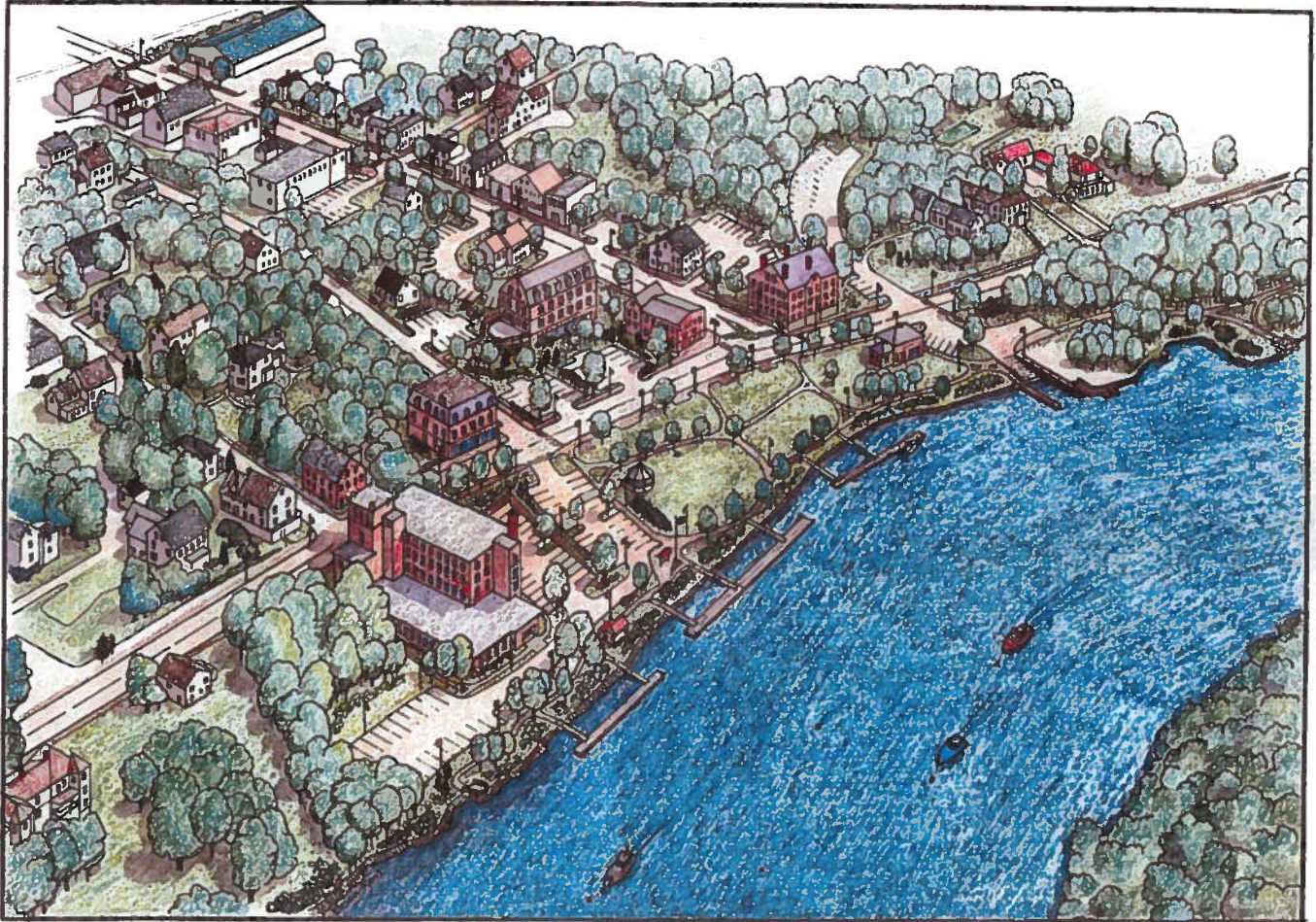


RICHMOND VILLAGE DOWNTOWN REVITALIZATION PLAN

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The development of this plan was guided by Richmond's Office of Community and Economic Development, Director, Darryl Sterling and Assistant Director, David Tilton. Committees were organized under the leadership of local community members. The study also benefited greatly from interviews with businesses, consumers and from opinions of the community's residents as expressed at several public meetings and workshops.

This document was prepared by Wright-Pierce of Topsham, Maine, and Kent Associates Planning and Design Consultants of Gardiner, Maine in association with the Mid-Coast Council for Business Development & Planning (MCBDP). Mapping of the community was prepared by Wright-Pierce. Schematics and concepts were prepared by Kent Associates. Consultants assisting the Town were: Jonathan Edgerton and Mark Vannoy of Wright-Pierce, Brian Kent of Kent Associates, and Jeffrey Sneddon of MCBDP. Town Office staff, Laurie Boucher, Judy Savage, and Sharon Woodward have been essential information sources and office support. Former Town Manager Jay Robbins and current Town Manager David Peppard have been sources of advice and background information.

Critically important in terms of community member participation were three volunteer citizen committees and one appointed board. These include the Business and Economic Focus Committee, the Pedestrian, Parking, Vehicular and Infrastructure Committee, and the Vision and Physical Planning Committee. Carrie Heitsch, David Brezler, and Edward Mackenzie, respectively, supplied the leadership and coordination of these committees. Members of Richmond's Board for Community and Economic Development have been integrally involved in the process through discussion and comment on preliminary draft reports.

INTRODUCTION

In the Spring of 2002 the Town of Richmond applied for, and obtained, a planning grant through the Maine Department of Economic and Community Development (DECD) for the performance of a study of issues relating to revitalization of the community's downtown area. The underlying goal of the study was to develop an Implementation Plan which addresses the nature of desired improvements, as well as scheduling, local administration and funding issues. The Town retained the team of the MCBDP, Wright-Pierce and Kent Associates as consultants to assist in the performance of the study and to prepare the Plan.

COMMUNITY BACKGROUND

The area which now comprises Richmond was part of a larger tract of land first established in 1649. In the early 1700's, Fort Richmond was constructed to protect the interests of traders and to support settlement in the area. The population of the area continued to grow and in 1823 the Town was incorporated. By the mid- to late 1800's the Town was home to four shipyards and a bustling maritime economy. Evidence of this period can still be seen in the stately homes that remain along the main streets and within the adjacent residential neighborhoods comprising the community's historic district. By the 1850s a shoe industry was established and the town became home to a number of shoe manufacturing facilities. Fire and resulting burned out factories demonstrated the importance of community commitment. In April 1880, two firms lost neighboring factories to fire and citizens raised the money to erect a four-story replacement that allowed production to resume in September.

In 1887 and 1888, a stock company of local citizens built two factory buildings to attract additional shoe manufacturers. The last to occupy these buildings was the Charles A. Eaton Co (now Etonic) that moved to Richmond in 1952 from Massachusetts. Etonic made military and steel toe safety shoes until entering the golf shoe business in 1955. Golf shoe production did well and the company built a new facility on upper Main Street (Route 197) in 1963. This facility is now known as the Richmond Business and Manufacturing Center (RBMC).

The Etonic factory was built on upper Main Street through the creation of the Richmond Industrial Development Corporation. Ten percent of the capital necessary for facility construction was raised by selling 20 year 5 percent bonds to employees and citizens providing the Corporation with the necessary liquidity to secure the financing. By 1967 the Etonic facility employed 250 people and continued to grow, reaching a peak of approximately 350 employees by 1975. Market and competitive shifts have since produced, first a gradual, and then a steep decline in shoe production resulting in the Etonic golf shoe plant closing its doors in September 1999.

The Southard Mill built in 1881 on then South Front Street functioned as a cotton mill producing seamless bags. This was followed by a new owner and a yarn mill and again by cotton, worsted and silk. When the last textile tenant, Ames Worsted Co. closed, the building was given to the town. The Richmond Economic Development Corporation was formed and brought Clarostat, an electronic assembly business, in as a tenant. An offshoot of this company, Richmond Contract Manufacturing, currently leases two floors of the Southard (Ames) Mill and is one of Richmond's valued employers. The Ames Mill today is a town owned facility with available space that is considered a potential location for mixed-use development as well as a potential location for community services.

Richmond's record of citizen action encouraging and preserving business development in the town continues today. The most recent example of community support was the approval at a Special Town Meeting in May 1999 of a Tax Increment Financing (TIF) proposal affecting the newly constructed pipeline and compressor station owned by Maritimes Northeast. The TIF resulted in an initial \$175,000 for the support of economic development and a continuing stream of annual commitments with an eventual 20 year total of \$2,852,500.

In terms of the 20-year span, this commitment represents:

- \$85,000 annual support for an Economic Development Revolving Loan Fund for business development; totaling \$1,700,000
- Staffing support of Community and Economic Development totaling \$600,000
- Office and economic development project support totaling \$552,500

The Richmond Board of Selectmen and the town have approved additional commitments since 1999. These have included:

- Options on the former Etonic facility through March 29, 2001
- Assistance of the staff of the Office of Community and Economic Development in the development of an "incubator proposal" to the Maine Department of Economic and Community Development
- Additional expenditures for legal and architectural consulting in preparation of the incubator proposed
- Approval by the Town of the use of \$150,000 in town funds leveraged with a \$400,000 CDBG Grant from the State to purchase the Etonic facility
- Approval by the Town of \$300,000 to accomplish tenant fit-up and improvements to the Richmond Business and Manufacturing Center (RBMC)
- Commitment of additional economic development and town funds to continue support of tenant fit-up
- Approval of the sale of a portion of the RBMC property in support of a local business relocation and use of the sale revenue to support additional fit-up and improvements

Richmond has demonstrated support for a long-term vision of community and economic development that benefits the business community. Regional efforts and support include membership in the Midcoast Council for Business Development and Planning (MCBDP) as well as support for Sagadahoc and Lincoln County designation as an Economic Development District. In addition, Richmond acts as the administrative base with MCBDP for a five-town micro loan program developed in partnership with the Communities of Merrymeeting Bay Business Association.

