TOWN OF RICHMOND, MAINE
COMPREHENSIVE PLAN

TOWN OF RICHMOND 26 GARDINER STREET, RICHMOND, ME 04357

DRAFT FOR PUBLIC REVIEW APRIL 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: ARCHAEOGICAL SITES 23

NATURAL RESOURCES 24

MAP 1: WATER RESOURCE AND RIPARIAN HABITATS 41

MAP 2: HIGH VALUE PLANT AND ANIMAL HABITATS 42

MAP 3: UNDEVELOPED HABITAT BLOCKS AND HABITAT CONNECTIONS 43

MAP 4: WETLAND CHARACTERIZATION 44

MAP 5: USFWS PRIORITIES TRUST SPECIES HABITAT 45

MAP 6: BUILDING & REGIONAL LANDSCAPE 46

MAP 7: DEVELOPMENT CONSTRAINTS 47

MAP 8: RICHMOND PUBLIC WATER 48

MAP 9: RICHMOND AQUIFERS 49

MAP 10: FARM PROPERTIES 50

MAP 11: PRIME AGRICULTURAL SOILS 51

MAP 12: PRIME AGRICULTURAL SOILS BY PARCEL 52

POPULATION AND DEMOGRAPHICS 53

ECONOMY 66

HOUSING 74

RECREATION 82

MAP 1: RICHMOND INFRASTRUCTURE RECREATION 89

TRANSPORTATION 90

MAP 1: OVERALL TOWN PARKING MAP 101

MAP 2: MAIN STREET PARKING MAP 102

MAP 3: TRANSPORTATION MAP 103

PUBLIC FACILITIES AND SERVICES 104

FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN 116

EXISTING LAND USE 124

MAP 1: LAND USE MAP 135

MAP 2: OFFICIAL ZONING MAP 136

MAP 3: AERIAL MAP 137

FUTURE LAND USE PLAN 138

MAP 1: FUTURE LAND USE MAP 140

APPENDICES 149

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.

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 complete and consistent with the Growth Management Act on April 20, 2016.

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 severed 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 Mohney, 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:

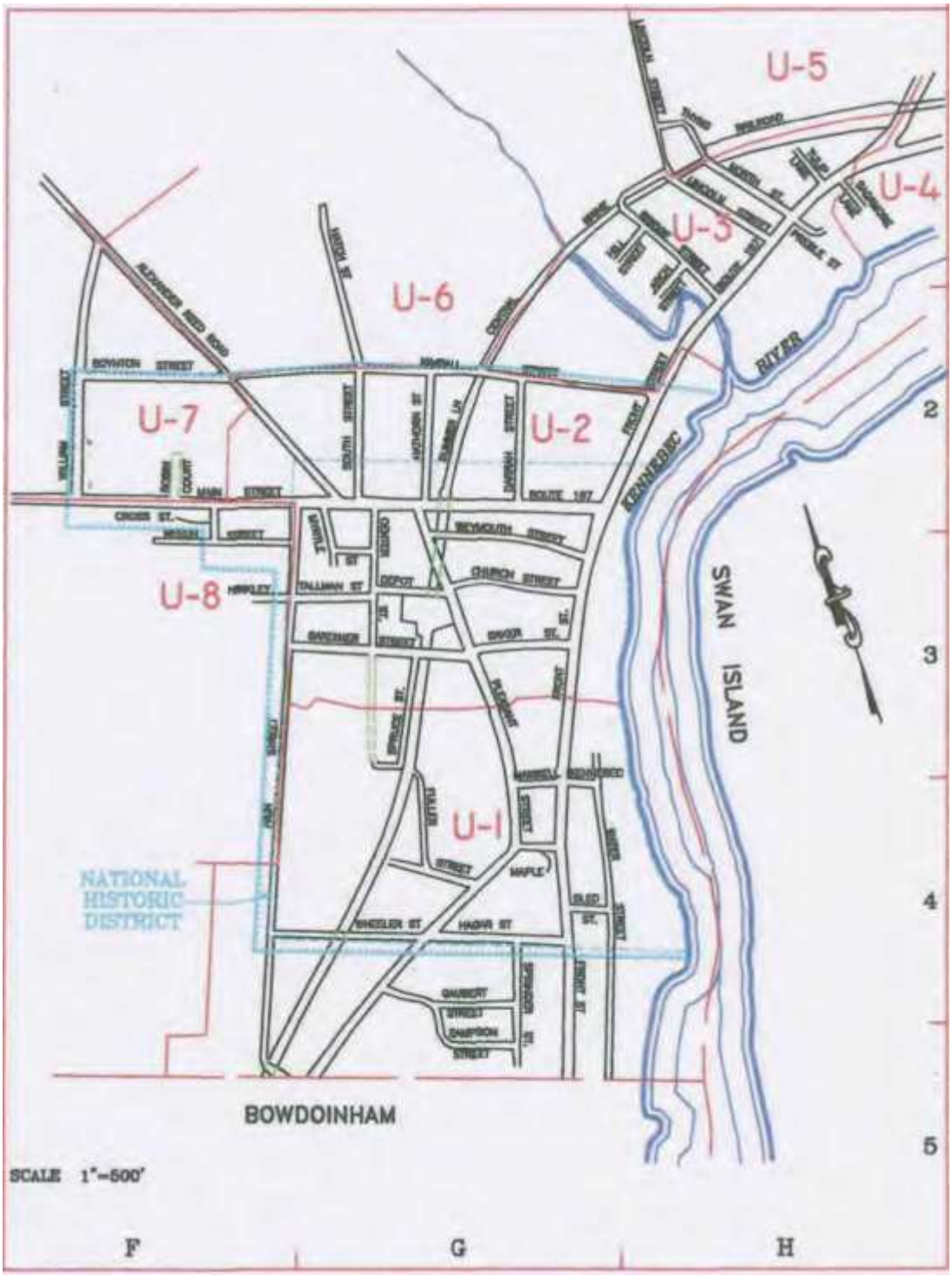
1. To catalog, make accessible, and preserve local historic documents and resources.
2. To share knowledge and educate general public and schoolchildren about Richmond history.
3. To preserve and adaptively reuse important historic and archaeological structures and areas.

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 with Town Historian	TBD	Museum in the Streets; neighboring town projects; Downtown TIF funds
2. Begin planning for Richmond's 200th 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 18th and 19th centuries (State recommendation).	Committee above or Historical Society	TBD	Maine Historic Preservation Commission

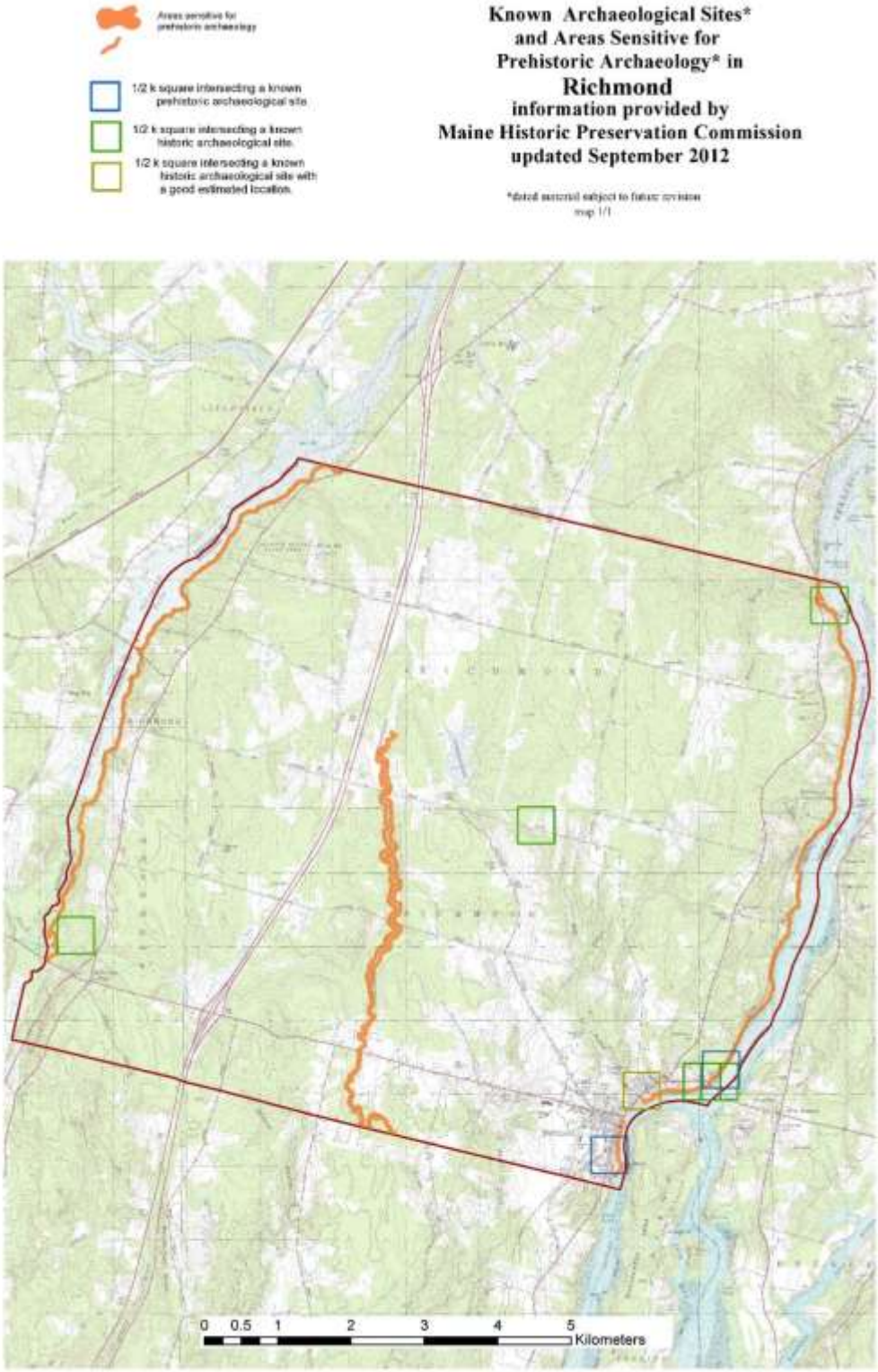
4. Research how other towns and cities successful adaptively reuse historic buildings.	C&BD	Ongoing	Maine Historic Preservation Commission
5. The Town should continue to seek resources and grants to protect important historical buildings.	C&BD	Ongoing	Maine Historic Preservation Commission
6. Review 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: ARCHAEOGICAL SITES



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. The Kennebec River is impaired for dioxin and PCBs, however.

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).

Streams

There are several brooks and streams in Richmond (noted above on Page 24 under "watersheds.") They are: Mill Brook, Baker Brook, Denham Stream, and Wilmot Brook. The primary sources for all Maine rivers are the smaller brooks and streams, which often begin in the mountains. Fed by underground springs or from rain and melting snow, brooks and streams merge to become larger streams, and eventually all become rivers flowing to the sea. A variety of important aquatic animals and plants live along the entire course.

Polluted stormwater runoff, agricultural runoff, improperly designed road culverts that fragment waterways and impede the movement of fish and aquatic species, and threats to riparian habitat are all threats to brooks and streams.

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. The Friends of the Cobbossee Watershed also have a Youth Conservation Corps that implements water conservation practices in the Pleasant Pond Watershed. 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 Inland Waterfowl and Wading Bird Habitat (IWWH) 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. It is important to note that Swan Island is managed by the Maine Department of Inland Fisheries and Wildlife; the Town of Richmond has no jurisdiction over Swan Island. 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. Wild rice dominates much of the marsh at the southern end of the island, joined by associated species such as waterworts, three-square bulrush, and false pimpernel. Some of the wild rice may have originated from historic seeding efforts by MDIFW. The island's 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.

The Kennebec River supports a rare natural community type, Freshwater Tidal Marsh, along portions of the Richmond shoreline and along portions of the Swan Island shoreline. This type of tidal marsh is dominated by patchy stout herbs, typically a mixture of wild rice, softstem bulrush, and pickerelweed, and can cover extensive areas. Lower growing herbs include many rare species, and seven of these are found

in the Freshwater Tidal Marsh areas along the Richmond and Swan Island shorelines. Brackish marsh species such as chair-maker's rush may be present, but there are also obligate freshwater species such as pickerelweed, common arrowhead, sweet flag, and northern water-plantain.

Tidal marshes are valuable wildlife habitat and have received considerable conservation attention. Heavy metals, sewage overflows, and other pollutants have degraded the substrate in many areas, but some have recovered as water quality has improved over the past decades. Many occur on or adjacent to public lands or private conservation lands. With development of the uplands that border these marshes, maintenance of appropriate wetland buffers can help reduce degradation that could result from adjacent land uses. Invasive species such as Japanese knotweed and purple loosestrife have invaded the upper reaches at some sites. The prospect of sea level rise may also put these systems at great risk in the future. The tidal marshes of Maine's larger estuaries, especially Merrymeeting Bay, are important pre-migration staging habitat for thousands of waterfowl and wading birds.

Rare plants in the Freshwater Tidal Marshes of Richmond include Eaton's bur-marigold, estuary bur-marigold (both of these have small, yellow, daisy-like flowers), stiff arrowhead, mudwort, Parker's pipewort, and pygmyweed. Long-leaved bluet grows in one location along the Kennebec River in Richmond, on a rocky ledge substrate.

(*Source: Maine Natural Areas Program*)

Important Plants, Animals, and 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 Department of Inland Fisheries and Wildlife) and are based upon the best available data. It is based upon known occurrences or known geographic distribution of the species listed. These maps are periodically updated and the Comprehensive Plan Implementation Committee should update information in this plan accordingly. Maps provided by the Beginning with Habitat Program are at the end of this chapter.

<u>Rare, Threatened and Endangered Plants</u>

Common Name	Scientific Name	State Rank	State Status
Freshwater Tidal Marsh	Freshwater tidal marsh	S2	N/A
Eaton's Bur-marigold	Bidens eatonii	S2	SC
Estuary Bur-marigold	Bidents hyperborean	S3	SC
Long-leaved Bluet	Houstonia longifolia var. longifolia	S2S3	SC
Mudworth	Limosella australis	S3	SC
Parker's Pipewort	Ericaulon parkeri	S3	SC
Pygmyweed	Crassula aquatic	S2S3	SC
Spongy-leaved Arrowhead	Sagittaria montevidensis ssp. Spongiosa	S3	SC
Stiff Arrowhead	Sagittaria rigida	S2	SC

Source Maine Natural Areas Program (MNAP)

Rare, Threatened and Endangered Animals

Common Name	Scientific Name	State Status
Tidewater Mucket ()	*Leptodea ochracea*	T

Source Maine Division of Inland Fisheries and Wildlife (DIFW)

State Rank (State Rarity Rank)

S1 Critically imperiled in Maine because of extreme rarity or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.

