especially important is the rotary near the library and at the bottom of Main Street to calm the traffic in that historic district.
 - The traffic is too busy and too fast on that corridor.

- If we expand residentially and commercially, keep that in mind.
- Question: Craig put a question to the group. He heard differing opinions about 197 and the interchange and therefore asked everyone to think about what the 197 Corridor should look like in the future. Right now it's mixed use. What did the group envision it would look like in 10 to 20 years?
 - Reply:
 - No change at all. Distinct locations: the village and the exit.
 - Like the hodgepodge it is now.
 - The term "hodgepodge" scares me, especially without limits.
 - I wouldn't want that hodgepodge to be the introduction to Richmond.
 - You need to be able to control it in some way. Some sections could encourage certain types of development. Make sure there's a buffer that protects residential areas.
 - We wouldn't want such an unattractive welcome to Richmond. Nice right now with the views of the farms and small businesses. But if the mix gets to be too much, it could be unappealing.
 - It's natural that 197 is the commercial corridor for Richmond but just control it.
- People are going to come forward and make proposals for new businesses. We have to accept that and anticipate it.
- River Road might be a natural place for new businesses.
- We need the infrastructure to go along with these plans and vision. The water and sewer needs to be continued past the interstate so we preserve the environment.
 - The hurdle is the interstate: it's hard to cross that barrier.
 - Cost is about \$1Million/mile
- Question: What about the 201 end of town?
 - Reply:
 - Very viable. Keeps commercial development out of downtown.
 - From the pipeline west to 138
 - Similar to what's already there
- A lot of the discussion revolves around the downtown area and exit 43.
- A dollar store came in on a large tract of land.
 - Doesn't that concern people that this could be a trend? We ought to be looking at that.
- Nothing in this world can prevent someone from coming in.
- Would like to discourage other retail from coming into that area.
- Want to keep chain stores and box stores out. We don't feel the same about mom-and-pop stores or locally owned small business.
- Concerned about preventing future land development.
- More of that big tract of land should not be eaten up by any store, no matter what kind of store.
- Don't want to upset the balance.

Preserving Farmland and Natural Resources

Key Points

- No more town-owned or state-owned preservation needed
- Encourage that town owned property be used for agriculture
- Some preservation would be good
- More farmland is helpful for farmers
- Residential development supports farms
- Residential development that “carves up” land is not good for farms
- Agriculture economies of scale and commercial activities (such as shared cold storage or farm stands) would be good if allowed right near the farms



Discussion

The group talked about how to preserve and protect farmland and natural resources, with the following comments made:

- We already have a town forest and 1500 state-protected acres; that’s enough.
- My main reason for coming is that we don’t need to be protecting any more property. Town forest could actually go away and be turned into residential property.
- I’m all for preserving and maintaining the farmland but we can’t tell Farmers not to sell off pieces of their land.
- The Town could put language in place that protects agricultural land that prevents development.
- Craig pointed out that there is no need to limit our thinking for the purposes of this discussion. We are discussing our vision “if all things were possible.”
- There are some views of farmland that are very attractive. Might be worth thinking about protecting those views.
- There are ways to encourage farmers to keep that land as agricultural. We don’t need to deprive the farmer a source of income by declaring that land as solely agricultural.
- We want to see our area preserved and we are realizing that we don’t have enough pasture. We have our eye on a lot of fields around the area. We gain access to hay fields as we become more sustainable. Many hay fields have gone away. If they all disappeared, we would be limited and have to move or go beyond the town to gain the resources we need.

- From our perspective, if you really want to encourage farming and agricultural use, it's in everyone's interests to be deliberate about residential development. A farmer may sell a one- or two-acre lot off that strip. Changes may seem minor but it alters the character of the land and the view of the farmland. We have lost large tracts of farmland. It's an eyesore and it bothers me. It's changing the rural character. The further you parcel out, the harder you make it for farmers. If we really value the agricultural aspect of that town, let's keep that in mind. How do we approach development or preservation in a way that supports farmers and attracts residences and business owners?
- As a Committee, we know farmers are out there and some are going under. Lets build an information bank of what farmers are looking for with regard to open farm space.
- Encourage state or town owned property to be used for agricultural purposes
- I hear dreams for storage and barn space; we have enough farms that could go in on commercial activities together.
 - We could create a coop space of a commercial nature for farmers.
- I dream of creating an agricultural commercial space that doesn't yet exist within the current categories we have discussed.
- We shouldn't be allowed to have huge commercial developments eat up the large space in town.
- We can only preserve farmland where there is farmland.