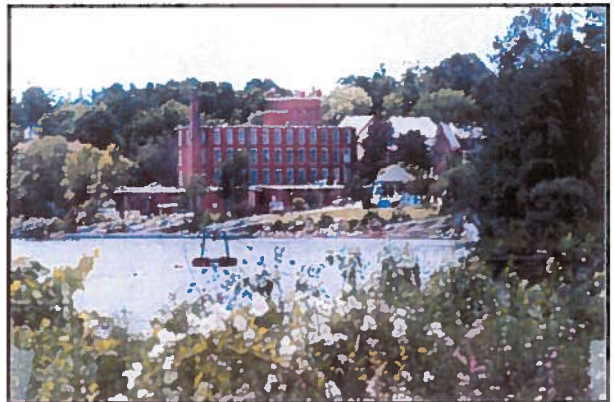
RICHMOND VILLAGE AND DOWNTOWN

Richmond village is located on State Route 197, and extends along State Route 24 adjacent to the Kennebec River in Sagadahoc County. A map of the study area is shown on the next page. The community serves as a hub of sorts, within relatively easy driving distance of the more densely populated areas of Brunswick to the south, Augusta to the north, and Lewiston / Auburn to the west. Richmond is a growing community, with many residents commuting to the nearby metropolitan

Possible candidate buildings (on Main Street) for façade grants. Also note the need for street lights that fit within the context of the historic character of the village and the aesthetic impacts associated with unsightly overhead utility wires.



The Ames Mill: This fine old mill building is owned by the Town. Though portions of it are currently rented, it has the potential to be more and could be redeveloped by a private developer willing to cooperate with the Town. The OCED continues to explore private development options.



Public Open Space

There appears to be widespread interest in preserving the "greenbelt" of farm fields, ball fields, and open space that defines the western edge of the Village. In addition a high level of interest was shown for continued improvements to Fort Richmond Park and the creation of a riverfront walk and trail system that increases public access to the river frontage and provides linkages to other pedestrian trails back into the village. There is the potential to create several small pocket parks within the village. Other identified improvements at Fort Richmond Park include improvements to, or possible relocation of, the public boat launch at the river and the provision of additional dedicated boat trailer parking associated with this access.

Advocacy for the Artistic Community

There has been significant discussion relative to providing support to the burgeoning artistic community. Consistent with national trends towards embracing a "creative economy", the OCED will continue to look at ways in which the Town can enhance opportunities for artists to exhibit their work and attract clientele to events. It is recognized that developing a "critical mass" can be key to the ultimate success of niche markets such as this. The group Richmond Arts Zone (RAZ) promoting local artists and their work should be supported and encouraged to expand their efforts.

Cultural Resources

In addition to support for the artistic community, it is recognized that any Downtown Revitalization initiative should include plans to enhance value provided by Richmond's rich history. Aspects of this include: the bygone days of shipbuilding on the Kennebec; buildings in the historic district which have warranted listing on the National Register of Historic Places; and the resurgence of interest in the Kennebec - Chaudiere Trail. Specific improvements are expected to be related to: preservation, restoration, and educational and interpretive signage. Certain elements, such as the Kennebec - Chaudiere Trail may create opportunities for joint efforts with other area municipalities.

Community Activities

There appears to be significant interest in expanding on existing festivals such as the "Richmond Days" and continuing a Fort Richmond Park summer concert series. These types of activities promote community pride and tend to draw residents from adjacent communities.

2. ENHANCE THE "STREETScape" OF MAIN STREET IN THE VILLAGE

Streetscape and Traffic Calming Elements

Among the plan components identified as key to maintaining the historic character and quality of life within the core of the community is the need to encourage pedestrian activity on Main Street. Traffic speeds on the subject section of Main Street are relatively high and Main Street itself consists of a broad expanse of pavement with relatively few defined crosswalks. The addition of street trees, improvements to the sidewalks and curbs (including better facilities for access by handicapped persons) and decorative lighting can be expected to enhance pedestrian activity and make Main Street more attractive as a place to do business.

North side of Main Street: Note the need for streetscape elements and façade improvements.



Parking

As with many initiatives of this sort, there appear to be two issues here. One relates to ensuring that there is adequate parking capacity, at suitable locations within the Downtown, the other relates to the use of those spaces. Numerous studies have confirmed that the success of many types of businesses can be tied to the availability of convenient parking spaces in close proximity to the business.

During the conduct of this study, significant effort was expended to inventory currently available parking facilities and to identify candidate locations for the expansion and improvement of off-street parking within the downtown. The current configuration of Main Street provides for approximately 70 on-street parking spaces. Approximately 180 additional parking spaces have been identified on nearby side streets. Additional private parking serves the Railway Café. It has been noted that a number of the side streets are not well connected to Main Street in terms of pedestrian-friendly, well lit sidewalks to convey pedestrians from the available parking to the downtown businesses. Also, much of the center of the village is located on a hill, sloping fairly steeply down to the river. This vertical element appears to limit the distance that people are willing to walk from parking spaces to area businesses.

While parking in general may be available on the nearby side streets, there are currently no signs advising potential customers regarding its availability. In addition, the most attractive, on-street spaces are sometimes occupied by those parking long-term (residents and employees). Parking *management*, in the form of limiting duration of parking for these on-street spaces should be strongly considered as a mechanism to maximize the availability of these spaces for prospective "drive by" customers.

The need for additional parking facilities to support current business activities points to an even more important need to create additional spaces to accommodate patrons (and employees) of future or expanding businesses.

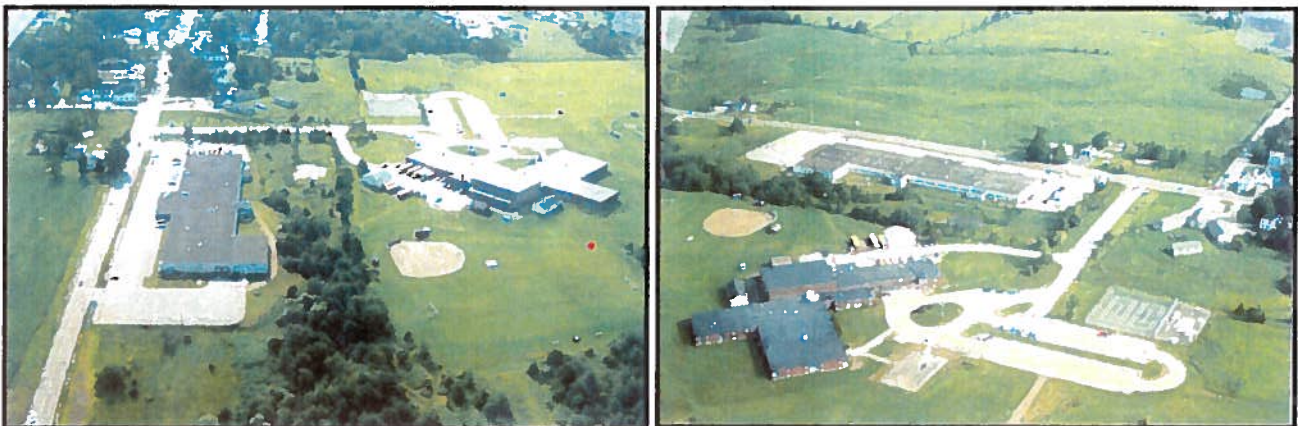
As a result of surveys and observations conducted during this study, it is clear that both the creation of additional off-street parking and the more effective management of the existing on-street parking will be key to the long-term economic vitality of existing and future businesses. It appears that some form of public / private partnership may be a key element in achieving this in such a way as to benefit area businesses as well as the Town.

3. DEVELOP A MASTER PLAN FOR THE RBMC AND HIGH SCHOOL AREA

Infrastructure

This area offers potential for commercial growth and expansion, which in turn, can enhance employment opportunities as well as maintain or expand the community's non-residential tax base. In order to facilitate this growth, improvements will be necessary to various infrastructure systems. The current planning effort has included development of a vision and conceptual master plan for the area. The master plan includes linkages and other elements that should help make it attractive to candidate business enterprises. Other aspects of the initiative include enhancing the visual aspects of this area which serves as a corridor and gateway to Richmond from the Interstate.

Two aerial views of the RBMC building, the High School and Route 197.



Business Retention and Expansion

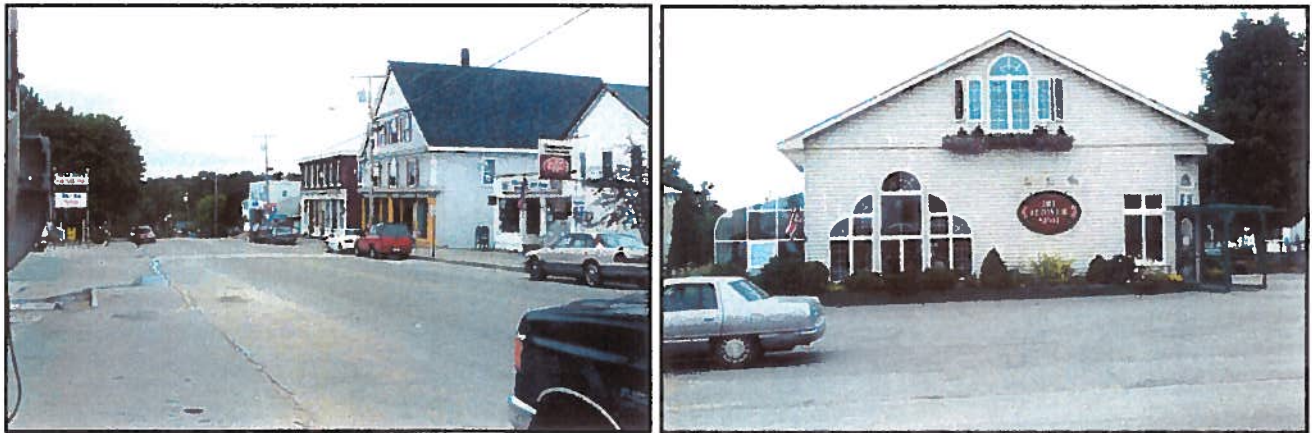
The OCED should continue its efforts to seek to find tenants and provide opportunity for business in the RBMC. Ideally, suitable tenants/owners for the building should be identified and new opportunities for business growth explored. This will likely require the Town to take a more proactive role.