S2 Imperiled in Maine because of rarity or because of other factors making it vulnerable to further decline.

S3 Rare in Maine.

S4 Apparently secure in Maine, includes S4B for breeding birds and S4N for nesting birds.

S5 Demonstrably secure in Maine.

State Status (Please note that all species with E, T, or SC status are listed as Species of Greatest Conservation Need in the State Wildlife Action Plan)

E Endangered; Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.

T Threatened; Rare and, with further decline, could become endangered; or federally listed as Threatened.

SC Special Concern; A species that does not meet the criteria for E or T, but is particularly vulnerable and could easily become a Threatened, Endangered, or Extirpated Species.

Bird Species of Greatest Conservation Need

American Bittern (*Botaurus lentiginosus)*	Brown Thrasher (*Toxostoma rufum)*	Greater Shearwater	Ruddy Turnstone *(Arenaria interpres)*
American Black Duck (*Anas rubripes)*	Canada Warbler (*Cardellina canadensis)*	Greater Yellowlegs	Sanderling *(Calidris alba)*
American Woodcock (*Scolopax minor)*	Chestnut-sided warbler *(Setophaga pensylvanica)*	Horned Lark *(Eremophila alpestris)*	Sandhill Crane *(Grus canadensis)*
Baltimore Oriole *(Icterus galbula)*	Chimney Swift (*Chaetura pelagica)*	Louisiana Waterthrush *(Parkesia motacilla)*	Scarlet Tanager *(Piranga olivacea)*
Barn Swallow (*Hirundo rustica)*	Common Eider *(Somateria mollissima)*	Marsh Wren *(Cistothorus palustris)*	Sandpiper *(Scolopacidae)*
Barred Owl *(Strix varia)*	Common Loon *(Gavia immer)*	Nelson's Sparrow *(Ammodramus nelsoni)*	Snowy Egret *(Egretta thula)*

Black-and-White Warbler (*Mniotilta varia)*	Common Nighthawk *(Chordeiles minor)*	Northern Flicker *(Colaptes auratus)*	Veery *(Catharus fuscescens)*
Black-billed Cuckoo (*Coccyzus erythropthalmus)*	Eastern Kingbird *(Tyrannus tyrannus)*	Northern Parula *(Setophaga americana)*	Vesper Sparrow *(Pooecetes gramineus)*
Blackburnian Warbler *(Setophaga fusca)*	Eastern meadowlark *(Sturnella magna)*	Pied-billed Grebe *(Podilymbus podiceps)*	Willet *(Tringa semipalmata)*
Black-throated Green Warbler (Setophaga virens)	Eastern Towhee *(Pipilo erythrophthalmus)*	Prairie Warbler *(Setophaga discolor)*	Willow Flycatcher *(Empidonax traillii)*
Black-throated Blue Warbler *(Setophaga caerulescens)*	Field Sparrow *(Spizella pusilla)*	Purple Finch *(Haemorhous purpureus)*	Wood Thrush (Hylocichla mustelina)
Blue-Gray Gnatcatcher *(Polioptila caerulea)*	Great blue heron *(Ardea herodias)*	Red Crossbill *(Loxia curvirostra)*	Yellow-bellied Sapsucker (*Sphyrapicus varius)*
Bobolink *(Dolichonyx oryzivorus)*	Great Crested Flycatcher *(Myiarchus crinitus)*	Rose-breasted grosbeak *(Pheucticus ludovicianus)*	Yellow-throated Vireo *(Vireo flavifrons)*

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.

Fish Species of Greatest Conservation Need

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

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.

Other Species of Greatest Conservation Need

Graceful Clearwing *(Hemaris gracilis)*	Lamellate Supercoil (*Paravitrea lamellidens)*

Data from MDIFW Damsel/Dragonfly Survey and Maine Butterfly Atlas. Based upon known ranges, these species may occur in Richmond if appropriate habitat is available.

U.S. Fish and Wildlife Service (USFWS) Priority Trust Habitats

The Beginning with Habitat Program has produced a map, using data provided by USFWS, 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, which is based on modeled habitat types, 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.

Significant Wildlife Habitats

Significant Wildlife Habitats are defined under Maine's Natural Resources Protection Act (NRPA), which is administered by the Maine Department of Environmental Protection (DEP).

Deer Wintering Areas

White-tailed deer in Maine are at the northern limit of their geographic range. During winter months, they are exposed to cold temperatures and deep snow that make it difficult to travel. 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. Deer wintering areas or "deeryards" consist of forested stands with a dense softwood canopy interspersed with mixed stands of hardwoods and softwoods. Use of wintering areas is traditional, and specific sites may receive annual use by many generations of deer. In some instances, continuous use of specific areas has been documented for 50-100 years.

Deer wintering areas are one of the natural resources recognized by the Maine Legislature to be of statewide significance and eligible for protection as Significant Wildlife Habitat (SWH) under the Natural Resources Protection Act (NRPA). Permits from the MaineDEP may be required if you are proposing work within a deer wintering area that results in soil disturbance. Landowners interested in timber harvesting can manage their property to sustain quality deer wintering habitat and can obtain information from MDIFW on how to do so.

Deer are widely distributed throughout Richmond through most of the year. 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.

Inland Waterfowl and Wading Bird Habitat

The Maine Department of Inland Fisheries and Wildlife (DIF&W) has identified significant inland habitats for ducks, geese, herons, and similar species of waterfowl and wading birds throughout the state, rating them as having high to moderate value. A high to moderate value inland bird habitat is a complex of freshwater wetland and open water areas plus a 250-foot wide area surrounding the complex itself where inland species of waterfowl and wading birds nest. On great ponds, only the upland area that is within 250 feet of the freshwater wetland is included as part of this bird habitat.

High and moderate value wetlands which the town has zoned as Resource Protection Districts provide important 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.

Tidal Waterfowl and Wading Bird Habitat

The DIF&W has identified and rated certain intertidal areas along the coast as high or moderate value to waterfowl and wading birds. This high to moderate value tidal habitat is limited to the identified tidal habitat area and is located within the coastal wetland, which is already regulated as a protected natural resource pursuant to the NRPA.

Vernal Pools

Even though vernal pools may only fill with water for a short time in spring and fall, they provide important breeding habitat for amphibians and invertebrates (small, soft-bodied animals). Vernal pools are isolated from streams and subject to periodic drying so they provide a nearly predator-free zone for eggs to develop into young animals. The same temporary nature that makes vernal pools unique breeding habitat also puts them at high risk from development. When they are dried up, vernal pools are easy to miss. They can also fall through gaps in existing state and federal regulations that are better designed to protect larger, more permanent wetlands.

Vernal pools contain unique species such as wood frogs, blue-spotted and spotted salamanders, and fairy shrimp. Vernal pools are irreplaceable to some of these species and some species depend on the same pool from year to year. A number of rare species, including the spotted turtle and wood turtle, depend on vernal pools for feeding, breeding, resting and hibernating.

Significant Wildlife Habitat is an area protected under Maine's Natural Resources Protection Act. The MaineDEP has established criteria to identify significant vernal pools, i.e. those with the highest value to wildlife. Development activity within 250 feet of significant vernal pools (except for forest management, which is exempt) may require a permit from DEP. It is also important to protect forested uplands surrounding vernal pools as they are critically important for the survival of vernal pool amphibians.

Although there are no mapped significant pools identified in Richmond, a comprehensive statewide inventory for Significant Vernal Pools has not yet been completed, so it is possible that unidentified pools are present in Richmond.

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. Richmond has one public access site for fishing, at the Town Waterfront Park on the Kennebec River. There is also a public boat launch on Pleasant Pond just over the Litchfield town line on the Thorofare Road.

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 aquatic 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. Properly designed stream crossing structures are also important for terrestrial wildlife passage. Up to 80 percent of Maine's terrestrial vertebrate wildlife species use riparian areas sometime during their life cycle, so these areas can be vitally important connections between habitats.

The Map titled "Fish Passage Barriers" shows where barriers have been identified in Richmond. 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. 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.

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, as well as terrestrial species passage. MaineDEP currently has a program to provide assistance and funding for the replacement of stream crossings. The use of Hazard Mitigation Grant Funds from FEMA may also be available if some of these culverts are causing road flooding.

Undeveloped Habitat

Large, undeveloped natural areas with no roads are essential to sustaining a variety of plants and animals, as well as maintaining the unique rural character of the state. In many rural areas of Maine, a great increase in new and newly upgraded roads is fragmenting formerly unbroken forests. Poorly sized or maintained culverts sometimes isolate aquatic and terrestrial species populations from one another. Construction of new homes is also fragmenting wildlife habitat.

Natural corridors that connect habitat blocks are essential for wildlife species, who need to travel between habitats in search of food, water and breeding sites. When species cannot travel between habitats, their populations eventually decline and then disappear. Maintaining or enhancing habitat connections in strategic locations will help to ensure species biodiversity for years to come.

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 Richmond's Shoreland Zoning Ordinance, which follows the State minimum standards, 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:

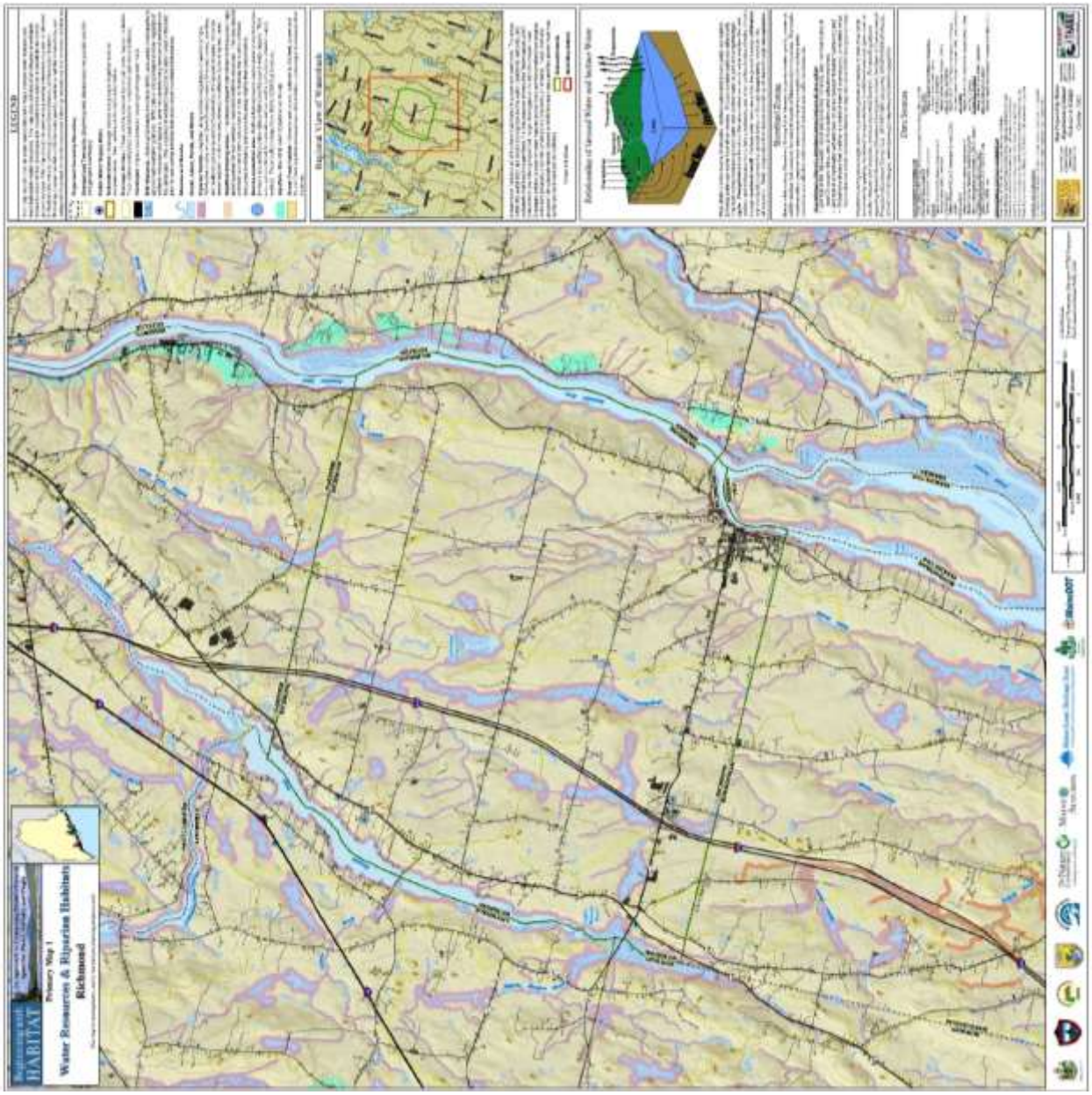
1. To protect significant surface water resources from pollution and improve water quality where needed.
2. To conserve and protect critical natural resources in the community.
3. To safeguard lands identified as prime farmland or capable of supporting commercial forestry and to support the economic viability of these industries.
4. To safeguard lands identified as prime farmland or capable of supporting commercial forestry and to support the economic viability of these industries.