Residential Development

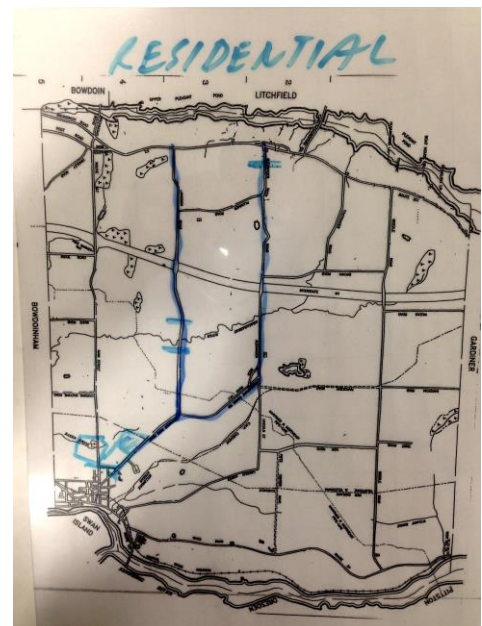
Key Points

- Regulate the pace of agricultural land being divided up for residential use
- Residential development should be concentrated or clustered
- Preserve and beautify in-town homes
- Encourage affordable housing.

Discussion

Craig asked everyone to evaluate where they would like to encourage residential development to make Richmond the best it could be. The group responded by saying:

- You're going to see more developments up along Alexander Reed Road towards 201. There are multiple spots along there.
 - Big companies will want to come in along there because of the water for public sewer access and the water.



- Developments are going in now along that route.
 - Subdivisions are already there.
- A huge piece of property is being sold along that route.
- It is starting to become more residential than agricultural.
- I'd like to see a limit on building permits for new construction on parcels of land that are larger than five acres and are being carved up to build houses and businesses.
 - That's the way to control this.
 - Land can be divided up as much as you'd like; there's always a way to get around limits.
 - But we'll limit the number of new construction for single family homes
 - We can control building permits
- Finding the balance is key. We need to concentrate residential development and support agriculture as much as possible.
- There are some beautiful homes in town and I would love to see those preserved.
- I would love to see young families in town.
- Affordable housing, particularly for the elderly, is critical.

Closing Comments

Craig said how much he enjoyed working with this group and offered everyone the chance to make a closing comment to finish up the meeting:

- As we grow and expand, are we looking at municipal side and what we offer? Are we also looking at use of municipal buildings? Can they be consolidated? Can we create a community center? We should consider that.
 - The Town is thinking about that at the community level.
- There is a corridor that lends itself to residential development:
 - Langdon Road.
 - Alexander Reed Road.
 - Natural corridor that leads to 201.
- The State provides soil maps we could look at. They could be an easy tool to rule out places that would not be good places to support agriculture.
- Thank you for holding this workshop.
- The Maine Department of Economic and Community Development has designated national carrier routes. Federal and State designations could help us in our task of looking at future land use.
- The Comprehensive Plan is comprehensive. In it, we talk about education, housing, municipal support. I would encourage everyone to look at what's out there. We'd like your comments on every section. Thanks for coming. It's great to have extra input.
- Thanks to the Board for giving so much of their time.
- We have another input session on Tuesday November 17th at the same time and place.

- That feedback will help us create a draft of a future land use map. We'll keep adding to it. The end goal is to bring this to town meeting in June 2016. The more people we have involved, the more it's a town-wide plan.

Appendix

Planned Agenda

Richmond Future Land Use Workshop Help Us Map a Vision for Richmond's Future!