4. MAKE RICHMOND THE MOST "WALKABLE" VILLAGE IN MAINE

Bicycle and Pedestrian Circulation

The community expressed interest in continued efforts to augment bicycle and pedestrian facilities within the community. In particular, a recent upswing in formal cycling events, including the Tour of Merrymeeting Bay which passes through Richmond, and a dramatic increase in bicycle touring traffic in general, has spurred the need to look at the improvement of facilities dedicated to this mode of transportation. These efforts should focus on improving pedestrian and bicycle access to: public buildings, schools, recreation areas, and local businesses. In addition to reducing reliance on automobiles, such improvements should go far in terms of promoting the safety of the community's younger members. The "safe routes to school" program administered by the MDOT should be explored as a possible means to make this a reality.

These photographs show some pedestrian "unfriendly" aspects of Main Street. Lack of sidewalks in certain areas makes for an unsafe pedestrian environment, while the width of the street makes crosswalks difficult to negotiate, particularly for the elderly or handicapped.



Linkages

There are a number of segments missing from the network of sidewalks and trails that currently serves the Village. In reviewing this network, from a master planning perspective it was noted that it should provide for specific pedestrian links between the Riverfront, the school, the historic district, Main Street, and recreation fields. While it is assumed that all new segments of sidewalks will be constructed in accordance with the accessibility standards of the ADA, portions of the existing sidewalks will require a number of modifications to meet these standards.

Destinations

Provide amenities for diversions while walking; these are expected to include pocket parks, historical site or route signage, and interpretive signs.

5. EXPAND HOUSING OPPORTUNITIES IN AND AROUND THE VILLAGE

Housing opportunities in the village can be created in various ways:

- Through the rehabilitation of existing residences both single family and multi-family.
- Through the conversion of non-residential, often historic structures.
- Through the new infill housing on under-utilized lots.
- Through new housing projects or subdivisions, that are designed to fit the character of adjacent areas and the Village.

Rehabilitation

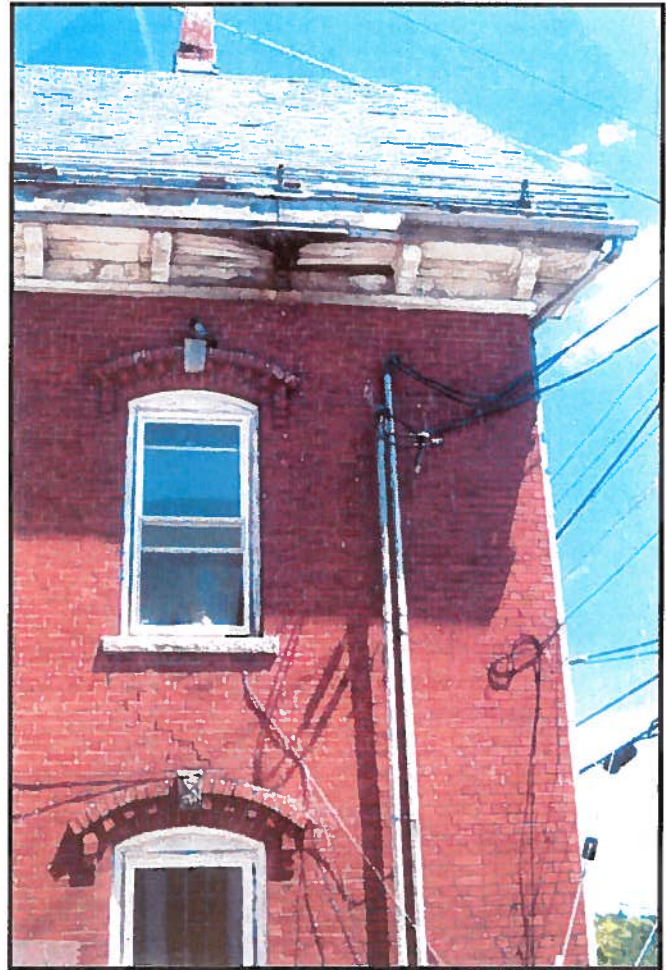
Encourage the rehabilitation of existing structures through ordinance provisions to allow for housing opportunities. Encourage multi-use in the Downtown particularly on Main Street. This would provide for street level businesses with second and third floor apartments.



The Hathorn Building on Main Street and Front Street, now being restored.



Historic building and apartment house in need of restoration; note brick deterioration and eave / roof repair needs.



Residential Growth Areas

Green space can be preserved and retained if a commitment is made to encourage residential growth within a designated village growth area. Some discussion has been had with respect to identifying these growth areas. Continued dialog and planning is required in this area, however, two initiatives should be explored:

Infill Housing, meaning building new houses on un-built lots in the village.

The Great American Neighborhood, approach provides another option under which a developer is found to build traditional neighborhood housing on land adjacent to the Village, within easy walking distance.

ISSUES IDENTIFIED AT THE PUBLIC FORUM

The May 2003 public workshop served to identify other, more general, citizen concerns and themes; the workshop also provided residents with an opportunity to identify positive and negative aspects of downtown Richmond.

Some of the broad areas of agreement and themes mentioned were:

- the village/downtown is well defined and contained and can only grow to the north and northwest; the town should capitalize on this strong identity and historic core for tourism and residential growth;
- there is considerable public ownership (schools, Swan Island, town land) that provides in-town open space and recreation;
- the business core is along Main Street, however, it lacks parking, service retail, and is spread-out and not easily walkable;
- the riverfront offers opportunities that haven't been maximized and the town-owned Ames Mill offers reuse opportunity;
- Richmond has a proud cultural heritage and boasts a unique architectural heritage that should be capitalized on;
- the village/downtown invites walking, community, and socializing but lacks good trails, sidewalks, small parks, benches, and other amenities;
- particular attention should be paid to future land uses to the north and along Route 197 north of the new business center;
- there's a need to cater to all age groups with facilities, activities, and services that make downtown attractive to them; and
- economic development languishes; young people tend to leave the area, and the town doesn't have a strong commercial tax base; continued emphasis needs to be placed on the Business Center.

The table on the next page expands on these issues and shows that they present both opportunities and constraints. The proposals presented on schematic plans (described later) take all of these findings into consideration and also build upon the mapped results of the workshop.

The two maps that follow show that:

- A. There is significant Public Land Ownership in the village that provides opportunity for trails, green space, and economic development, and
- B. Citizens at the Public Workshop came up with important concepts and ideas to build into the Master Plan. These included: pedestrian linkages; specific "zones" within the village; the limits imposed by a 5 minute walk-about-town; and the distinct "edges" to the village.

ISSUES/OPPORTUNITIES/CONSTRAINTS . . . WAYS TO LOOK AT THE DOWNTOWN

| Issues | Opportunities | Constraints |
|-----------------------------------|--|---|
| Main Street (in village) | Wide, attractive | Too long and uphill walk; lack of benches, cafes, public toilets; limited retail; too many car washes |
| Parking | | Lack of off-street parking, near Main Street and at Ames Mill |
| Green space | Town owns some key parcels | Not enough small parks in village |
| River | River tourism potential; Swan Island; bridge across river; promotes recreation and tourism | Lack of pedestrian/bicycle access across river; lack of scenic parks |
| Waterfront | Put in trails, shade trees | Need more dock space |
| Historical Buildings/Preservation | Historic nature of district; Ames Mill (town-owned); historical homes; catalogue Richmond's history | Lack of parking; need for renovation/rehabilitation of buildings |
| Seniors | Provide social and recreation opportunities | Lack of safe sidewalks; lack of pharmacy and activities/services |
| Teenagers | Provide more activities | Need teen center; need for jobs and other opportunities |
| Tourism | Proximity to I-95; Convenience to Route 24; proximity to Pleasant Pond, Kennebec River, Swan Island; promote Richmond as destination | Lack of lodging (B&Bs) |
| Community Center | Combine with the school; encourage all age groups | |
| Library (needs more space) | Turn into children's library and convert Ames Mill (in part) to a library | Building can only be used for library |
| Transportation | Retain the railroad for future use | Through traffic is dangerous; Route 197 is in poor condition; |
| Sidewalks | | Lack of sidewalks in village; poor access to north of village |
| Housing | Provide (in village) small lots for infill housing | |
| Schools | Both schools are in village and within walking distance | |
| Job Creation | Plentiful office space is available at the RBMC | RBMC under-utilized now |
| Cultural Facilities/Events | Expand cultural activities | |
| General | Cultural/architectural heritage | Lack of money/funds; need for lighting; unsightly overhead wires |

BUSINESS OWNER OPINIONS

The Business Committee for the Downtown Revitalization study developed a survey and hand delivered it to owners and operators of the businesses in the downtown area of Richmond. The intent of the survey was to gauge their level of satisfaction of being located downtown, identify issues/problems they had in regards to doing business in Richmond and to provide an opportunity for the business community to offer input on what they thought would help the downtown area. 42 survey forms were distributed and 27 of the surveys were completed and returned (64 percent response rate). Below is a summary of the survey results; a copy of the survey form and additional details compiled from the survey are included in the Appendix.

Business Type:

The type of businesses surveyed ranged from service to retail to manufacturing. The most common type of business was in the service sector (18), and there was one business that engaged in manufacturing, retail and service. The age of the businesses surveyed varies greatly with over 30 percent of the businesses surveyed starting in the 1970's or earlier. There was an even split between businesses started in the 1980's or earlier (13) and businesses started in the 1980's or later (13). It is interesting to note that out of those businesses surveyed, there were only 4 that started in the 1980's, 6 started in the 1990's and from 2000 to 2003, 6 new businesses have started in Richmond. This increased level of new business activity will help regenerate the Town of Richmond and draw more shoppers into the downtown area.