Recommended Implementation Strategies

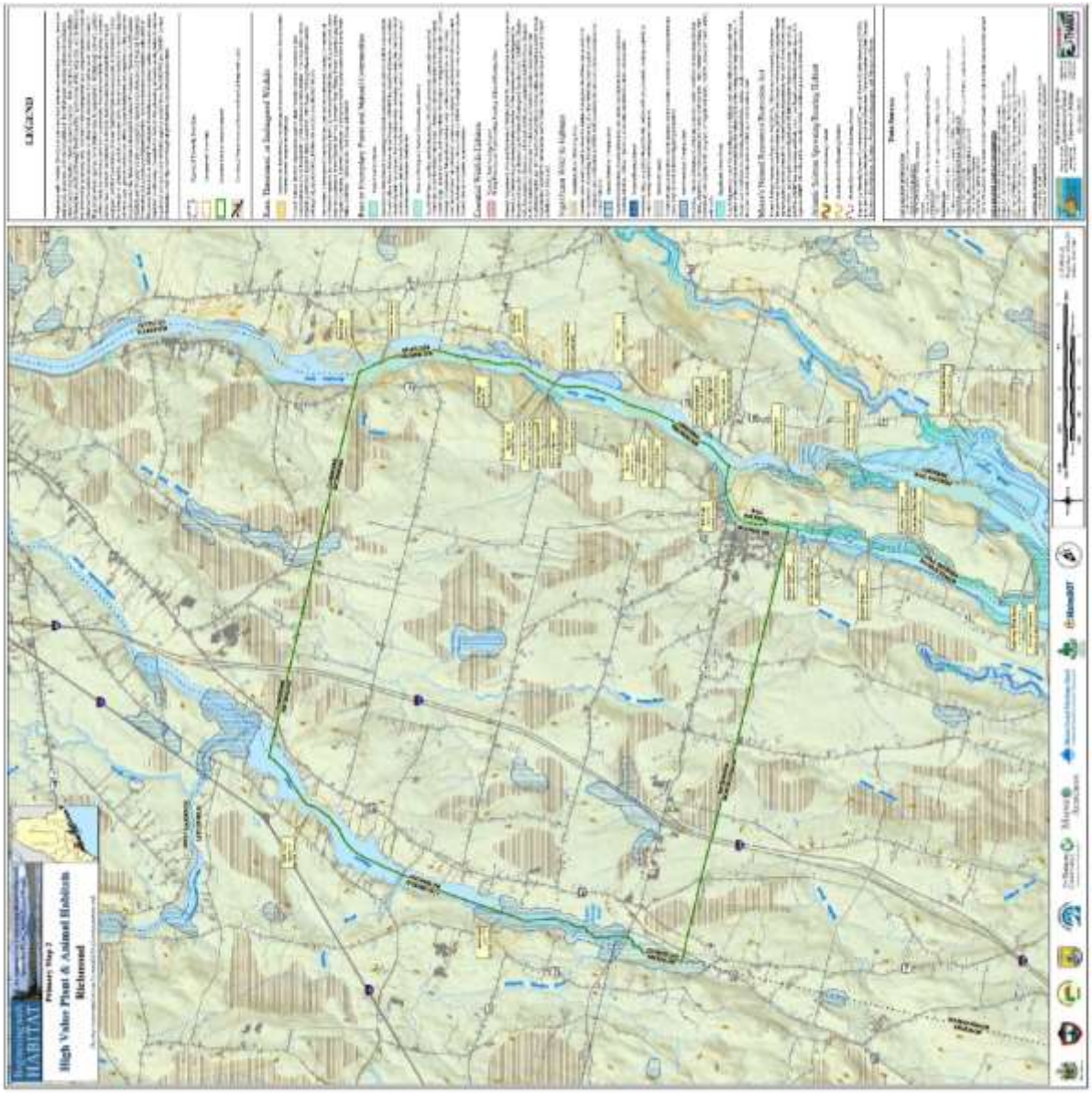
Implement the Goals and Policies as follows:	Responsible Party	Timeframe	Resources
Goal 1: To protect significant surface water resources from pollution and improve water quality where needed.			
1. Continue to participate and be actively involved in the Cobbossee Watershed District to maintain and improve 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
3. Continue Public Works Department staff certification in erosion and sediment control from MaineDEP.	Public Works	Ongoing	MaineDEP
4. Work with the Cobbossee Watershed District to provide information to residents in the Pleasant Pond watershed about opportunities to avoid or mitigate lake water quality impacts.	Conservation Commission (if created), C&BD	Ongoing	Cobbossee Watershed District, MaineDEP
5. Obtain and distribute information about water quality conservation practices to farmers and loggers.	Conservation Commission (if created), C&BD	Ongoing	Kennebec Estuary Land Trust
Goal 2: To conserve and protect critical natural resources in the community.			
1. Reference the Maine DIFW "Beginning with Habitat" (BwH) maps on permit application forms. Give the Planning Board the option to seek the opinion of the MDIFW, MNAP or natural resources consultant on natural features identified and proposed mitigation measures.	CEO, with Planning Board	Ongoing	DIFW Beginning with Habitat Program
2. Periodically request updated BwH maps to ensure that we are using up-to-date information.	Comp Plan Implementation Committee	Annually/Ongoing	BwH Program, DIFW
3. 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
4. Upgrade culverts on the priority list, provided by the USFWS Coastal Program as part of the BwH information package, with state and FEMA funding.	Public Works Director, with Director of B&CD.	Ongoing	State; FEMA
5. 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

6. 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

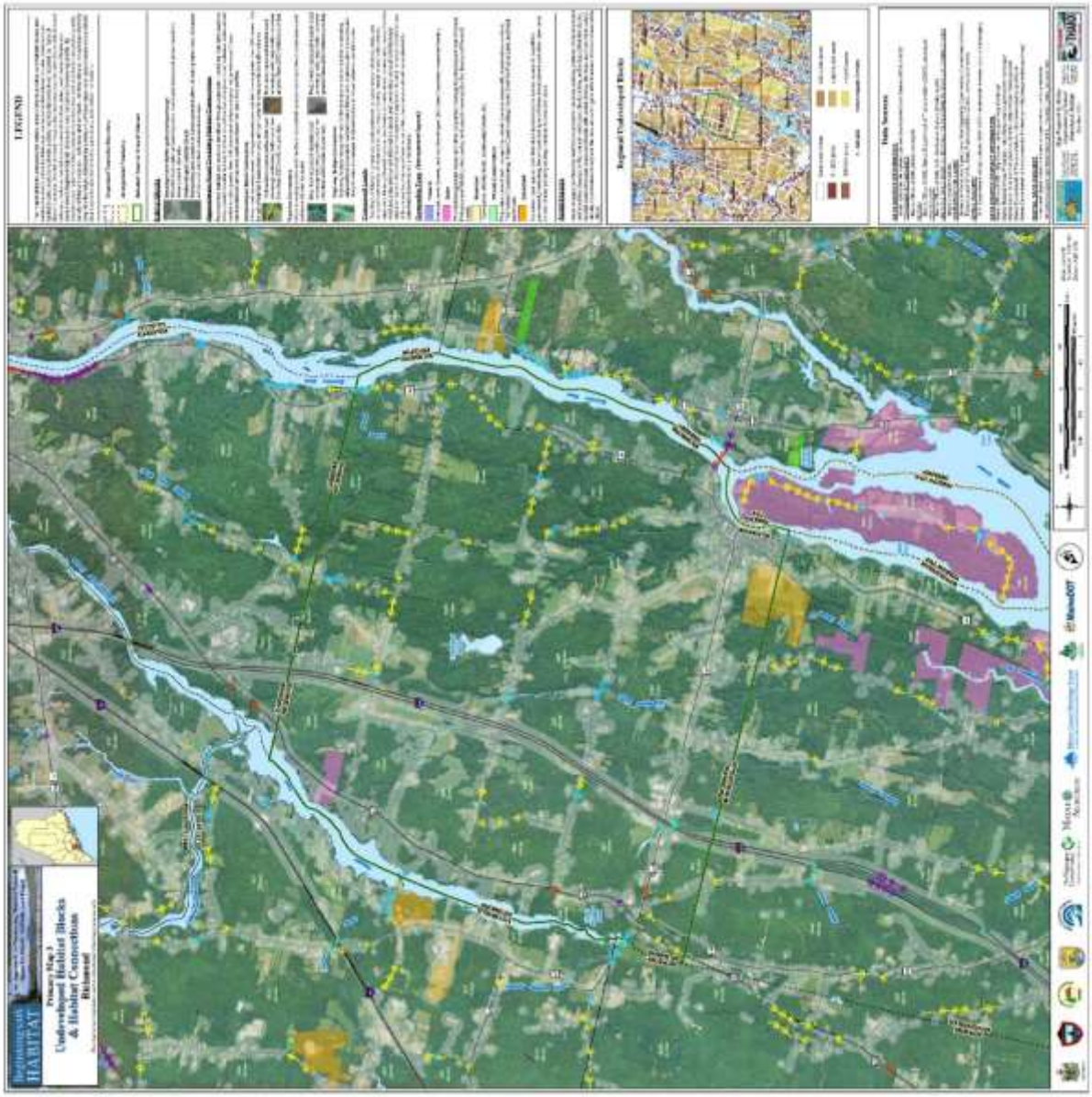
MAP 1: WATER RESOURCE AND RIPARIAN HABITATS



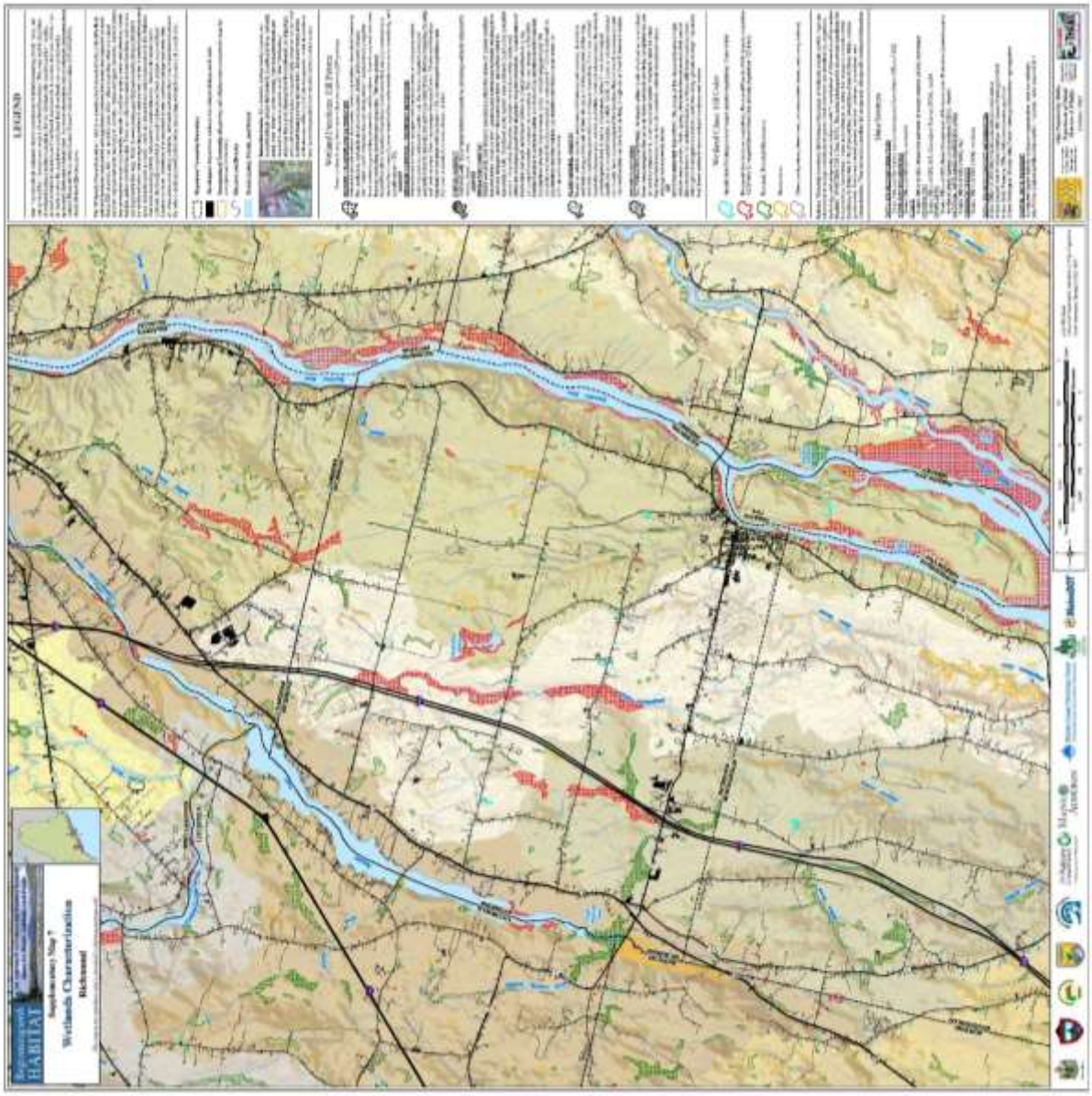
MAP 2: HIGH VALUE PLANT AND ANIMAL HABITATS