October 21, 2015, 6:30–8:00 p.m.
Marcia Buker Elementary School, High Street

- 6:30 **Welcome and Opening**
Facilitator Craig Freshley will explain the meeting format and some ground rules to help us have an efficient and productive meeting.
- 6:35 **Why We Are Doing Comprehensive Planning**
Members of the Comprehensive Plan Committee along with the town's Director of Community and Business Development will provide a brief explanation of comprehensive planning, why we are doing it, and how the plan will be used. There will be a chance for questions and clarifications.
- 6:50 **Emerging Issues**
We will remind ourselves of key issues that have been previously identified in our comprehensive plan discussions and affirm the key issues that we need to discuss going forward, such as where to encourage residential development, where to encourage commercial development, and where to preserve farmland and other natural resources?
- 7:00 **Discussion of Key Issues**
One issue at a time we will hear each other's perspectives. As we have the discussion, Craig will try to identify areas of agreement and draw them on a map. This promises to be a fun and engaging way to "see" what we all think, right on a map of our town!
- 7:50 **Closing Comments**
- 8:00 **Adjourn**

Town of Richmond
Future Land Use Visioning
Workshop Report
November 17, 2015

Marcia Buker Elementary School, Richmond, Maine

Draft Report prepared by Good Group Decisions



Good Group Decisions

Contents

About the Meeting	1
Attendance	1
Agenda and Ground Rules	1
Welcome and Opening	2
Why We Are Doing Comprehensive Planning	2
Key Points	2
Discussion.....	3
Explanation of Emerging Vision	4
Refining the Vision	5
Key Points	5
Discussion.....	5
Closing Comments	10
Appendix A: Planned Agenda	11
Appendix B: Composite Map from October 21 Workshop	13
Appendix C: Map Revisions Made at November 17 Workshop	14

This report is organized by topic, not necessarily the order in which things were discussed.

About the Meeting

The Town of Richmond Comprehensive Plan Committee is working on a vision for future land use and convened a series of two workshops to solicit input from the public on several questions:

- Where do we want stores and businesses?
- Where do we want residential development?
- How do we preserve our farms, rural areas, and natural resources?

In this November 17 workshop, we addressed the above questions and we also discussed a vision that had begun to emerge at the first workshop held on October 21, 2015. To ensure a fair, efficient, and productive process, the meeting was professionally facilitated and documented by Craig Freshley and Kerri Sands of Good Group Decisions.

Attendance

About 35 people were in attendance, including members of the public and members from the Town of Richmond's Selectboard and Comprehensive Plan Committee. Also attending were Victoria Boundy, Richmond's Director of Community and Business Development, and facilitators Craig Freshley and Kerri Sands of Good Group Decisions.

Agenda and Ground Rules

Facilitator Craig Freshley explained the planned agenda (see Appendix A) and a few ground rules to help us have an efficient and productive meeting. The following comments were captured.

- Kerri and I are not experts in land use planning and we don't have a stake in what comes out of tonight. We are simply here to help you have a good discussion and provide some notes of this meeting.
- We will review the draft map that came out of the last meeting and take questions and comments, and if we have time we review chapters of the plan - but we only have 1.5 hours
- Ground Rules
 - All views heard - Let Craig call on people
 - I might not call on people in the order that hands were raised - I might call on the person we haven't heard as much from
 - Written comments also welcome
 - Hand in your comments to Victoria at the back of the room tonight, or send her an email
 - Okay to disagree

- Eventually the committee will have to agree on a recommendation to send to the town, but we don't have to agree with each other tonight
 - We can each have our own opinion
- Staff and Committee Members are here to listen and clarify
- Civility and respect
 - It is a privilege to be able to come together and talk
 - Listen to each other's comments, don't interrupt, no personal comments
- Themes and comments now and later
- Neutral facilitation - we are here to serve the group as a whole

Welcome and Opening

Richmond Selectboard Chairman Peter Warner welcomed everyone and opened the workshop with the following comments:

- I am pleased to see so many people here tonight
- Tonight, we will hear about the Comprehensive Plan, and where we are at
- Tonight's meeting is one of many to discuss future land use
- The map we are showing is just an indication of people's ideas - that's it
- We have been working on this for two years and we are looking for as much input as we can get
- No one's ideas are less important than anyone else's

Victoria Boundy, Richmond's Director of Community and Business Development recognized the following members of the Comprehensive Plan Committee who were present, noting that they have been working really hard for over two years:

- | | |
|--------------------|---|
| • O'Neil Laplante | • Linda Smith |
| • Tom Nugent | • Mike Grizkewitsch |
| • Jennifer Bourget | • Bette Horning (past committee member) |
| • Peter Warner | |

Why We Are Doing Comprehensive Planning

Committee member O'Neil Laplante provided a brief explanation of comprehensive planning, why we are doing it, and how the plan will be used. Participants had an opportunity for questions and clarifications. The following remarks were captured:

Key Points

- A Comprehensive Plan is required by the state
 - Although this by itself is not a good reason

- We all have a genuine interest in deciding the direction in which we want to head
 - When we are ALL involved it's better than someone deciding for us
 - Let's do this from the bottom up
- It's a learning process – a chance to learn about our town
 - For instance, we have learned about the very high cost of sewer lines
 - We have learned that's it's important to take care of the businesses that are already here
- The Comprehensive Plan is an important part of how we develop our land use ordinances
 - It's important that WE, the people of Richmond, decide the basis for future land use ordinances
- It can help us avoid future controversies like the Family Dollar Store
- It can help us prevent unwanted development

Discussion

Victoria joined O'Neil to answer questions from participants.

- Question: This is supposed to be the plan of the citizens. Whatever we figure out here, the State has to approve, and if they don't like it, what happens? Who wins?
 - Responses
 - Yes, the State will provide input on the future land use section of plan
 - That's why we want consensus from community on our direction
 - The State will likely guide us toward development in sections of town that already have utilities and don't have natural resources or habitat
 - If there is a difference of opinion we will have to work with them on that
- Question: Are we supposed to consider ideas as if money is not a consideration?
 - Responses
 - There are loose parameters - let's not shy away from something just because it costs money, but if we spend, let's spend wisely
 - It is Victoria's job to take all the input and consider all the constraints and come up with the best plan
 - The State gives towns a leg up for funding programs if they have a consistent and updated comprehensive plan or downtown plan
- Question: We have a comprehensive plan now and this is supposed to be an update, but it sounds like it will be a whole new plan, not just an update. The original plan talked about maintaining the rural nature of the town, and already tonight I have heard about new development. How much of this plan will be new and how much will be carried forth from the old plan?
 - Responses
 - Development was mentioned because people have raised development questions - how much, what type, what impact it will have
 - We also want to identify critical resources to preserve

- The last comprehensive plan was a much lauded, well done effort. However, it was adopted in 1991 and the State is recommending that towns update every 10-15 years

Explanation of Emerging Vision

Craig Freshley explained the “emerging vision” from the October 21 workshop, as depicted on the composite map he made to reflect workshop themes (See Appendix B). Craig made the following comments:

- We can’t pretend that this map reflects ALL viewpoints of everyone who attended the last meeting. It’s what’s called a “bubble map” - the lines are fuzzy lines depicting general areas, not specific parcels of land.
- Here are the general ideas that emerged:
 - Commercial and industrial development
 - Large retail
 - Nowhere
 - Medium retail (perhaps under 50,000 square feet)
 - Near the interstate and 197
 - Small retail
 - By the interstate and 197
 - In the downtown village area
 - Commercial/industrial
 - Along the rail lines
 - In vacant, historic buildings
 - By the interstate and 197
 - Traffic calming in the downtown
 - 197 Corridor
 - Mixed use/hodgepodge
 - With buffers and/or with controls
 - Farmland and natural resources
 - No more town-owned or state-owned preservation needed
 - Encourage that town-owned property be used for agriculture
 - Some preservation would be good
 - More farmland is helpful for farmers
 - Residential development supports farms
 - Residential development that “carves up” land is not good for farms
 - Agriculture economies of scale and commercial activities (such as shared cold storage or farm stands) would be good if allowed right near the farms
 - Residential development
 - Regulate the pace of agricultural land being divided up for residential use
 - Residential development should be concentrated or clustered

- To leave big spaces for farming
- Preserve and beautify in-town homes
- Encourage affordable housing

Craig reminded participants that not everyone agreed to all these points at the October 21 meeting.

Refining the Vision

Participants had an opportunity to ask questions and make comments about the emerging vision. During the discussion, Craig sketched revisions to the map. See Appendix C for the revised map.

Key Points

- Industrial development in vacant buildings
- Don't limit use of the rail line in the future
- Be mindful of preserving wildlife habitat
- Need to be mindful of private property owners' rights
- Make sure that infrastructure and parking keep pace with growth
- Less restrictions on residential property
- More preserved land if it doesn't cause taxes to go up
- Keep Richmond affordable
- Consider a community center or recreation facility
- Develop vacant residences before encouraging new residential development
- Attract jobs and opportunities for young people to stay here and move here

Discussion

- The former farmland across from Acord's storage unit - are you proposing that that area be reserved for farmland?