Business Location:

Overwhelming most businesses owned their property (19 or 70%) and of those 19, 17 claimed the physical condition of the business location was good to excellent. Only 2 business owners stated the physical location of their business was in fair condition. The physical condition of the properties rented by business owners varied more than those who owned the property where the business was located. The condition of the rental properties and number of responses are as follows: excellent (3), good (3), fair (1), poor (1).

Employment:

When all employees were added together from the 27 businesses surveyed, there are 107 people employed, 82 of which are full-time positions with the remainder being part-time. The range of full time positions per business varied from 1 – 4 with the highest percentage of businesses having between 2 – 3 full time positions. Twelve of the businesses surveyed had full-time positions, 9 of which had 2 – 3 full-time positions. With regard to part-time positions, the most frequent number of positions was 2 (out of 10 businesses, 8 had 2 part-time employees).

Business Seasonality:

The seasonality of business activity among those businesses surveyed essentially fell into 4 categories: summer; fall – winter; year round; and winter. Year round activity was the most frequent response (9), however, summer to early fall months had the second highest activity level for businesses (8). A few of the businesses are seasonal due to weather conditions (excavation, landscaping, boat/bike rental) and the other businesses having an increase in activity may be related to increased tourist/vacationer traffic (restaurant, gift shop, grocery store).

Business Expansion:

When asked what the business plans were for the next 1 – 3 years, seventeen or 63 percent of the respondents indicated they have some kind of development planned. Out of those respondents indicating plans for development, eleven businesses have plans that involve physically expanding the business location (e.g. new building construction and/or adding on to existing building). The other six business owners have plans to expand their product line/services and/or operating capacity. As mentioned previously, this increase in activity along with the new businesses starting up is evidence that Richmond’s economic vitality is improving.

Challenges:

The most commonly identified challenge was related to rules and regulations placed on the business community. The survey responses included problems with regulation at all levels (local, state, federal), however, no respondents identified any specific regulation or law. Other challenges included local competition, the ability to generate steady income, awareness of business, ups/downs in the economy. Only two respondents mentioned employees as their greatest challenge, but did not specify what was challenging as it relates to employees except the need to hire good help.

Businesses were also asked what if anything in downtown Richmond helped or hindered their business within the last 12 months. The most common response was no (9), indicating the businesses didn’t feel that there were any hindrances or anything that specifically helped their business. Of those businesses indicating problems, the most common hindrance was the lack of parking (5 responses). The most common element identified that did help was the proximity to surrounding businesses. Some of the benefit was directly related to businesses to business services (e.g. excavation service benefits from local hardware and auto parts stores, downtown florist benefits from local funeral service provider). Other respondents were more general stating “Other new businesses opening have brought more interest in the town”.

New Business Opportunities:

The three most common types of new business activity the respondents would like to see in the downtown area included a grocery store, pharmacy and some type of eating establishment. Each of these categories had five responses each. There was a wide range of other suggestions, some of which were business related (e.g. copy center, UPS/Federal Express). Most of the recommendations were for personal use and included various retail stores such as clothing, carpet, furniture, home accessories, and department stores. Other ideas were service oriented and included a recreation center, public transportation, and a movie theater.

Downtown Revitalization Benefits:

When asked what benefits the businesses would like to see as a result of this study, parking and sidewalk modifications were overwhelmingly the most common answers (16 responses). Facade and property condition cost share improvements, and increased green space utilization had the second highest ratings at 8 responses each. It is interesting to note that green space was equally desirable with funding for facade improvements. The number of responses for other categories is as follows:

| | |
|-------------------------------|---|
| Gateway signage | 7 |
| All benefits listed | 4 |
| Street sign improvements | 2 |
| Street lighting near business | 3 |

Parking:

It is interesting to note that out of 27 surveys, 19 (70 percent) of the respondents stated their current location has adequate on/off-street parking. Twenty six percent indicated they did not have adequate parking and four percent did not answer the question. For those businesses that had parking available, the number of spaces ranged from as few as one to as many as 50. There were only 6 businesses that have 20 or more parking spaces available. The majority of available parking for businesses fell within the following categories:

| | |
|------------------------|----------------|
| 1 – 5 parking spaces | 10 respondents |
| 6 – 10 parking spaces | 6 respondents |
| 11 – 19 parking spaces | 2 respondents |

Recommendations on how to improve parking conditions in the downtown area included tearing down existing buildings and using the lots for parking, adding more 15 minute parking spaces and more handicap spaces along Main Street.

High Speed Internet:

Over 40 percent of the businesses surveyed indicated they would benefit from having access to high speed internet and 30 percent claimed that having access would not benefit their business. The other 20 percent either already had it, did not know if they would benefit or did not respond to the question.

Codes/Planning:

Almost 50 percent of the respondents have at one time or another worked with either the planning board, board of appeals or the code enforcement officer for the Town of Richmond. Most of the businesses surveyed indicated that the process was acceptable and no real problems or difficulties were identified.

Recommendations for the Town:

The businesses were asked if and how the Town of Richmond could assist in improving the vitality of the business community in the downtown area. The results were a mix of general suggestions related to the downtown as a whole and suggestions directly focused on a respondent's business. Opportunities for the town officials to improve the downtown area included changes in zoning, better street lighting and renovating blighted buildings. Other suggestions were related to community services such as keeping town & school web sites updated, an information booth/kiosk, and snow removal on sidewalks. General concerns for the downtown included addressing the "shabby" appearance of many building and businesses, the need for snow removal/maintenance of streets and sidewalks, the promotion and increased use of the waterfront. Recommendations for specific businesses included assistance with fundraising/providing additional funds, repairing the business location with money received by the town for rent of the building, having the town contract with the business to provide services to the town.

Included within the appendices are copies of the business surveys that were received.

PART II - A REVITALIZATION PLAN FOR RICHMOND

A fortunate set of circumstances places Richmond in a position to address a number of the issues and problems mentioned some, if handled properly, could present exciting opportunities. With a thoughtful and comprehensive revitalization plan for the village the Town can increase economic development opportunity and improve the quality of life in the Village.

The circumstances that create a unique window of opportunity include:

- selectmen, town officials, and committees willing and able to look to the future – with vision;
- a regional location poised for growth;
- a rich history and architectural heritage that speaks of this past history;
- patterns of ownership and land availability in the village that make development initiatives doable; and
- a core of willing volunteers assisted by the OECD who are ready to think comprehensively about improvements in the village, over time.

FIVE STRATEGIC STEPS

Five strategic steps have been identified that encompass forty-four proposals that were developed by Brian Kent of Kent Associates based on discussions and presentations at two community meetings. The proposals appear on two schematic plans, twenty-two on each plan. These were developed from citizen interviews, brainstorming, analysis and summaries of these meetings. The two plans, and a citizen feedback form, also were included as an insert in an issue of the Richmond Newsletter (sent to 1500+ households) which provided an opportunity for written feedback from Richmond citizen's concerning both their support and opposition to the forty-four proposals. The plans divided the proposals into two areas: Riverfront and Main Street Plan and a RBMC, School, and Town Office Plan. Five strategies and action steps have been developed from these proposals, community discussions and surveys.

The five strategic steps address:

1. Infrastructure Improvements
2. Riverfront Improvements
3. Main Street Businesses and Services
4. Business and Manufacturing Center and Town Services Area
5. Housing and Historic Preservation

The table below provides a summary of the major issues addressed as part of the plan and lists possible sources of funds. This table is followed by additional details and plans.

FIVE STRATEGIC STEPS TOWARDS RICHMOND VILLAGE'S RENAISSANCE

| Initiatives | Issues | Possible Funding Sources |
|---|---|---|
| 1. Infrastructure Improvements | A. Streetscape/sidewalks/trails/parks | <ul style="list-style-type: none"> • CDBG Downtown program; Town CIP; MDOT Enhancement Program; Maine DOC Trail funds; donated easements • Safe Routes to School Program |
| | B. Utility upgrades/extensions | <ul style="list-style-type: none"> • CDBG (Econ. Dev. Infrastructure) funds; FmHA(?); and SPO's utility grant program. |
| | C. Road improvements/Routes 197 and 24 and at high school | <ul style="list-style-type: none"> • MDOT (BTIP) program; Town CIP; MDOT Gateway fund |
| | D. Town facilities | <ul style="list-style-type: none"> • CDBG (Public Facility) funds, Town CIP |
| 2. Riverfront Improvements | A. Fort Richmond park/trail/ docks | <ul style="list-style-type: none"> • MDOT (Kennebec Chaudiere Trail) funds and SHIP funds; DOC Boating Facilities program; LAWCON(?) |
| | B. Ames Mill area | <ul style="list-style-type: none"> • Public/private partnership; private foundation |
| | C. Deteriorating/vacant buildings on Route 24 and lower Main Street | <ul style="list-style-type: none"> • CDBG (downtown/slum/blight) funds or Affordable Housing TIF (LD858) |
| 3. Main Street Businesses and Services | A. Parking (off-street) and access | <ul style="list-style-type: none"> • CDBG (Public Facility, Downtown) funds |
| | B. Business and façade grants and loans | <ul style="list-style-type: none"> • CDBG (downtown or Econ. Dev. Infrastructure) funding; private matching funds; EDA funds; state and federal historic renovation tax incentives |
| | C. Town lots | <ul style="list-style-type: none"> • Town CIP funds |
| | D. New/existing business expansion and attraction | <ul style="list-style-type: none"> • CDBG Micro loans; TIF District; private investors |
| 4. Business and Manufacturing Center and Town Services Area | A. Exterior and site improvements to RBMC | <ul style="list-style-type: none"> • TIF funds(?); EDA, Town CIP funds |
| | B. Business attraction/post office(?) | <ul style="list-style-type: none"> • Low-interest loans (from revolving loan fund) |
| | C. N. field site(?) (on Rt. 197) | <ul style="list-style-type: none"> • Land for Maine's Future program(?); private investor(s) |
| | D. Better/safer school bus/snowplow access | <ul style="list-style-type: none"> • Town CIP funds • School budget |
| 5. Housing and Historic Preservation | A. New housing opportunities | <ul style="list-style-type: none"> • MSHA; private developer(s) |
| | B. Infill housing opportunities | <ul style="list-style-type: none"> • MSHA, private developer(s) |
| | C. Historic Preservation (as an economic development tool) | <ul style="list-style-type: none"> • State and federal tax incentives; private investors • SPO Utility Grants • Affordable Housing TIF (LD858) |

RIVERFRONT AND MAIN STREET MASTER PLAN DESCRIPTION

The Master Plan map on the next page, identifies twenty-two issues and actions that, together, can lead to implementation of the plan. However, the key components of the plan, that should receive the greatest attention, are as follows (not necessarily in this order):

A. Seek out a Private Developer for the Ames Mill

Situated with great river views, on the riverfront park and on the edge of the core part of the village, the Mill could be rehabilitated and filled with commercial and or residential uses. It can be a prestige anchor for redevelopment near the riverfront and, fully occupied, be a good revenue generator. Ideas for consideration include:

- Negotiate sale (or long-term lease) of Ames Building to a developer; commit to its preservation and rehabilitation; retain public ownership (or easement) along the shore
- Demolish the single story portion of the Ames Building, to create more parking space.
- Extend and expand the parking area south of the Ames Building.