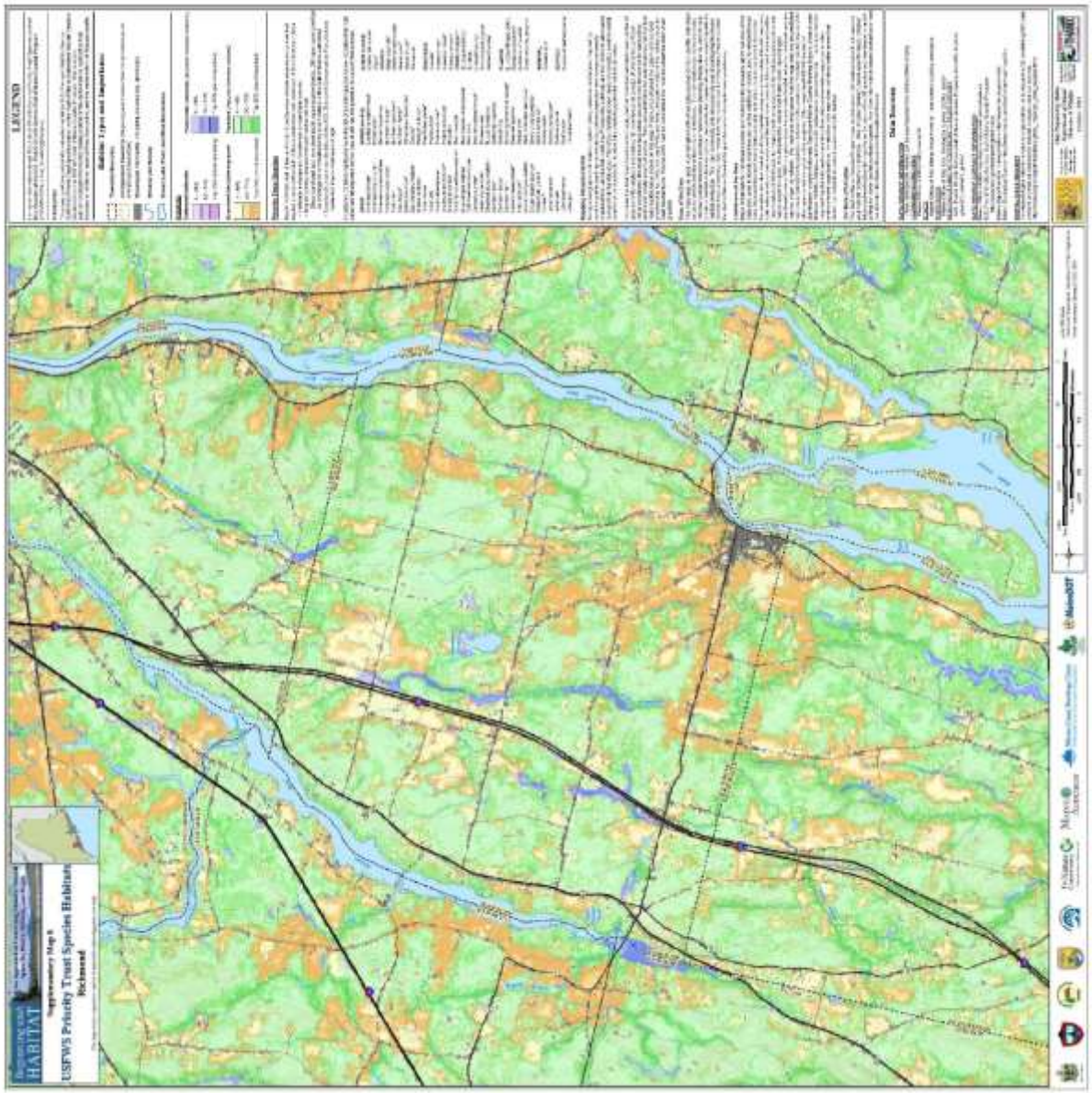
MAP 3: UNDEVELOPED HABITAT BLOCKS AND HABITAT CONNECTIONS



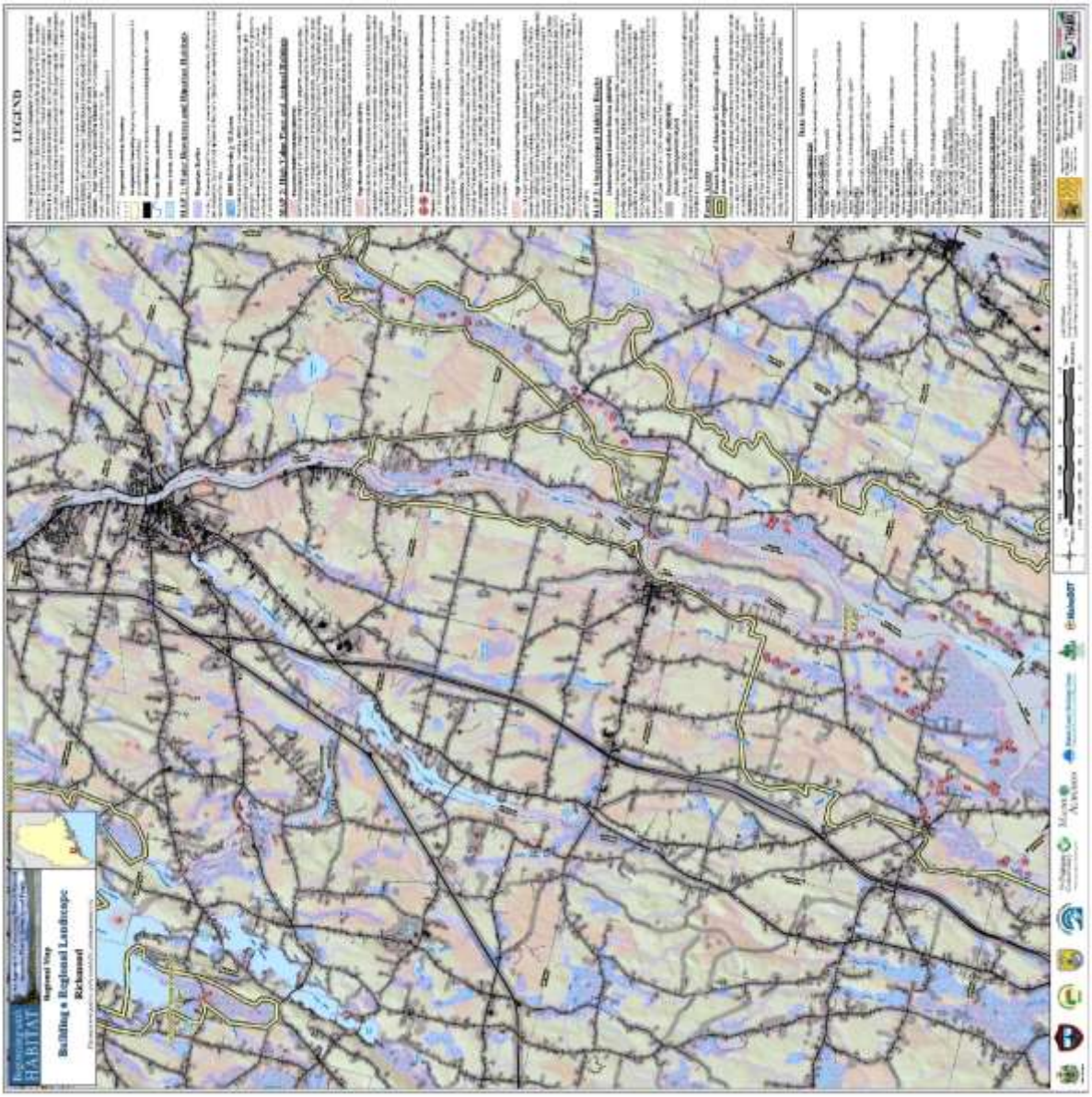
MAP 4: WETLAND CHARACTERIZATION



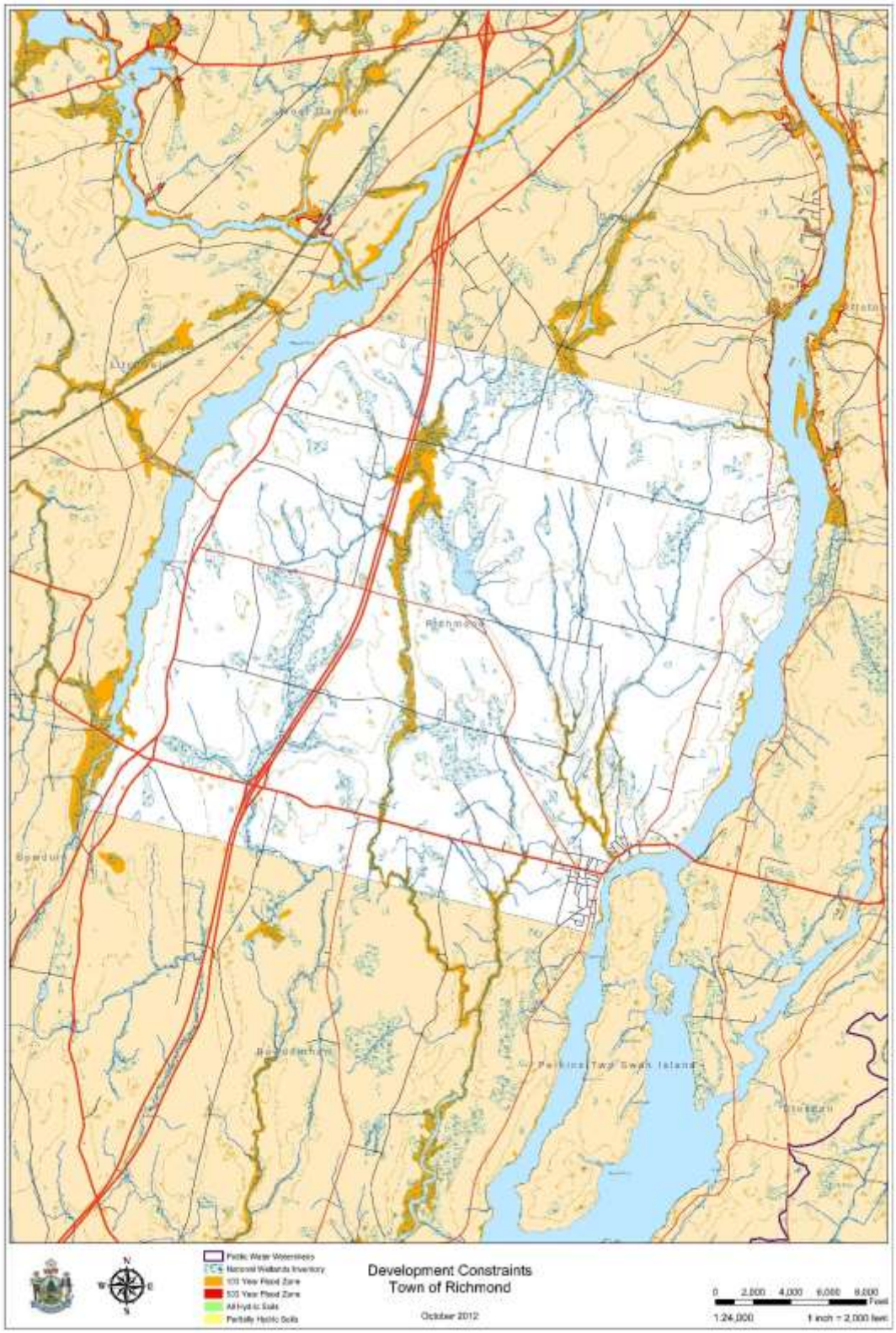
MAP 5: USFWS PRIORITIES TRUST SPECIES HABITAT



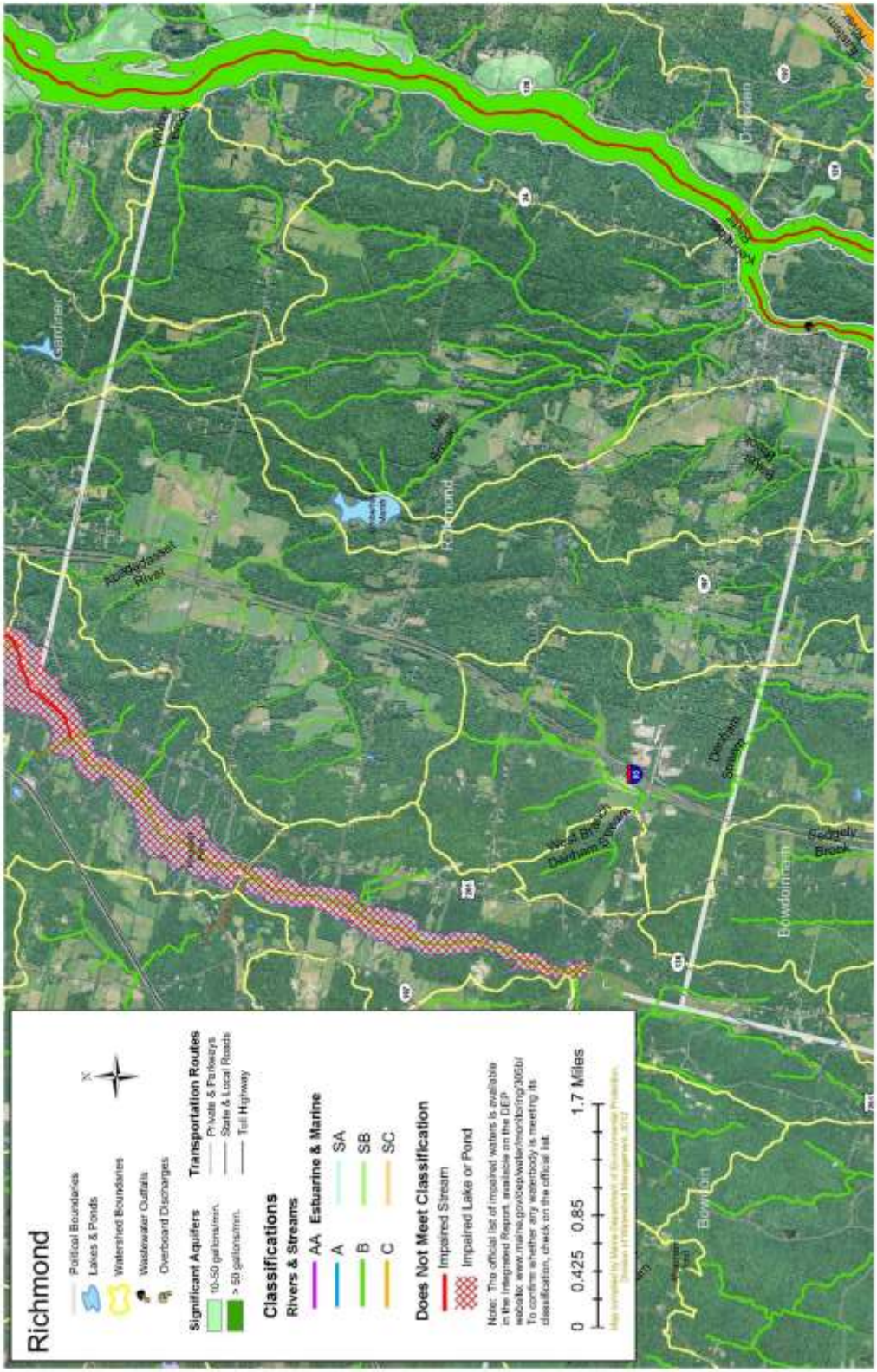
MAP 6: BUILDING A REGIONAL LANDSCAPE



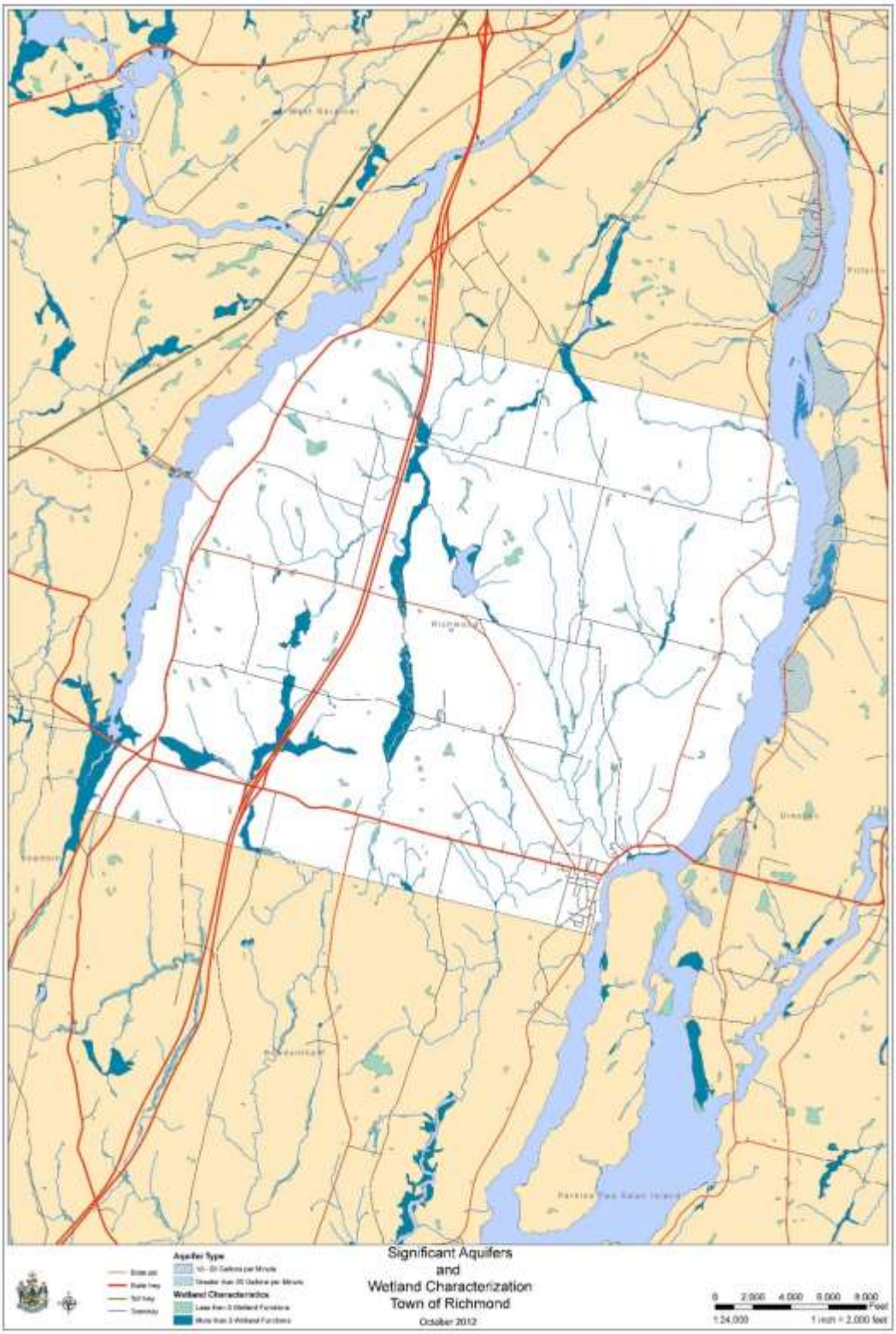
MAP 7: DEVELOPMENT CONSTRAINTS



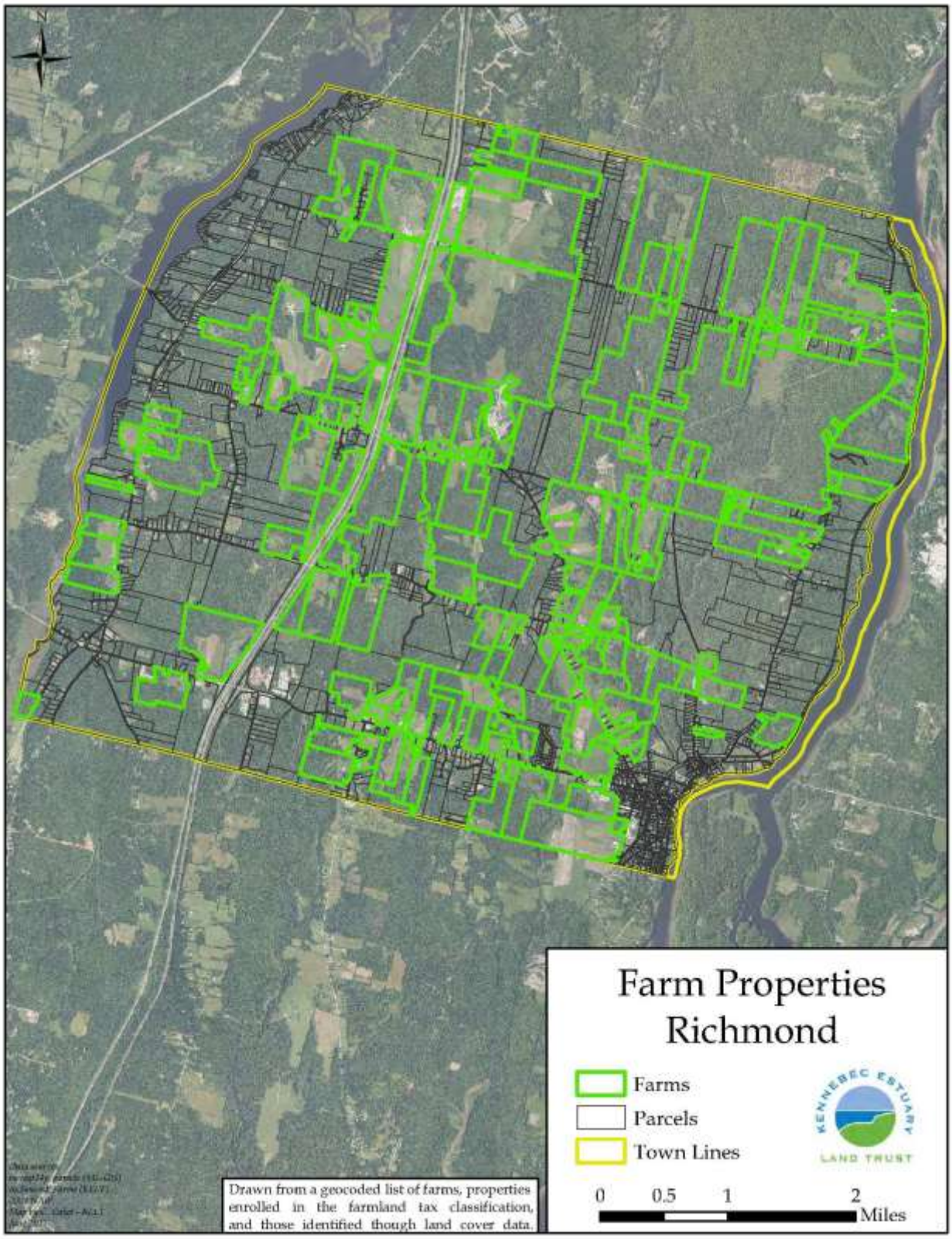
MAP 8: RICHMOND PUBLIC WATER



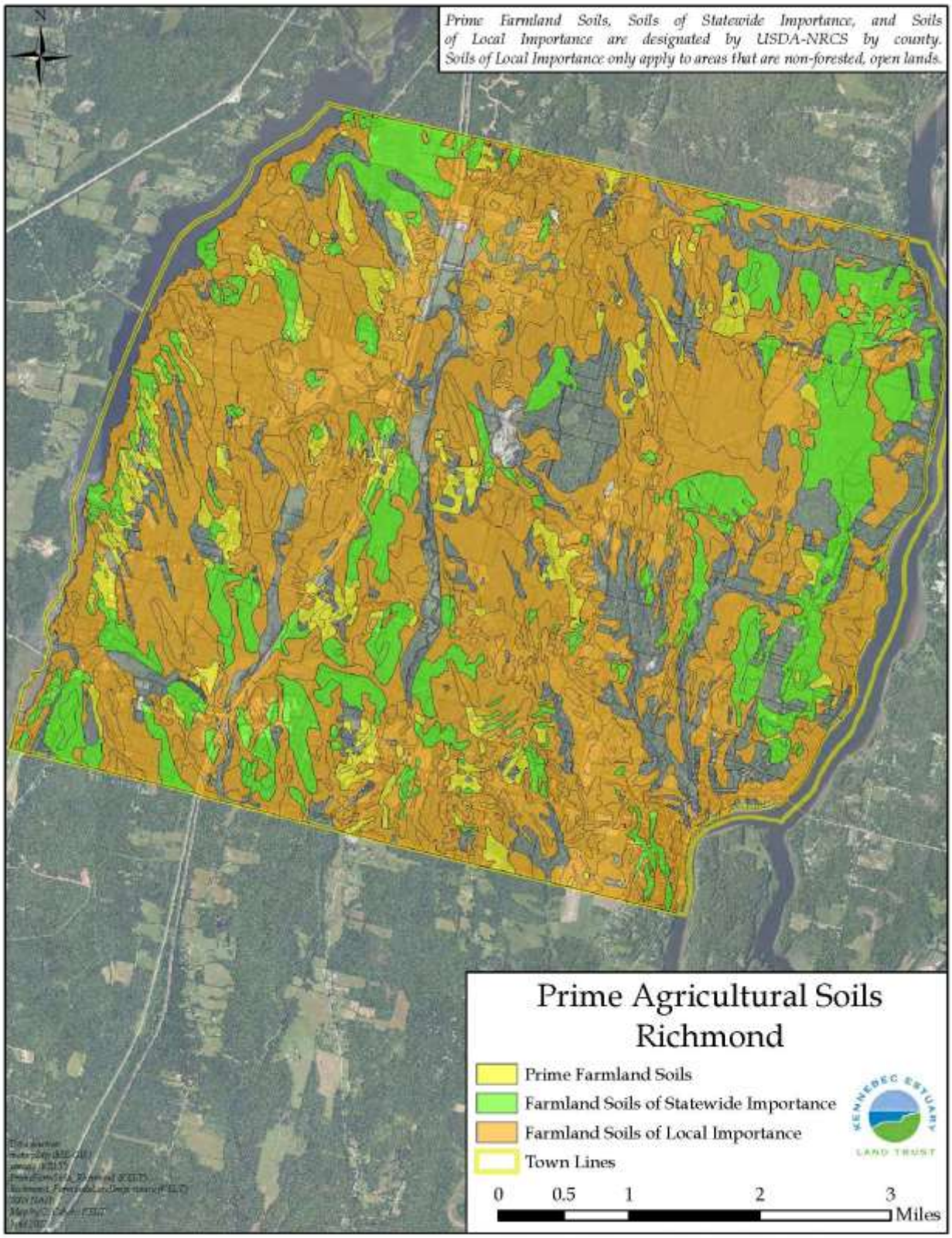
MAP 9: RICHMOND AQUIFERS