Craig clarified that the sketch map did not represent zones.

- I want to develop my land to include a small personal home orchard and organic garden. I would like to do this without a business going up right next door. But people should be able to have a small commercial business, like a farmstand or a small home business that doesn't create too much traffic.
- I am having a difficult time with the industrial area on the river extending up to South Gardiner. What about environmental impact and sensitivity? The railroad tracks are a long shot from Route 24.
 - The railroad is not upgraded and in use enough to take the traffic

- I like industrial but it doesn't seem like a good fit
- Industrial uses should be in existing buildings which do not extend that far
- Industrial uses should fill unused buildings along the rail line
- However, if you take the railroad tracks up to the new bridge, that would be a great space for an intermodal facility
 - The railroad was grandfathered in and they can do some cool stuff
 - Don't discount the railroad - it keeps heavy freight off the road
- There is a wildlife preserve in the bottom right hand corner of the map. There are also homes all through the area. We won't be able to do certain development.
 - Some of that land is owned by the state - The Merrymeeting Bay Wildlife Management Area. It is open for foot traffic and recreational purposes.
 - The preservation area covers blocks, with exceptions of houses
- Preservation and conservation is fine and dandy but it's up to the railroad people who own the track to do what they want there, if the line is ever opened up again
- The railroad track is wide enough in one area for 2-3 tracks to do a train exchange
 - If the state or the railroad decided to land there again, it's always a possibility
 - Anything else along the high slopes would be hard to do
- The rest of the town is full of opportunity
 - Keep the old fashioned look by putting businesses in old homes, like Freeport
 - If we don't create the breadcrumbs the ants won't follow
 - I want my children to grow up here in Maine
- A state Fish and Wildlife expert said that the whole length of railroad and riverfront from where the old buildings are up to the Gardiner line is significant wildlife habitat
 - The original plan said we should maintain that section in its natural state because of wildlife and scenic character along the river
- We are not going to force anyone to do anything with private property, but we are giving opinions about what we'd like to see
- Whatever comes out of this, it's important to remember that it reaches a tiny portion of people. It's a recipe for inflammation. We should proactively mail out the results of the discussion tonight. A summary, or a comment card with a request for feedback.
 - However, mailing costs money. If you care about this, be here or figure out a way to participate. Ask for meetings to be held on weekends.
- This town is remarkably diverse. Don't price people out of the ability to live here. Our budget does nothing but grow.
- Property taxes are an issue - people who have lived here a long time are cash-poor and land-rich. Their land is their retirement and that is part of preserving residents.
- Solicit input from people on town decisions
- Before carving up new land for new developments and housing, have we considered vacant land in the village? If someone owns it and it's not developed is there an incentive?
 - We should develop vacant lots first rather than build tract housing on farmland
 - Focus on vacant lots first, or alongside cluster housing in existing developments
- Nothing will be developed unless private owners want to develop their land

- The original comprehensive plan has a lot of “should”. We should do this, maintain that, protect that. Did anything ever happen to enforce those shoulds? If I want to build a factory is there any ordinance that actually prevents that?
 - I understand that the previous plan was successfully implemented, though not everything was accomplished. The focus was on having a strong village and downtown, and preserving walkability. The intention was to preserve important outlying areas.
 - We spent years trying to revise our ordinances to meet consistency with the comprehensive plan. There would be some activity and then it would peter out. The current ordinance is actually a result of that comprehensive plan.
 - We are supposed to look at how new projects conform to comprehensive plan
 - We might want to take a look at how the zoning ordinance matches up with this new vision we are developing now
 - Our intention is to make sure that vision is carried out
- If we encourage business growth downtown, this brings increased truck traffic. Is there a way to ensure that as we increase business or manufacturing we can limit the hours of deliveries that block the streets?
 - Downtown I would like to see a pleasant street with small vehicle traffic
 - There are already more trucks especially with the new bridge
- We need to look at infrastructure. It must be in sync with the growth we are attracting.

Peter Warner clarified that Transportation is a whole other section of the plan and that the committee would like input on that section as well. He encouraged participants to view all the plan sections at Richmondmaine.com.