The Ames Mill Building, Downtown Richmond



The Mill seen from the air, looking south with the Kennebec River to the left and Route 24 to the right of the Mill. The riverfront park and Main Street (lower center) are close by the Mill property.



BIRDS EYE VIEW OF DOWNTOWN & RIVERFRONT

B. Make Improvements to Fort Richmond Park

The park brings people and activities to the waterfront. It has great recreational, scenic, economic, and community value. Under this plan the boat launch is re-located; this, in turn, creates more useable park and performance space and makes more parking available to visitors. The improved park is also the center of the proposed waterfront business district. New and rehabilitated buildings that overlook the park and river can attract tenants and better rental rates.

As the plan and aerial view shows, the boat launch is relocated at the present State Launch site, where water depths and conditions are more favorable. To accommodate trailer parking a new parking lot is proposed on the site of the old brick yard. Ownership issues here will need to be addressed and the Town may have to purchase land here-possibly with revenue from the sale of the Mill.

The plan suggests the following actions:

- Move the existing boat/trailer launch north; reclaim and enlarge the waterfront park; add paths, lawn, landscaping, etc.
- Add restrooms and information kiosk
- Extend riverside trail north, to Mill Brook, as a nature and exercise trail; add interpretive signs that address the shipbuilding history and the natural world
- Acquire space for public boat-trailer parking, on old brick manufacturing site
- Reconfigure the Water District lot so it is incorporated in the waterfront park; provide for District parking and landscaping
- Provide space for private leases (e.g., for bike, canoe, and kayak rental)
- Build a continuous, riverside trail from park north
- Incorporate Kennebec Chaudiere Trail signage
- Improve existing Inland Fisheries & Wildlife launch as public boat launch

C. Focus Improvements, and CDBG Funds on the Riverfront and Main Street

Richmond will gain most from a downtown revitalization effort that:

- Identifies slum/blight conditions on Front and Main Streets and focuses on programs to upgrade these buildings;
- makes streetscape and parking improvements on Front & Main and;
- commits funds to improving housing stock in the same area.

The plan drawing of the Riverfront and Main Street area shows where CDBG efforts should be focused. The Building Conditions map identifies those buildings within this same area that have serious deficiencies. Note, all buildings shown in solid black need substantial rehabilitation. Two or three are currently being improved with private funds. The building conditions were assessed based on external, site evaluations, only.

Specific action recommendations include:

- Designate the area shown on the plan map as the core, downtown, slum/blight area and initiate building rehab and façade improvement programs; upgrade apartment housing conditions; improve parking; make micro-loans available
- Encourage the construction of a new commercial/office/mixed-use building, west of Front Street, on the rise that overlooks the river
- Construct additional parking, in coordination with private landowners; landscape the lots
- Build “neck-downs” at key locations on Main Street to allow for easy, safe, cross-walks and to slow down traffic
- Plant street trees along Main Street
- Create incentives for the development of housing north of Kimball Street
- Improve access to parking from Darrah Street
- Upgrade and provide shared access to private parking for these two properties
- Plan for continuation of the Kennebec River Rail Trail, from Gardiner south, within the rail right-of-way
- Build a new sidewalk along Front Street to the North Village

Summary Table of Blighted Conditions - Front and Main Street Area

* Please refer to the parcel map following the table for locations.

| Front Street Lots | | |
|--------------------------|---|--|
| Lot | Building Type | Remarks |
| 20 | Ames Mill - Town owned, 4 story historic brick mill building, partially occupied with manufacturing facility. | Needs new roof, elevator and alternative fire escape stair tower to bring it up to modern fire/safety standards, the building generally appears to be in reasonably good structural condition. |
| | | |

| | | |
|-------------------------|--|---|
| 104 | 2 ½ story historic brick building with residential apartments | Needs considerable rehabilitation, roof and eaves are damaged by water and need substantial repair. Walls have structural cracks and may need foundation support. External access stair (wood) may need replacement or major repair, needs window replacements. |
| 105 | 3 story, Mansard-roofed brick building with cast-iron first floor with great historic architectural merit, contains some offices | Vacancies and neglect have led to need for roof, window and interior improvements. South wall needs extensive brick and pointing repair. Potentially a magnificent building. |
| 118 | 2 ½ to 3 story brick building with granite post and beam base. Houses offices and store. | In process of being rehabilitated; still needs window upgrade. South side has door openings to now-where. Roof condition not known. |
| 4 | 4 ½ story Hathorn Building has been vacant for a number of years. Has a proud history and is landmark building on Main and Front Streets | Sold to new owner in late 2003. Roof and structural (brick) eave repair is currently under way. Building needs significant interior upgrades to modernize for occupancy. |
| Main Street Lots | | |
| 179 | 2 1/1 story wood frame residence with store on first floor. | Poor condition but with architectural merit; siding appears to be asbestos tile; need replacement windows and old roofed porch removed. |
| 180 | 2 story, large, wood frame apartment building on corner of Main and Darrah Streets | Entire building in very poor condition: metal roof needs replacement, as do all windows; shed in back is falling down and chimneys need repair; siding may be asbestos type. |
| 181 and 183 | Both buildings are 2 story wood frame with residential apartments; they face onto Darrah Street. | Both buildings are in poor condition and in need of substantial rehab, including new siding, new doors, and new windows; they appear to house low income families. |
| 191 | Small 2 story wood structure with single upper floor windows; houses Laundromat | Needs rehab, has had little maintenance since 1960's(?) upgrade. Could be restored but needs substantial work. |
| 1 | 2 ½ story wood structure housing apartments set on | Building façade is in need of maintenance and access ramp doesn't meet ADA or fire code; |

| | | |
|-------------|--|---|
| | brick lower level | generally in poor state of repair. |
| 2 | 2 story brick building housing Northeast Bank; upstairs appears vacant | Façade is 1950's metal and glass (on first floor); some signs of brick deterioration; windows on upper floors need replacement. |
| 3 | 3 story woodframe structure with offices and apartments above | Serves as example of well considered, careful, rehab; still under construction |
| 121 | 2 story, large, warehouse type building serving as NAPA Auto Parts | Second floor windows need replacement; entire building has seen little maintenance; condition of flat, old, roof not known. |
| 124 and 125 | "124" is 2 story single family home; "125" is also a 2 story wood structure with pitched roof; it houses Richmond News and Gift Shop | Both buiildngs are in need of substantial upgrades. #124 is and old style, 1950's stone with vacant upper floor; #125 needs window replacements and chimney repair. |



Making a Walkable Village

Sidewalks, Trails and Bikeways

As the earlier photographs of existing conditions show, sidewalk construction and reconstruction is needed. Sidewalk improvements are recommended for Main Street, including addressing ADA accessibility provisions, and crosswalks. Other sidewalk extensions are suggested on the west side of Front Street; and from Williams Street to the High School. Additional sidewalks are proposed for other areas as indicated on the map titled "Sidewalks and Trails Plan".

In fact the map illustrates Richmond's long-term plan to make the village "the most walkable village in Maine". The concept includes:

- sidewalks on both sides of Main and Front Streets, in the busiest areas with high pedestrian traffic;
- one sidewalk on most of the key village streets, so as to create a network linking to the schools;
- an extensive system of trails, to the schools, along the waterfront, and on the High School grounds;
- extension of the Kennebec River Rail Trail, along the rail tracks, from Gardiner;
- a kayak and canoe trail on the river and around Swan Island (as well as recognizing existing trails on the Island);
- embracing the history and tourist potential of the Kennebec-Chaudiere Trail, as envisioned by recent legislation and MDOT funding;
- a historic architecture sidewalk/trail through the village historic district; and
- bike lanes on Routes 197 and 24 and bike routes on the main rural routes that head in and out of the village.

Crosswalks, "Bump-outs", and Streetscaping

The Town should consider not only the location of crosswalks (see plan) but their implementation/construction; crosswalks can be striped, or painted as a solid band across the road, or even installed as a textured pavement, in order to catch the driver's attention and slow traffic. Bump-outs are suggested in several locations along Main Street and Front Street in the village center, some with crosswalks and some simply as neck-downs to slow traffic. Note that the aerial illustration also indicates street tree locations and new street lights on both sides of Main Street and Front Street.

Street-Tree Planting

Given the narrow width of the street rights-of-way in the village and the fact that many existing street-trees are on private property, a joint public/private street-tree effort throughout the village is recommended. This will allow for trees to be located, with landowner permission, in the best location within or outside the public right-of-way. On main Street, with its wider right-of-way, street trees can probably be located on the sidewalks.

Many towns find it best to establish a street-tree committee and to work with a consulting urban forester or arborist. The work should, at least, involve: an inventory of tree health; a phased plan for replacement of new trees; and a budget. Considerable savings can be achieved with volunteers, private fundraising, and school (Arbor Day) involvement. Priority should be given to Main Street. Funds may be available through "Project Canopy" administered by the Maine Forest Service.