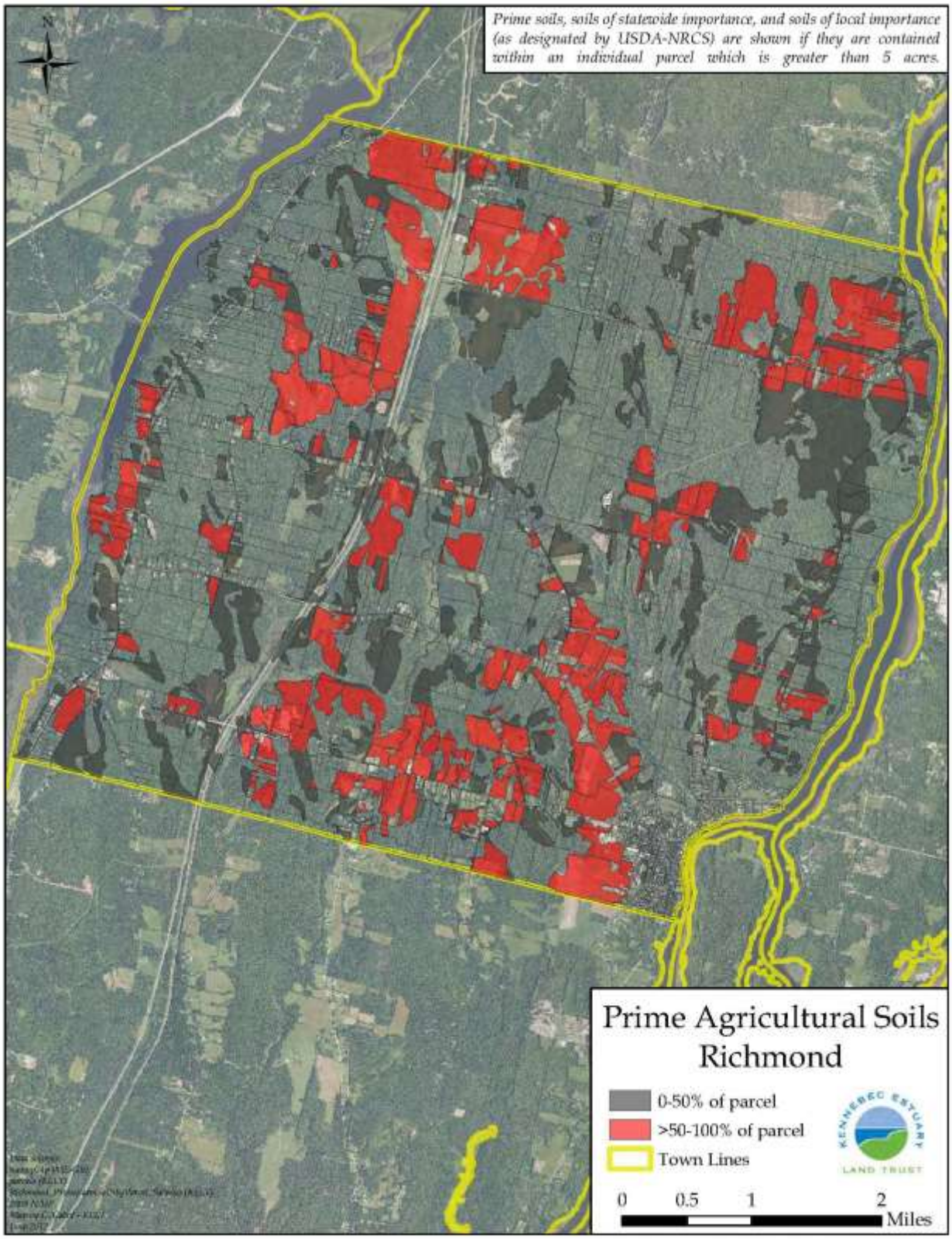
MAP 10: FARM PROPERTIES



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

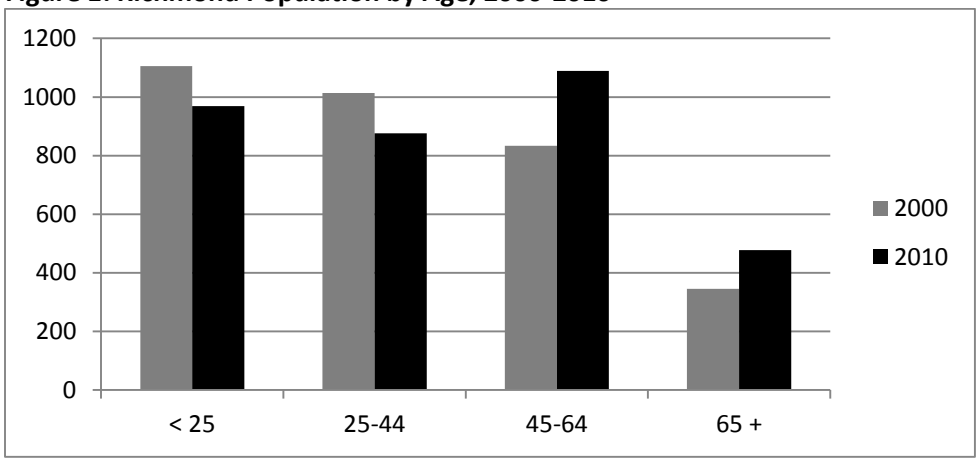
	1990	2000	2010	1990-2010, # Change	1990-2010, % Change	Projected 2032[1]
Richmond	3,072	3,298	3,411	339	11.0%	3,334
Sagadahoc County	33,535	35,214	35,293	1,758	5.2%	34,066
Maine	1,227,928	1,274,923	1,328,361	100,433	8.2%	1,300,166

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

Age Category	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
10to 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.