- In residential areas, some people were shut down and couldn't build a garage. I don't understand why people are shut down for building a garage. I don't want others to control my property.
- For residential areas, you are limited in what you can do. If you make a residential area, make it not so restrictive. What is the benefit of having it be a residential zone?

Craig clarified that this discussion was about painting a picture for the future; not necessarily about proposing changed zoning for the Town of Richmond.

- I live at the border of residential and ag lands, could I open a business there if I wanted to? When we look in the future what do we want?
- Not sure where the idea of “no more town or state owned preserved land” came from. The Peacock Beach riverfront, the new reserve land, and the town forest - these things define the town and what's good about it. There should be more preserved land.
- I'm okay with it conservation easements and preservation ordinances, as long as they are not coming out of the taxpayer's pocket.
- The state-owned CMP ground was good ag land and is now going to waste. It's a preserve for wildlife, but we have lost good feed and grass land. Taking away the grains has limited the ducks on the river.

Craig checked to see if there was any disagreement about continuing to maintain and preserve the lands that are already preserved. There was no disagreement.

- Preserved lands shouldn't come off the tax rolls - should be subject to the same taxes
- Is the tax bill going to double or triple? The money comes from folks in this room.
- We really need to define what we mean by preservation.
- Separate the house lots. House lots should be taxed differently than other uses. Whether more or less depends on what the use is.
- We talk about making a residential area, but there are already empty houses. Is something being done to bring people here? When the air station left, it killed the town.
- How to bring people here? What should future land uses in the town do to support economic development?
 - Keep it affordable. People are looking at Brunswick and Bowdoinham and saying they are not affordable. It's affordable here. I was alarmed to see a market study that said our incomes are rising faster than the state average and surrounding towns. People with higher incomes want more services.
 - Improve the schools. Realtors on the comprehensive plan committee say that yes, Richmond homes are less expensive, but what keeps people away is the lack of opportunity in our schools. Families want to go to other schools.
 - Find ways to encourage recreation for the next generation, like a community center or a gym. We used to have 100 kids show up for basketball on Sunday mornings!
- There should be no new residential growth. Encourage foreclosed or existing for-sale homes first.
- The average tax bill is \$3500 for a new home, but it costs \$10,000 to educate each kid
- Should we encourage residential growth?
 - Look at what's in the village. What houses are there and can we get owners to refurbish them? Or can we give incentives to sell in town houses or lots for development?
 - Be careful on the other side of this question. I chose my property to get outside of the village. I wanted land of my own to spread my wings. Yes, let's start filling places that are empty, but I have a problem with not allowing people who own their land to do what they need to do to be comfortable living in the town of Richmond.
- It seems that when you have growth, either construction of houses or industrial growth, unless you have an unusual situation, taxes just go up. Growth means higher taxes.
 - New roads, new police protection, more kids in schools
 - However, small commercial businesses, retail, etc. provide jobs and taxes, and don't send kids to school
- The comprehensive plan might encourage business development, but discourage new residential development and instead encourage infill
- I am opposed to any development. More people equals more taxes and more trucks. Let's not become Massachusetts. I moved here because I liked the rural community.

- If we could get a Maine Yankee or something that would pay all our taxes, that would be okay. I am open to something industrial or commercial but no new people.
- For the last 10-15 years what really has been developed? How many more people do we really have? What are the businesses that have come and stayed, or left? We need rational data to make decisions.

Victoria clarified that there is demographic data available on the town website. She noted that there is not a lot of population growth projected and that Richmond residents are getting older. She encouraged everyone to review the data and ask questions.

- I am concerned that as we develop our plan, we are cognizant about where industrial and commercial projects go. This is an established community. Residents have been here for hundreds of years. Don't want to change the nature of what life here has been like for a long time.
- Abutting a new recent development is bothersome. It changes the property values and the quality of life in a rural community when you are adjacent to development. Even though it provides value for the town, it displaces individuals and doesn't provide for them. I am in favor of redress for people who are adjacent to potential areas to be developed. We need a feedback process that has teeth. I have to accept the adjacent development, but there is no rebate on my taxes even though my property value is diminished.
- I am concerned because we have had new businesses downtown who have gone out because we are not supporting them, or are they not the kind of businesses we are looking for. If we aren't encouraging development of new homes, then we have to do something to keep taxes reasonable. New businesses could help.
- I understand you don't want residential development, but what happens when your kids says he has a job at BIW and wants to come back and build a house here? I want a future for my sons and grandchildren here.
- If we are aging, and if we want a vibrant community, we've got to have young people. How do we get enough young people to stay?
- We have been talking with high school students. We asked them: Do you like Richmond? Yes, they like living here. We asked them: After you graduate do you want to work here? No, they want to work in Brunswick or Portland, but they know that they want to live here and raise kids here. We can't keep it so tight that we don't encourage our best resources, our kids.
- If you look at the stats, they are scary. We are losing young people from town. The average age of people here is going up.
- Heavy truck traffic and parking is a problem. People have to park and walk up the hill. If there is any development, we need to be keep up with parking.
- It would be good to have a pharmacy
- Are we happy being a bedroom community or not? We should decide this as a community - do we want our own job base? We can have both; it's a question of balance. We have auto wholesalers, whoopee pie makers. Richmond has allowed a vibrant mix of