THE RICHMOND BUSINESS AND MANUFACTURING CENTER (RBMC) AND HIGH SCHOOL AREA MASTER PLAN

The master plan for this area, to the west of the village, serves a number of purposes:

First it makes recommendations for improving the Town-owned, RBMC building and surrounds. If Richmond wishes to attract more businesses to fill the facility, create jobs and pay taxes, the building must be upgraded and the site made attractive. Located as it is, at the western gateway to downtown, the RBMC must project a positive, modern image.

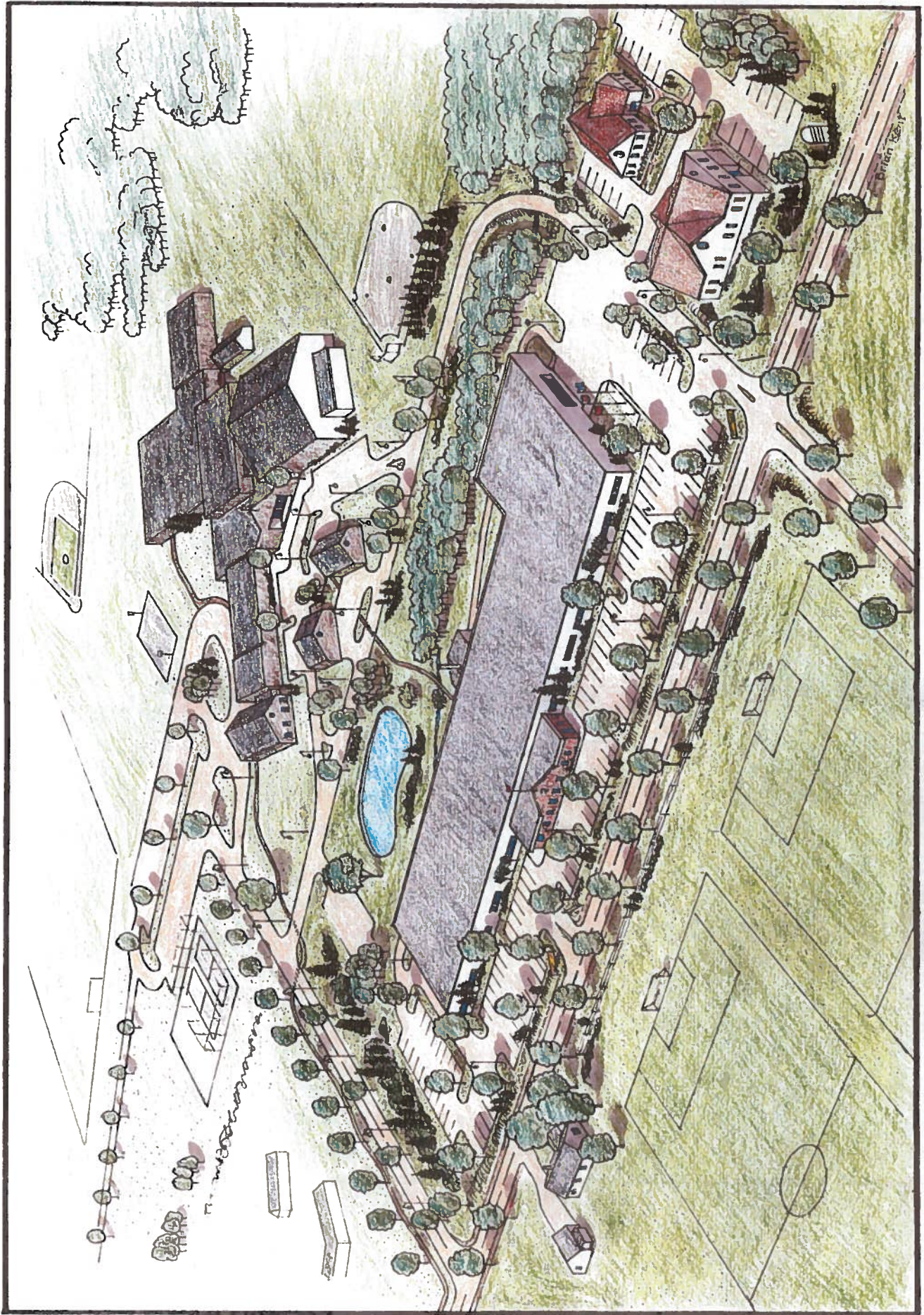
Second, the plan recommends streetscape, open space and signage improvements, along Route 197, that make it a memorable and worthy "gateway". If this entrance -way can remain attractive, "green" and undeveloped, it will instill community pride and attract business and residential growth.

Third, the master plan suggests ways in which the High School can expand and become more of a community asset - by improving access, constructing community-shared buildings and adding open space (on the north side of Route 197) for future recreation needs.

Specific actions that can help achieve these three broad goals are shown on the plan drawing and illustrated on the aerial perspective sketch that follows.

Actions that target the RBMC building and its environs, include:

- Construct a year-round service road and pedestrian/ bikeway to the high school; provide gate at High Street end
- Expand the ice-skating area and add parking to serve the school and the skating area
- Provide a pedestrian link between the school and the RBMC, for use of shared space and programs
- Improve the south side fire lane to serve the rear of the RBMC
- Investigate the feasibility of locating all utility lines behind the RBMC building
- Provide space for outdoor storage and truck loading/ unloading
- Establish design standards for new structures and site planning on town-owned parcels, before sale
- Construct a new western entrance-way to serve: the RBMC building; new commercial lots; and the high school
- Make parking layout, building entrance, and landscaping improvements to visually break-up the building and enhance its appearance



BIRDS EYE VIEW OF RBMC & SCHOOL DISTRICT

- Relocate the east entrance to RBMC westward, to improve safety and provide a landscaped entranceway
- Locate new, well sign posted, landscaped entrances to Center at both the east and west ends

Actions that relate to the Route 197 corridor include:

- Reconstruct Route 197 (Main St.) with 11 ft. lanes and 4 or 6 ft. shoulders/ bicycle lanes
- Work with MDOT to landscape Main Street with an avenue of hardwoods (sugar maples) and low shrubs

Actions that relate to the High School include:

- Consider relocating the school garage, maintenance, heavy equipment, and bus storage/parking on the public works site
- Provide a new bus drop-off location and community hall entrance on the north side of the school
- Allow for expansion of the high school and the addition of a community hall/ auditorium
- Investigate ways to conserve all (or part) of this parcel as part of a “green belt,” a western village “gateway,” and/or for future high school play fields and educational programs (e.g., conservation easement, purchase of development rights, outright or “bargain” purchase, etc.)
- Construct a new sidewalk, with lighting, between the school and Williams Street, including a Main Street crosswalk

Finally, the plan recommends actions the Town can take to improve public facilities and services in this general area, close-by the Town Office. These actions include:

- Construct new police station, consolidate parking, and improve access; provide landscaping
- Complete improvements to the public works site; upgrade entrance
- Build a small memorial park to celebrate this historic site
- Embark on a major fundraising effort to expand the town library

Gateways

As mentioned above, there is strong citizen support for creating fitting gateways to Richmond village – welcome signs that identify the village (growth area). Maine Department of Transportation funds are available for gateway enhancements. Gateway designs vary. They can be elaborate with signage, gardens, landscaping, rock walls, and the like, or relatively simple. Further, cost, maintenance, and exact location must be considered. The locations indicated on the Master Plan map were favored by residents.

BUSINESS AND ECONOMIC DEVELOPMENT INITIATIVES

As previously discussed, staff of the Richmond Office of Community and Economic Development should continue their efforts to seek to find tenants and provide opportunity for business in the Richmond Business and Manufacturing Center. Ideally, suitable tenants/owners for the building should be identified and new opportunities for business growth explored.

Richmond Office of Community and Economic Development Initiatives

Business Start-up, Expansion, and Retention

- Business management counseling and workshops offered to both start-up and existing businesses by the Maine Small Business Development Center located at the MidCoast Council for Business Development and Planning.
- Business financing - available through a micro loan program offered by the Community of Merrymeeting Bay Business Association and a TIF loan program offered by the Town of Richmond.
- Code enforcement and zoning ordinance initiatives to facilitate flexible use of buildings in the downtown area.
- Agreements with both Gardiner Savings Bank and Northeast Bank to offer financing to businesses in the downtown area.
- Networking opportunities are offered through the Community of Merrymeeting Bay Business Association and the Chamber of Commerce of the Bath-Brunswick Region.
- The Town of Richmond has invested in building fit up to facilitate business start up and relocation into the Richmond Business and Manufacturing Center (RBMC).
- The Town of Richmond has sold a piece of commercial property to an existing business to expand its operations, and to ensure that the business would remain downtown.
- The Town of Richmond offers below market lease rates at the RBMC to help offset fit-up expenses incurred by businesses moving into the building.
- The Town of Richmond is currently exploring the potential for a downtown TIF district.
- The Town of Richmond is in the planning process to revitalize the downtown area. Included in the plan will be an application for CDBG funds to address slum and blight conditions. This strategy will help offset costs by downtown businesses to improve building conditions and encourage additional business activity in the downtown area.
- The Town of Richmond is active in meeting with developers to help facilitate the sale and development of the Ames Mill building.

Business Attraction:

- In addition to the initiatives mentioned above, the Town of Richmond is implementing a focused business attraction marketing effort aimed at the creative economy specific emerging technology sectors (composites, precision manufacturing).
- The Town of Richmond will utilize the results from 3 surveys conducted during the downtown revitalization study (business owners, downtown customers, community wide) to target specific business opportunities identified from the surveys.

Tourism Development:

- Historic tourism
- Brunswick Area Arts & Cultural Alliance (BAACA) map of arts and culture in the area.
- Upcoming marina near Fort Richmond
- Increased outdoor recreation opportunities offered by waterfront kayak/bike rental business and Swan Island tours.
- Pink Lady, an excursion boat from Boothbay make occasional trips to Fort Richmond's waterfront park.
- Kennebec Jet Boat Tours from Bath also docks at Fort Richmond's waterfront park.