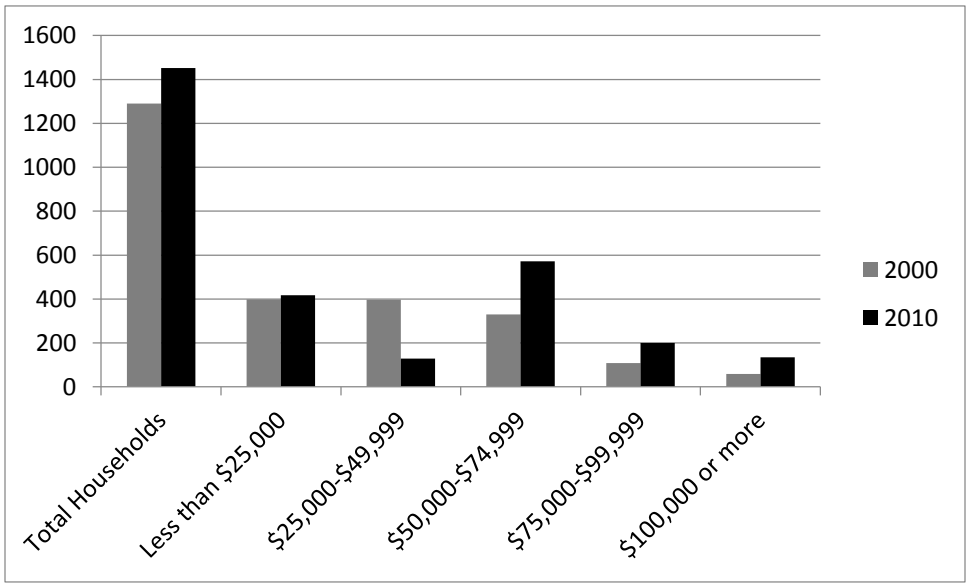
Table 8: Median Household Income

	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%
Building	0	0	0	0	0	0	0	0	0	0	0.0%
Food Store	1,997.5	1363	3,456.5	789.1	846.2	0	0	4,292.6	937.1	-1060.4	-53.1%
General	0	0	0	0	0	21.7	0	0	0	0	0.0%
Other	281.2	376.7	273.6	138.4	173.7	157.1	148.3	147.9	183.7	-97.5	-34.7%
Auto Trans	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%
Restaurant	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%
Lodging	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.

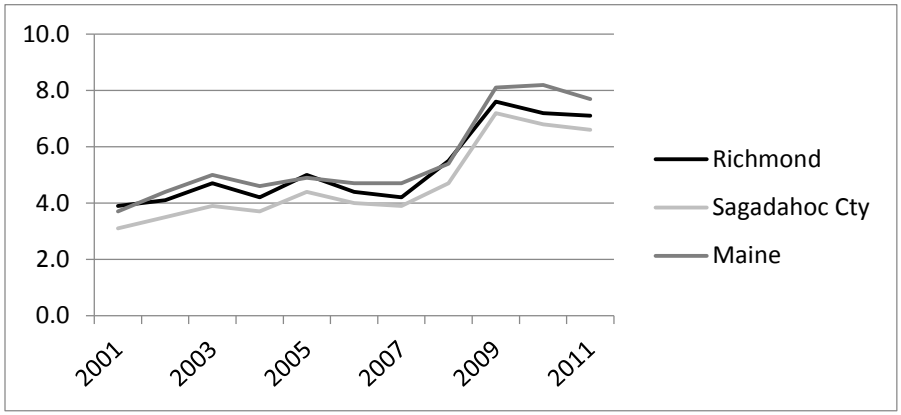
Table 13: Workers by Place of Work, 2010

	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 Reserarch 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%	1109	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.)

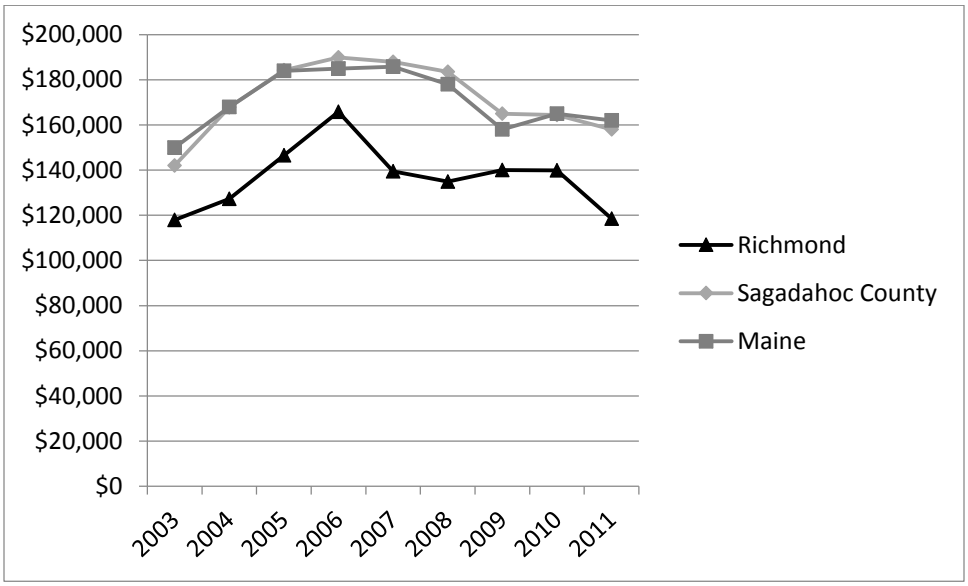
Table 17: Housing Vacancy, 2010

	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.

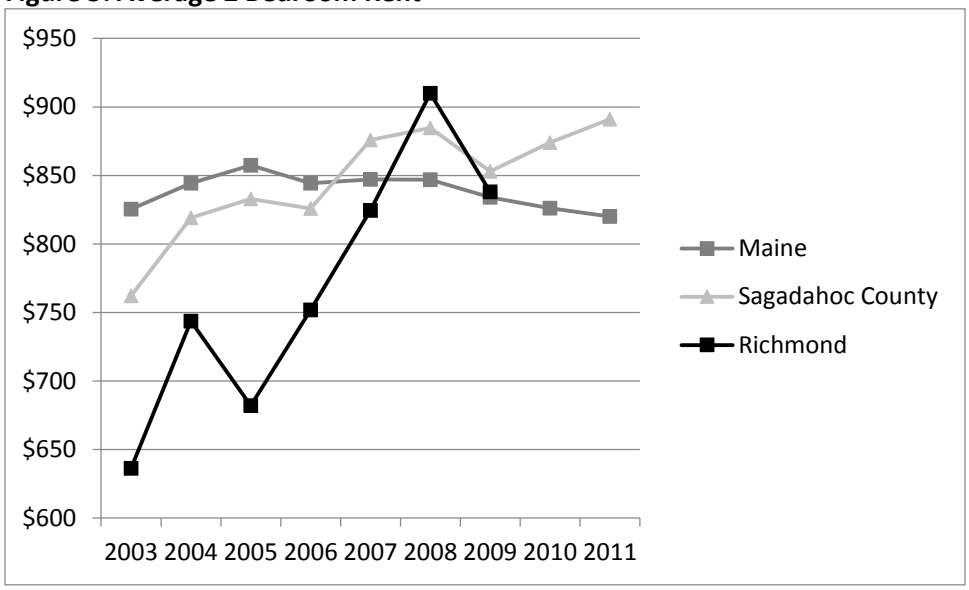
Table 19: Households Unable to Afford Median Home, 2011

	% 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.	C&BD	Ongoing	Maine State Office of Tourism; Chamber; other publications
2. Build and maintain an in-depth inventory of available sites.	C&BD	Ongoing	Town, working with property owners
3. Continue to update the Richmond Village Downtown Revitalization Plan.	C&BD	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.	C&BD	Ongoing	Downtown TIF
5. Continue to fill vacant buildings with small, entrepreneurial businesses.	C&BD	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.	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.	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.	C&BD, with RUD	Ongoing	CDBG, USDA
3. Create and maintain an inventory of developable commercial and industrial properties.	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.	C&BD	Ongoing	Town resources
2. Offer support to local farmers through outreach, marketing, and technical assistance.	C&BD	Ongoing	Town resources; grants
3. Collaborate with nearby farming communities.	C&BD	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.	C&BD	2016	Review work of Gardiner and other towns; Discuss with local banks
2. Support the needs of home businesses.	C&BD	Ongoing	Workshops and training sessions; marketing
3. Continue to promote and market the town's revolving loan fund.	C&BD	Ongoing	Revolving Loan Committee

4. Expand and improve broadband access for local businesses.	C&BD 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.	C&BD	Ongoing	IF&W; Richmond Historian; local artists
2. Continue to implement waterfront and downtown initiatives as outlined in the Downtown and Waterfront Plans.	C&BD	Ongoing	TIF funds, state and federal grant funds
3. Continue to support and help market Swan Island to visitors and residents.	C&BD	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%	1109	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.

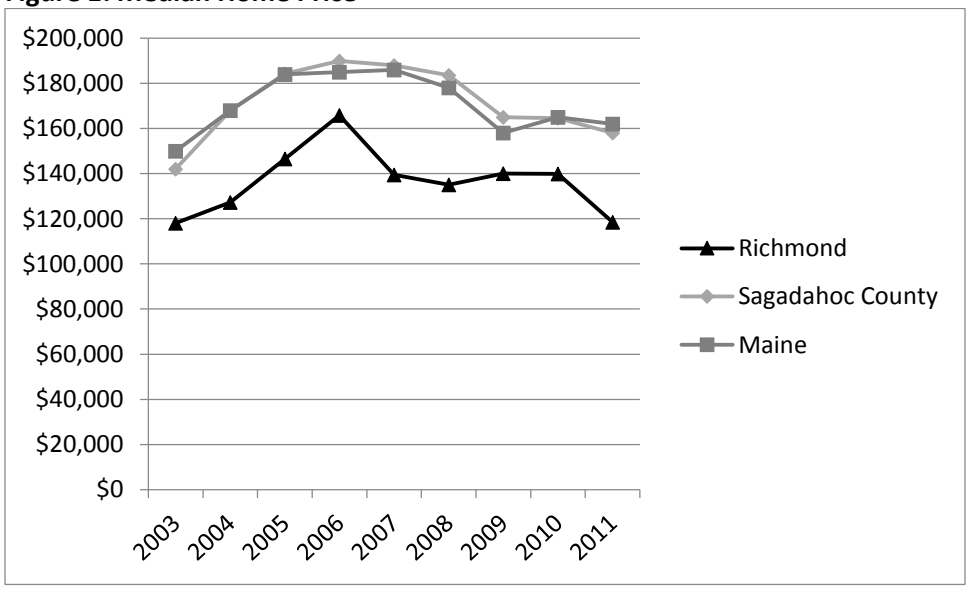
Table 4: Housing Vacancy, 2010

	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.

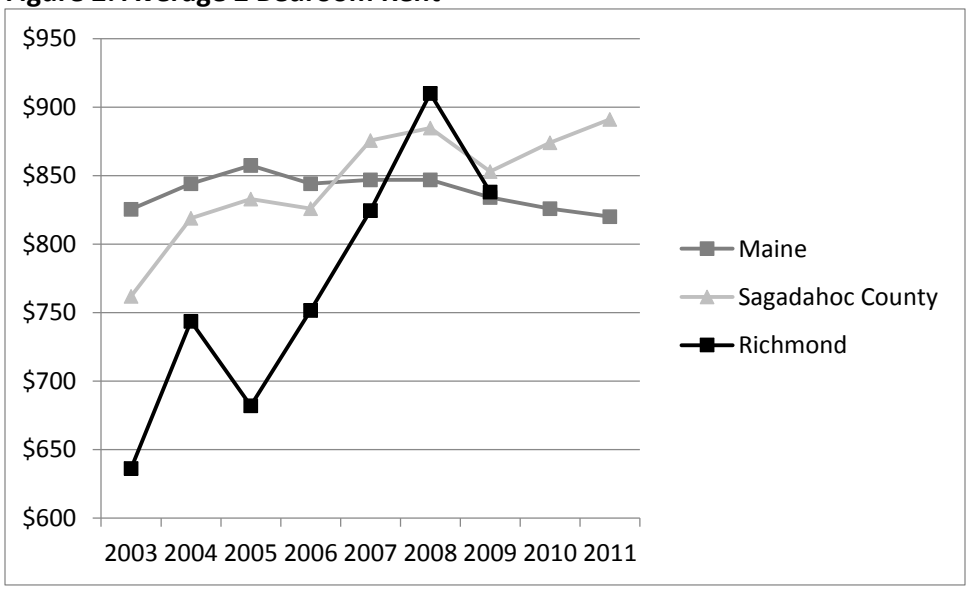
Table 6: Households Unable to Afford Median Home, 2011

	% 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	
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). `	•		**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
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. **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.	•		**Sweetser Mental Health Services** 329 Bath Road, Suite 1 Brunswick, ME 04011 (207) 373-3049
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.		•	**MaineHousing** 353 Water Streeet Augusta, ME 04330-4633 (See above for contact information.)

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.	C&BD	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, 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, 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. Umberhine 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.