entrepreneurs and we are ideally located for the localvore movement. We could be a hub - there is organic food all over the place.

- There is no place to stay if someone comes to visit. We need a hotel. Not a 200 unit Marriott out by the highway, but a nice small motel. After all, we are vacationland. Let's catch people going up and down the highway; capture money from people from out of town without adding to the burden of schools.
- People talk about Main Street, but you don't realize you are here until you see the signs. Would love to see signs in proper locations.

Closing Comments

Peter Warner thanked everyone for participating and closed the meeting with the following comments:

- Any more comments you have are important. Please go online and look at the other segments of the plan and give us input.
- Our last plan talked about parking. That's still in our plan. It's an ongoing plan.
- Kudos to Victoria for her work to save aspects of Richmond that are important
- We are doing more outreach - we are meeting with seniors, and with parents at story hour
- The Comprehensive Plan Committee has regular meetings - usually every second Tuesday at the town office, 6:00-7:30 pm. Anyone is welcome, just call ahead to make sure it's happening.
- If you are interested in reading stats about the town, look on the website: <http://richmondmaine.com>, or contact Victoria. They are an eye opener!
- Richmond is changing. We are trying to control how that happens.

The meeting adjourned at 8:06 pm.

Appendix A: Planned Agenda

Richmond Future Land Use Workshop Help Us Map a Vision for Richmond's Future!

November 17, 2015, 6:30–8:00 p.m.
Marcia Buker Elementary School, High Street
Snacks and Beverages Provided

About the Meeting

The Town of Richmond Comprehensive Plan Committee is working on a vision for our future land use and we want hear from the community about your vision for the future of Richmond. Where do we want stores and businesses? Where do we want residential development? How do we preserve our farms, rural areas, and natural resources? In this workshop we will address these and similar questions. We will discuss a vision that began to emerge at the Public Workshop of October 21, 2015. To ensure a fair, efficient, and productive process we will be assisted by Craig Freshley of Good Group Decisions, a professional facilitator from Brunswick.

Agenda

- 6:30 **Welcome and Opening**
Selectboard Chairman Peter Warner will welcome everyone and start the Workshop. Facilitator Craig Freshley will explain the format and some ground rules to help us have an efficient and productive workshop.
- 6:35 **Why We Are Doing Comprehensive Planning**
Committee member O'Neil Laplante will provide a brief explanation of comprehensive planning, why we are doing it, and how the plan will be used. There will be a chance for questions and clarifications.
- 6:45 **Emerging Vision**
Craig Freshley will explain the “emerging vision” from the October 21 workshop as depicted on a map. He will also explain some key comments received at other workshops on November 2 and 4. There will be a chance for questions and clarifications.
- 7:00 **Refining the Vision**
This is the time for comments and discussion on the emerging vision and refinement of that vision. As we discuss where we want commercial development, residential development, and agriculture and natural resources, Craig will sketch themes on a new map. We will discuss what specific kinds of businesses and residences we want to encourage, and what specific natural resources we want to preserve.
- 7:45 **Other Recommendations**
As time allows there will be a chance for questions and comments about any of the recommendations (not just related to land use vision) being drafted as part of the new Plan.

7:50 **Closing Comments**

8:00 **Adjourn**

[The future of our town is ours to shape so we hope to see you all there.](#)

Questions: Contact Victoria Boundy, Director of Community & Business Development, 207-737-4305 x331.

Appendix C: Map Revisions Made at November 17 Workshop