HOUSING AND HISTORIC PRESERVATION**The Town's Past Efforts**

The Town of Richmond has worked in the past to improve its housing stock. This was evidenced by previous grants that were utilized with local and matching funds to rehabilitate homes and upgrade heating systems and sewer and water line improvements on Church and White Streets. Millbrook Village, a subsidized housing complex was built on North Front Street. A major housing renovation was performed on the Southard House under Historic Preservation, which added five Section 8 housing units. In 1986, the Town utilized CDBG program income to start a successful revolving loan fund to assist additional LMI residents to make housing improvements.

Downtown/Village Area Housing

The Downtown District extends from the Richmond High School and Etonic Shoe Plant on Route 197, along Main Street down to Route 24, along Front Street and Fort Richmond Park on the Kennebec River (approximately 410 acres). It encompasses the Historic District and other parallel/connecting streets and neighborhoods. The village area is a combination of both residential and commercial buildings. Housing within the village consists of single family homes, multi-family units, elderly housing, special needs and subsidized housing. This area has suffered from neglect and what was once a thriving commercial area has over the years been replaced with an over abundance of vacant buildings among successful operating businesses. However, within the past year, there has been visible progress to revitalize the village and in recent months several of the vacant buildings have been purchased. Many of the buildings that were on the market (both residential and commercial) have been purchased and improvements are in progress.

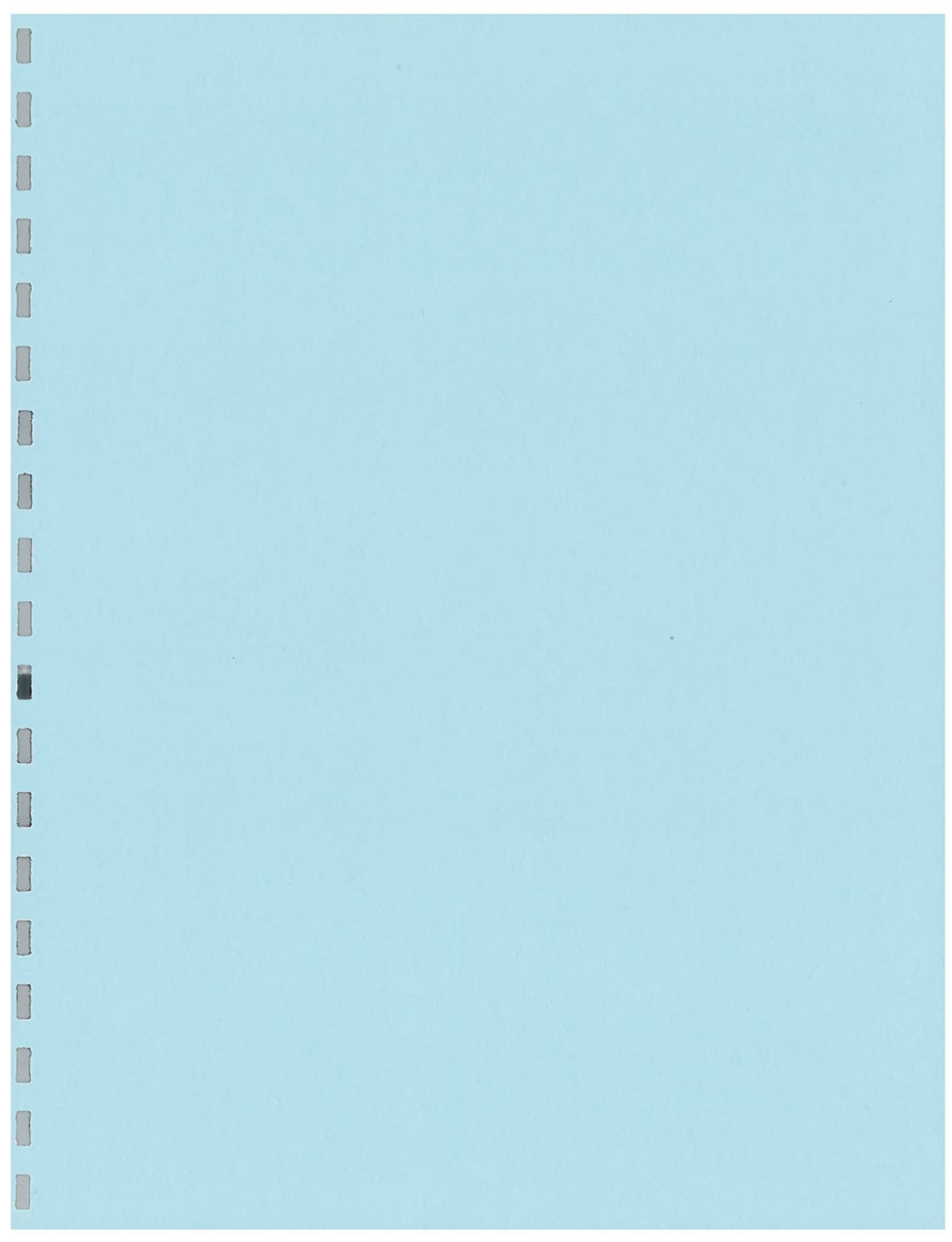
Goal: Encourage the private sector to work for the establishment of safe and affordable rental units for all Richmond citizens including low to moderate income individuals.

Recommendations

- Review current ordinances and revise if necessary to allow property owners to convert single family units into rental properties. If the Town enacts any future land use ordinance, be sure it includes standards to make such provisions.
- Provide incentives to developers of small scale rental developments to include affordable rental units within their projects provided that the site is served by public water and sewage (similar to strategy for homeownership).
- Encourage development of rental units on the upper floors of buildings in the village area.



Housing on Main and Darrah, though historic, is in a poor state of repair. A housing rehab program, combined with Main St. improvements, is needed.



Business and Economic Focus Committee Meeting

August 18, 2003

Meeting Minutes

7:00 – 8:00 PM

RBMC

Present: Art Jankavich, Gerri Skinner, Harriet Vaughan, Carrie Heitsch, Michael Pine, Dave Tilton, Jeff Sneddon.

The committee reviewed the list of downtown businesses for any deletions and additions. K & J Collectibles and Main Street Books were added to the list, M. Pine will survey the bookstore and A. Jankavich will survey the card shop. It was agreed that the final due date for all surveys would be August 29.

The MCBDP compiled the results of the surveys received to date and the committee reviewed a draft summary of the results. Additional completed surveys were handed in and will be added to the report. Discussion included the suggestions for new businesses in the downtown (pharmacy and restaurants are the most common response). One of the more interesting findings was the number of businesses surveyed that stated they had plans to expand (11 out of 20 respondents).

Jeff Sneddon discussed the next steps involved with the economic development component of the downtown revitalization effort. Once all the information is compiled, the committee will provide the Town of Richmond's Office of Community and Economic Development (OCED) with the results of both surveys (customer intercept and business owner) for review and use in their economic development efforts. This information could be incorporated into their annual work plan and Jeff suggested that this effort would be on going in order to have a sustainable business environment in the downtown.

Next meeting is scheduled for September 9, 7:00 PM at the RBMC. The meeting ended at approximately 7:50 PM.

Minutes submitted by: Jeff Sneddon

Business and Economic Focus Committee Meeting

July 14, 2003

Meeting Minutes

7:00 – 9:00 PM

RBMC

Present: Harriet Vaughan, Carrie Heitsch, Carol Brown, Michael Pine, Dave Tilton, Darryl Sterling, Jeff Sneddon.

The committee reviewed the revisions made to the business owner survey as a result of the last meeting. Two formatting changes were recommended and agreed upon by the committee. Jeff Sneddon will make the final changes to the survey.

The list of Richmond businesses was reviewed to identify all businesses that are: in the downtown area, new businesses not on the list and closed businesses that need to be deleted from the list. This list will then be divided up among the committee to survey the business community.

M. Pine pointed out that the map provided by Kent Associates identifying all town owned property had included the Umberhine Library and that it is actually privately owned.

C. Brown voiced her concerns about defining yet another downtown parameter, and that we should be using an existing district such as the commercial district instead for the downtown revitalization study. It was pointed out to the committee that in order to begin the study a definition of the downtown was needed in principle only and is not intended to create another district, add/delete any zoning ordinances. The committee agreed that it would be a good idea to have a map with all of the districts marked along with the parameters for the downtown study.

The next steps for the committee will be to survey businesses and forward results to MCBDP for tabulation. MCBDP will do the following: contact the committee members not present at the meeting to determine who will assist with surveying (Bette, Art, Gerri Tracy), make changes to the survey, send to committee members the list of businesses with committee members listed by businesses to survey and blank surveys. The date for survey completion is tentatively set for August 11.

Next meeting is scheduled for August 11, 7:00 PM at the RBMC. The meeting ended at approximately 8:45 PM.

Minutes submitted by: Jeff Sneddon

Business and Economic Focus Committee Meeting June 23, 2003

Present: Harriet Vaughan, Carrie Heitsch, Carol Brown, Michael Pine, Dave Tilton, Jeff Sneddon.

The committee reviewed the business owner survey and provided comments regarding deletions/additions. Jeff Sneddon will make the necessary revisions and provide final draft to committee.

Discussed the downtown customer survey and possible new distribution points. Carol Brown recommended additional methods to get people involved – go door to door and hand out information about public forums to all residents and commercial properties in the downtown area.

Committee members also talked about executing the business owner survey. Harriet recommended the committee develop a list of businesses with contact names, divide up the list among committee members, contact the businesses and set an appointment, follow up with a thank you note and send all survey respondents a copy of survey results. Dave Tilton will obtain a copy of Richmond Businesses from the Town Office and forward the list to Jeff.

The next meeting is scheduled for July 14, 7:00 PM at the RBMC. The meeting ended at approximately 8:30 PM.