<u>Recreation Issues to Explore</u>

- 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:

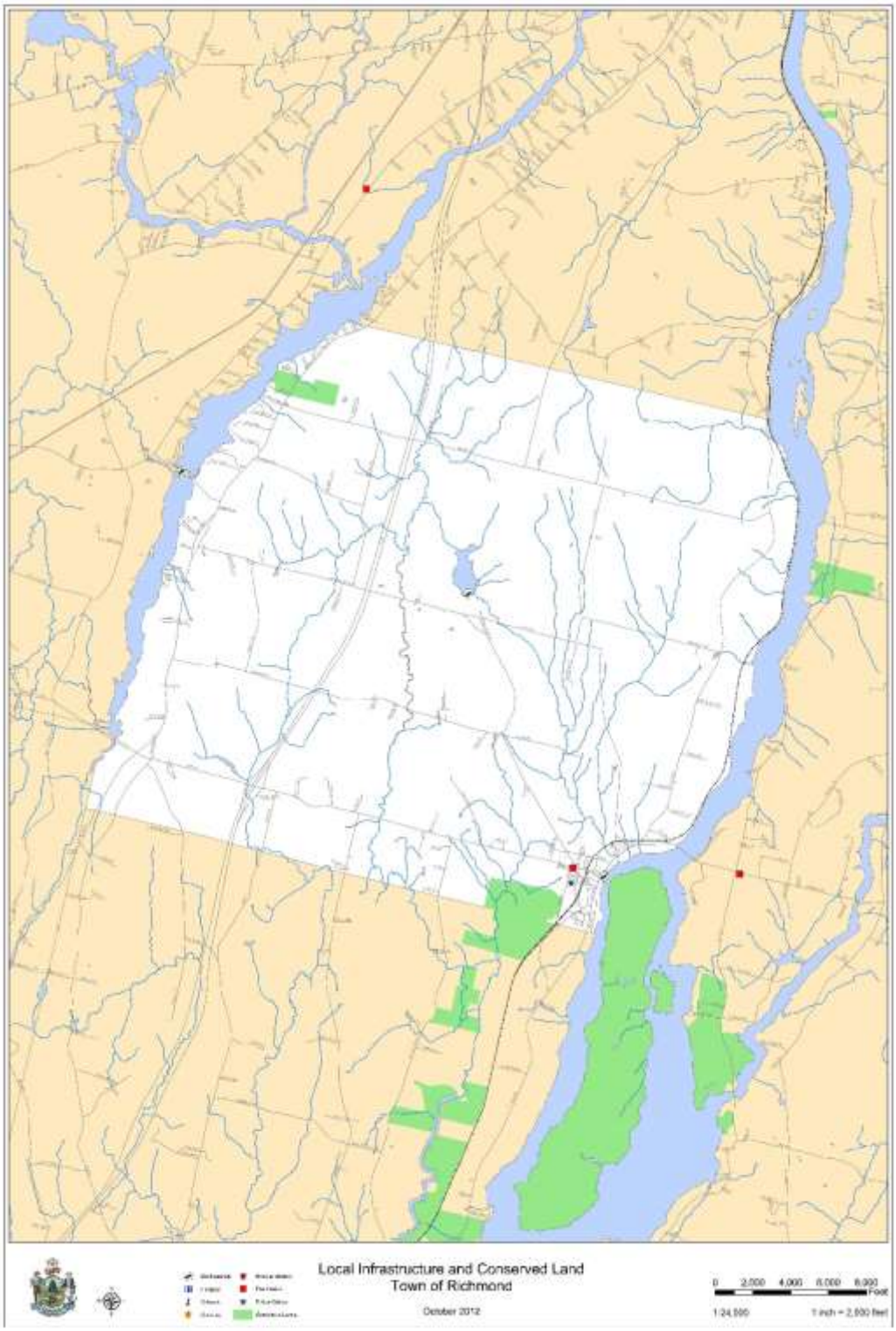
1. To develop and expand recreational programs for all residents.
2. To maintain and upgrade existing recreational facilities as necessary to meet current and future needs.
3. To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface 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.	C&BD	Ongoing	Newsletter; Facebook page; website
4. Continue to work with DIFW Swan Island staff to promote events and activities on the island.	C&BD	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	C&BD, with Recreation Committee	Ongoing	Town Forest Reserve; Department of

opportunities arise. Connect with regional trail systems where possible.			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

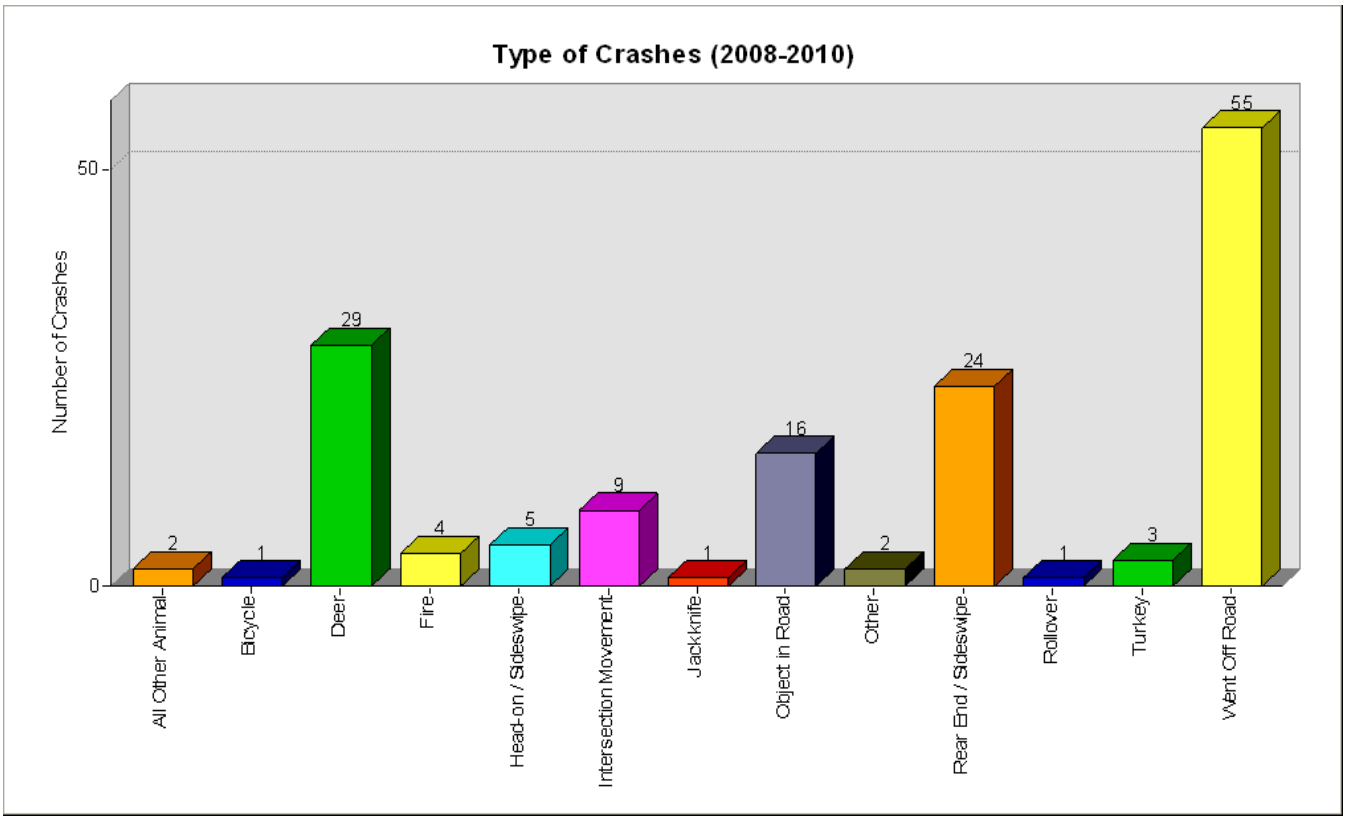
Location	AADT08	AADT09	AADT10	AADT12	AADT14
SR 24 (Front St.) S/O Baker St.					990
SR 24/197 (Front St.) N/O SR 197 (Main)					3740
SR 24 (Front St.) S/O SR 197 (Main)					1440
SR24 (River Rd.) NE/O SR 197 (Front St.)					990
SR 24/197 (Front St.) W/O SR 24 (River)					3760
SR 24 S/O IR 757 @ BR# 3556					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.

<u>Transportation Choices</u>

<u>Rail Service</u>

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:

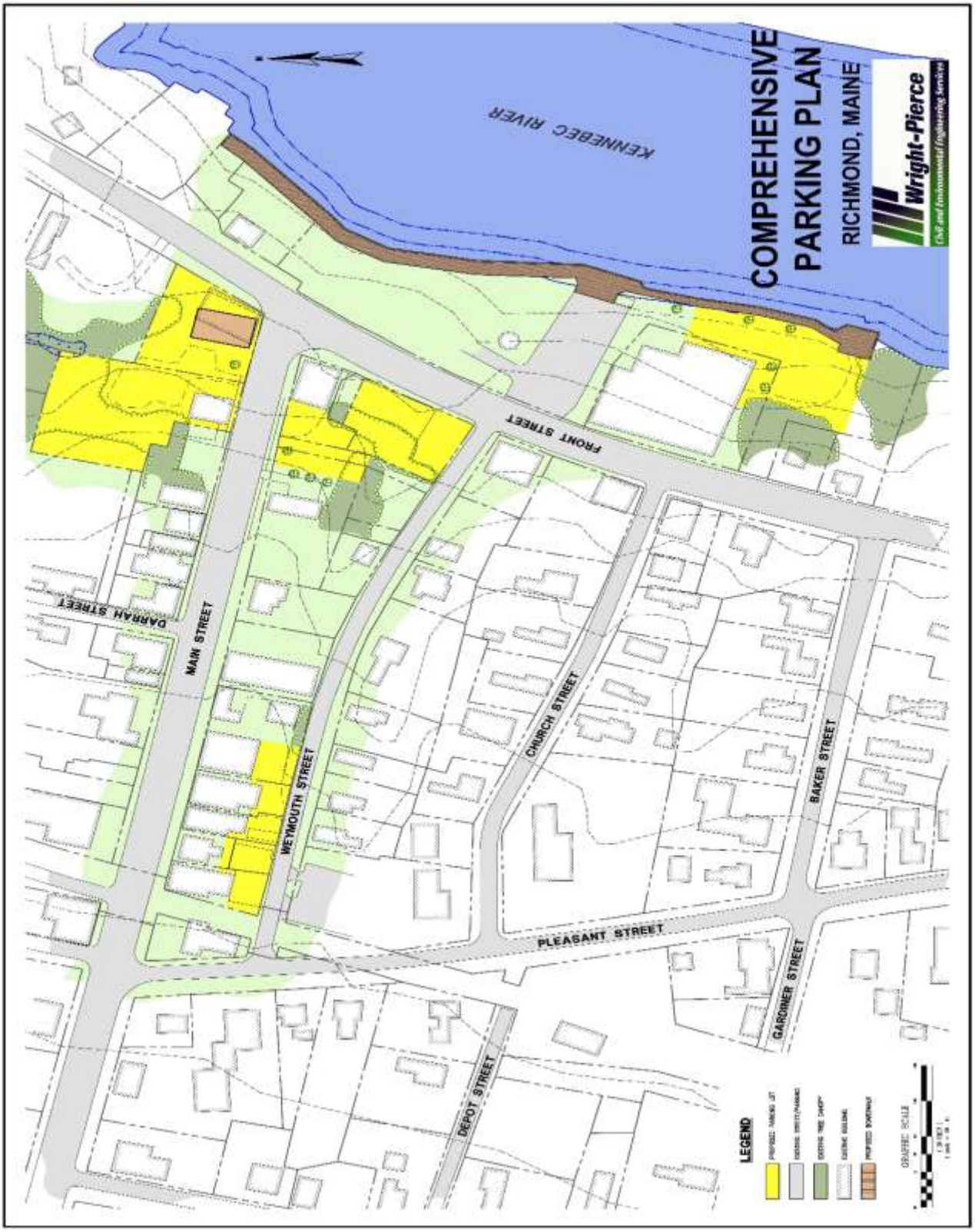
1. To prioritize local and regional maintenance and improvement needs to promote safe and efficient use of the transportation system.
2. To plan for and promote alternative transportation opportunities that accommodates all citizens, including children, the elderly and the disabled.
3. Promote public 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.	C&BD	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 *Richmond Bicycle and Pedestrian Plan*.	C&BD, 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.	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.	C&BD	2017	MaineDOT; Maine Tourism
4. Stay active in regional and state transportation efforts to expand transit service.	C&BD, Director of PW	Ongoing	MCOG/MCEDD; MaineDOT

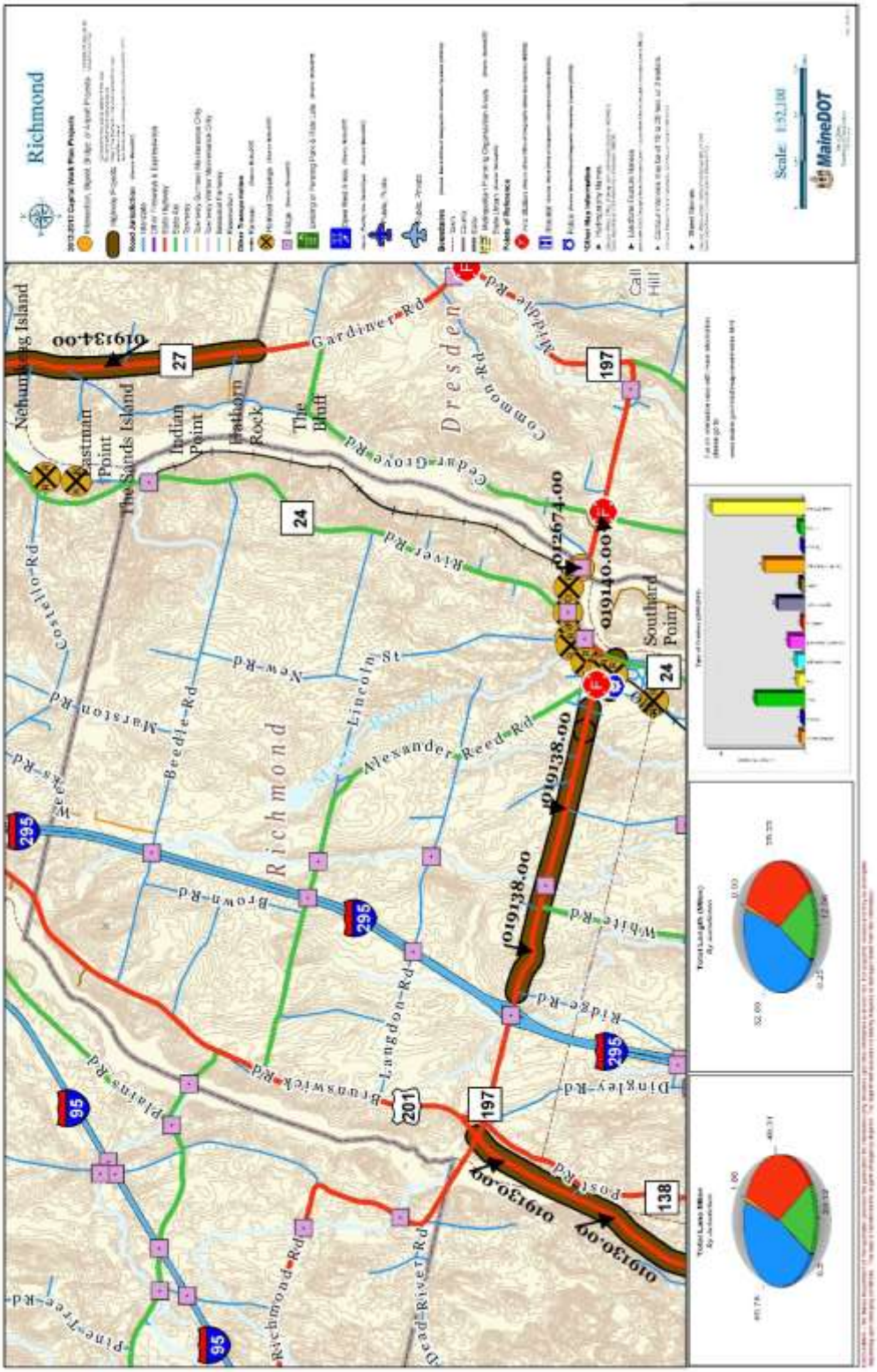
Goal 3: Promote public health and safety through targeted transportation improvements and planned land use development.			
1. Erect flashing speed limits signage on roads with speeding traffic issues, such as on Main Street just west of high school.	Richmond Police Dept., with Director of PW	Ongoing	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


Richmond
Scale: 1:52,100
MaineDOT
Nehumkeag Island
Eastman Point
The Sands Island
Indian Point
Bathorn Rock
The Bluff
Dresden
Call Hill
Southard Point
Richmond
Gardiner Rd
Cedar Grove Rd
River Rd
New Rd
Lincoln St
Alexander Reed Rd
Common Rd
Alfredale Rd
Costello Rd
Marston Rd
Beedle Rd
Brown Rd
Langdon Rd
Brunswick Rd
Plains Rd
Pine Tree Rd
Richmond Rd
Dead River Rd
Post Rd
Dingley Rd
Ridge Rd
White Rd
Weeks Rd
01913.00
01913.00
01913.00

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 X $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	$170,76`8	$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

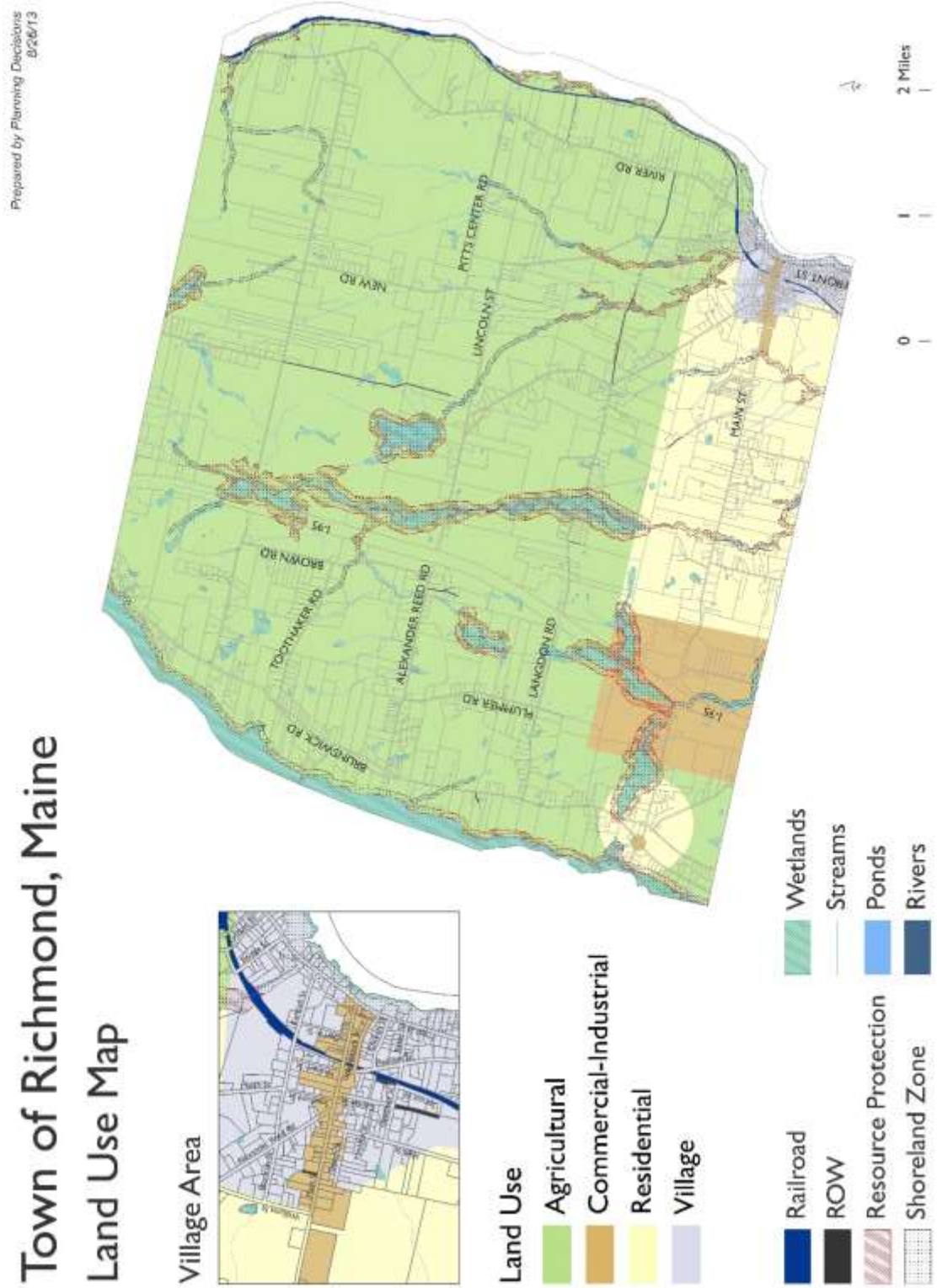
Richmond participates in the Floodplain Management Program and has adopted the most current ordinance and related maps, having adopted the 2015 ordinance revision and the 2015 map and flood study on June 2, 2015. Participation in the program is necessary for property owners in the community to obtain 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

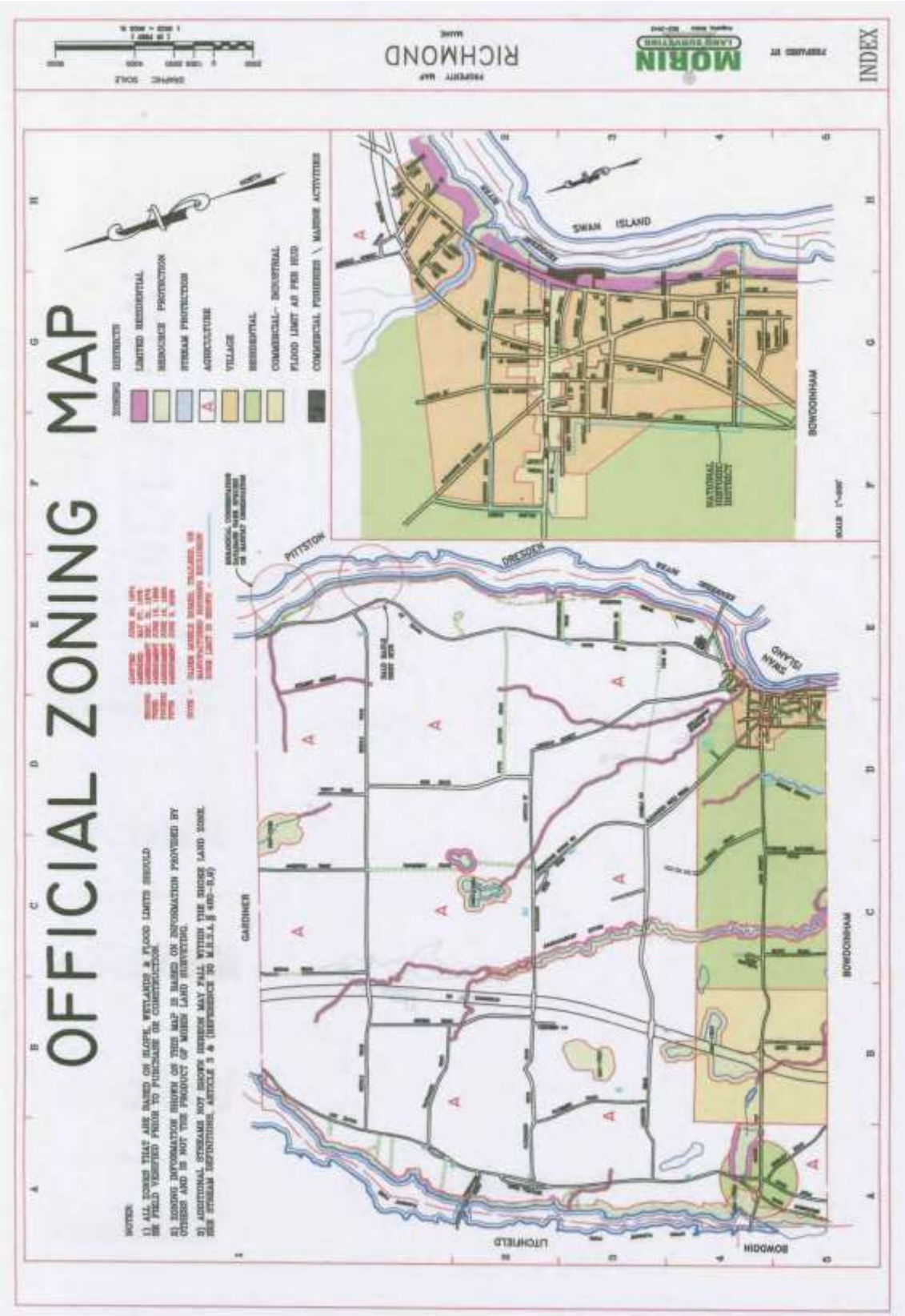
- Establish a Comprehensive Plan Implementation Committee (See Future Land Use chapter). That Committee should be tasked with addressing the following:
    - Explore incentives to encourage new residential development and the reuse of existing buildings in the Village and Residential areas.
    - Encourage 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



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.

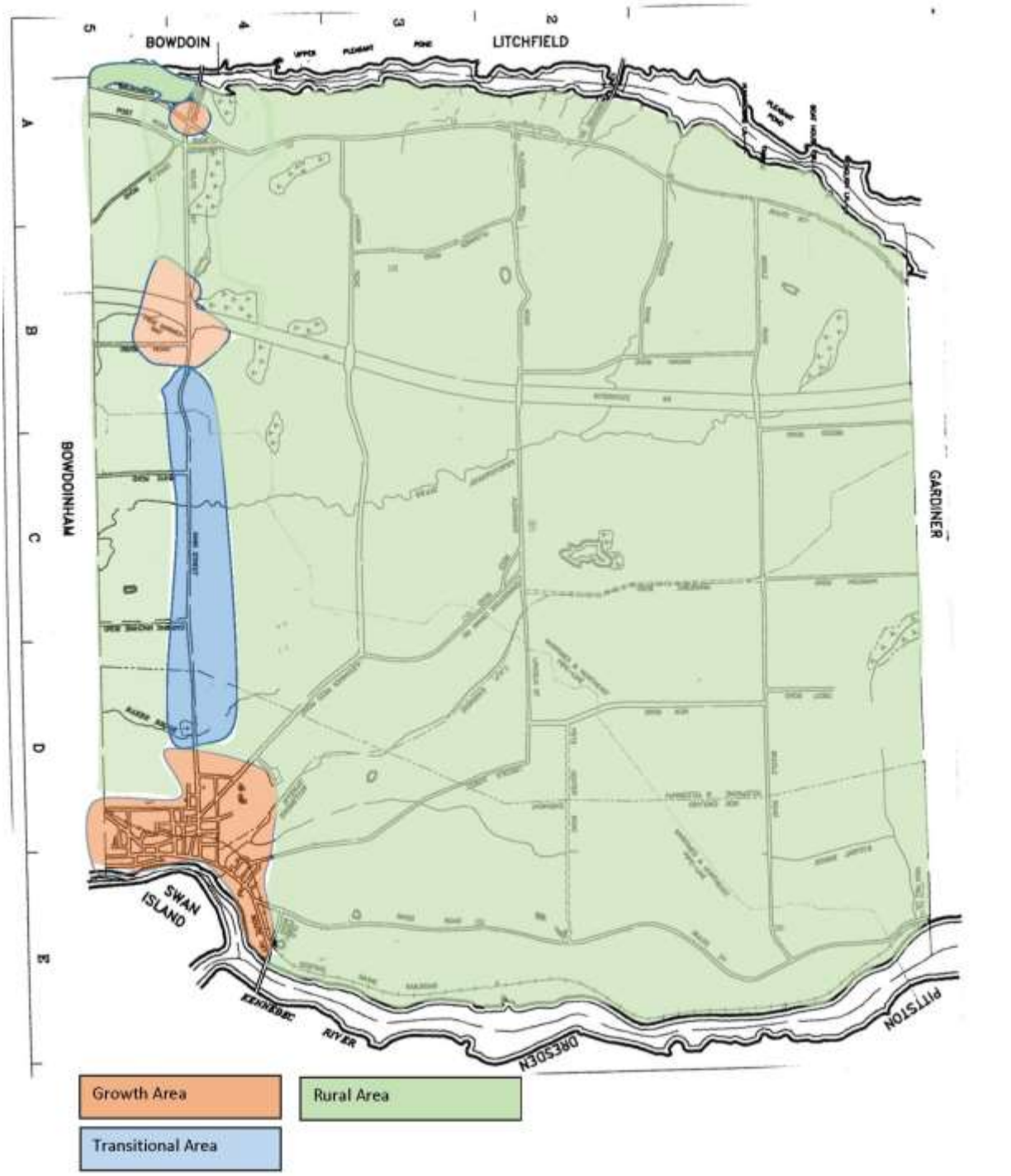
Future Land Use Map

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 restrict 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. The Town should also revisit the appropriate uses that can occur in the Agricultural Zoning District 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. Revisit the Permitted Uses in the Agricultural District of the Zoning Ordinance to ensure that this area is preserved for natural resource based industries, agriculture, and rural character.	Comp Plan Implementation Committee, with CEO and Planning Board.	Implementation Committee process; begin within one year of Plan adoption.	Maine Municipal; other small community ordinances
6. 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.