Main Identity

From: "Jeffrey Sneddon" <jsneddon@mcbdp.org>
To: "Gill, Sue" <sgill@mcbdp.org>
Sent: Monday, April 28, 2003 2:39 PM
Subject: Business Committee Minutes

Richmond Downtown Revitalization - Business Committee
Meeting minutes for April 15, 2003
Present: Betty Horning, Harriet Vaughan, Jeff Sneddon, Darryl Sterling.
Absent: J. Goodall, K. Kimball, A. Elliott, C. Heitsch

Jeff provided an overview of the project and an update on the progress to date for new committee member Harriet Vaughan. All handouts to date were reviewed as well as the upcoming meetings (April 30 all committees, May 28 Vision workshop).

The business owner survey was discussed and it was agreed that the committee should also work on the customer intercept survey in order to hand it out at Richmond's Annual Meeting on June 2 & 3 (great opportunity for resident input).

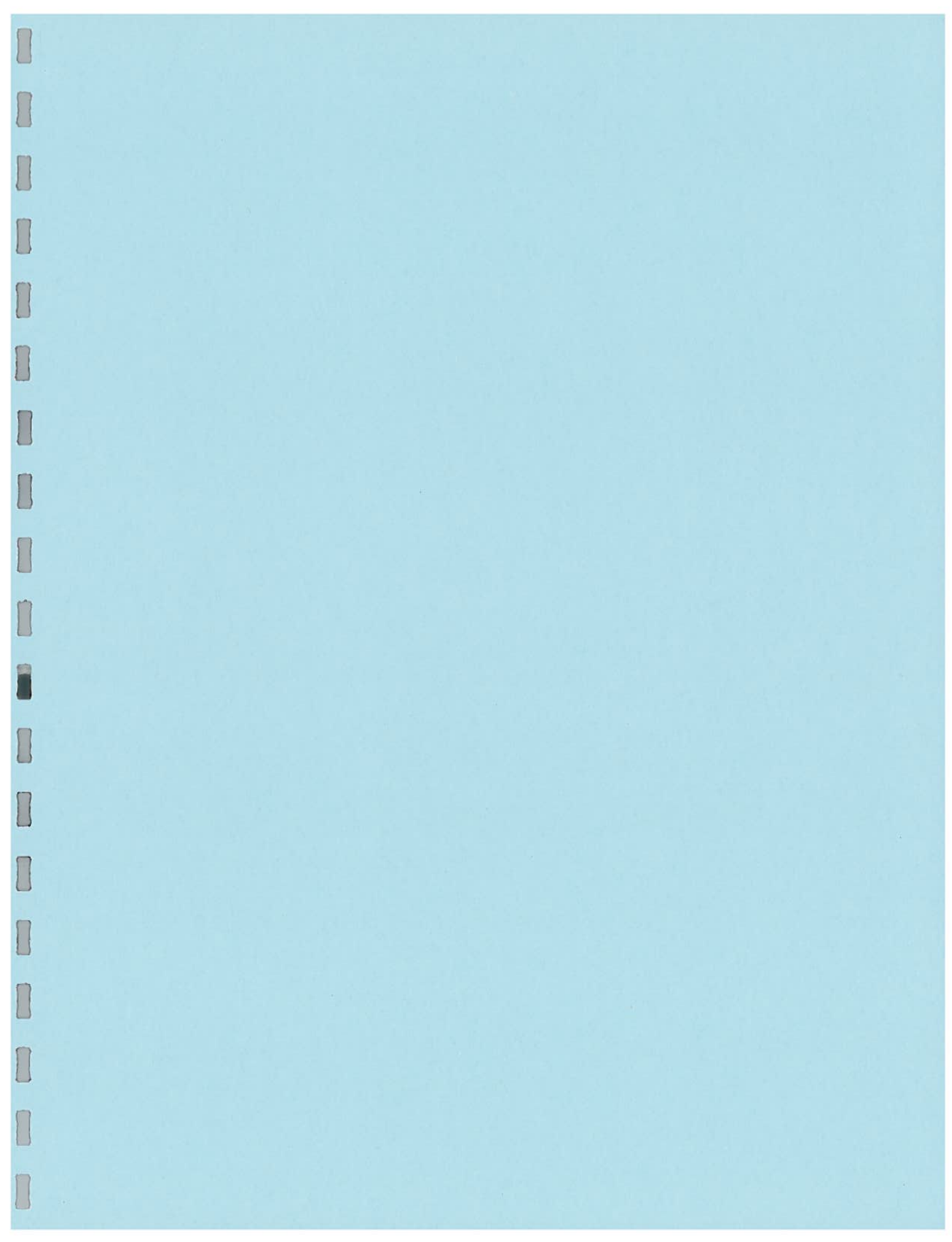
The plan of action resulting from the meeting:

1. Jeff will obtain business owner survey draft #2 and forward it to all committees, collect any additional questions from all committees to be included on the survey and forward all information to the business committee.
2. Jeff will review Downtown Center information for a sample customer intercept survey and send it to the business committee.
3. The business committee will finalize the business owner survey, determine delivery method and time frame for implementation.
4. Start on customer intercept survey and forward a draft to all committees for review.

Next business committee meeting scheduled for May 6, 12:00pm at RBMC.

Minutes submitted by: Jeff Sneddon

Jeff Sneddon
MidCoast Council for Business Development & Planning
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Main Identity

From: "David Brezler" <debres@gwi.net>
To: "Suzanne Gill" <sgill@mcbdp.org>; "Darryl Sterling" <sterlings@midmaine.com>; "Dave Tilton" <dtilton@gwi.net>; "David Brezler" <debres@gwi.net>; "Edward MacKenzie" <storegalleries@yahoo.com>; "Jeffrey Sneddon" <jsneddon@mcbdp.org>; "Jill Saxon" <jill@courtstreetrealty.com>
Sent: Tuesday, July 01, 2003 7:16 AM
Subject: Meeting template

Here is what we discussed last meeting.

Wednesday, June 10, 2003
 Opened meeting at 6:41 pm

Guest Jerry Skinner

Attendance:
 Jill Saxon
 David Brezler
 Ed Mackenzie
 Jeff Sneddon
 Darryl Sterling
 David Tilton

Explained the map Ed and I were working on at start of meeting.

✓ Jeff will be getting parking information from Wright Pierce.

Jill has some of her information, but will need to relook at some items.

Discussed curb cuts, cross walks, and Sidewalks.

✓ Jeff spoke about workshop for Biking and Walking, and will be getting more information on them.

Talked about parking and when we will be getting count and location.

Darryl showed us some of the information that Brain Kent put together for the May meeting. He will be sharing more, as he goes through the information.

Darryl showed us an ad that was going to the Maine Biz. Ad states Richmond is Tech Hot Spot.

Darryl also spoke about the surveys received.

Asked Jeff for overlays, so that we could use them on the maps that we were working on.

Jeff talked about the transportation needs of the town and how we could address them.

Items on the back burner:

- Transportation
- Bike and walking

The next meeting is set for July 1, 6:30 pm at the RBMC.
 Closed the meeting at 7:20 pm.

David Brezler

Main Identity

From: "David Brezler" <debrez@gwi.net>
To: "Suzanne Gill" <sgill@mcbdp.org>; "Darryl Sterling " <sterlings@midmaine.com>; "Dave Tilton " <dtilt@gwi.net>; "David Brezler II " <debrez@gwi.net>; "Edward MacKenzie " <storegalleries@yahoo.com>; "Jeffrey Sneddon " <jsneddon@mcbdp.org>; "Jill Saxon " <jill@courtstreetrealty.com>; "Kristine Kimball" <kristine.kimball@maine.gov>
Sent: Tuesday, June 10, 2003 7:25 AM
Subject: Meeting

Here is what we discussed last meeting. Don't forget about our next meeting on June 10, 6:30pm at the RBMC. Hope to see you there!!!

Tuesday, May 27, 2003
 Opened meeting at 6:39 pm

Attendance:
 David Brezler
 Ed Mackenzie
 Darryl Sterling
 David Tilton

✓ Ed and I worked on legend for the maps. I will put into graphic form.

✗ Still waiting for the parking information from Jeff.

Will be combining information that has been gathered onto the map, Ed has created a larger tax map to make it easier to put the information on.

Ed and I will be doing the and will be contacting each other on when we will get together.

Items on the back burner:

- Transportation
- Bike and walking

The next meeting is set for June 10, 6:30 pm at the RBMC.
 The next big meeting TBA
 Closed the meeting at 7:00 pm.

David Brezler

Richmond Downtown Revitalization

Pedestrian, Parking Vehicular & Infrastructure
 Sub-Committee Member

PS I need to know how everybody is doing on the block study. If you have done some of the study we need to begin to compile that information. Hopefully you have had anytime to research them? Also if you were at the meeting when we picked out what blocks we would be looking at I need to know who chose what? **Remember we are looking for things like parking, sidewalks, crosswalks, curb cuts and infrastructure (infrastructure to include hydrants, poles, drains, and lights).**

Tuesday May 13, 2003
Opened meeting at 6:35 pm

Attendance:
David Brezler
Ed Mackenzie
Darryl Sterling
David Tilton

Jeff was not present this evening, we are still awaiting the information that he was providing on parking.

Dave Tilton passed out thumbnail photos of Maine Street.

Talked about the E911 street name changes and how it would effect our maps.

Mentioned that Jill should have her information on the two blocks that she was working on, and that, that would leave one block left.

Need to set a date to meet and start measuring parking spaces on Main Street.

We will need to draw the sidewalks into the maps.

Ed & I will set a date of May 24th at 8 am. To go look at drains as part of the infrastructure.

Items on the back burner:

- Transportation
- Bike and walking

The next meeting is set for May 27th , 6:00 pm at the RBMC.

The Visioning meeting wit Brian Kent is set for April 30, 5:30 pm at the RBMC.

Closed the meeting at 7:30 pm.

David Brezler

Richmond Downtown Revitalization

Pedestrian, Parking Vehicular & Infrastructure
Sub-Committee Member

Main Identity

From: "David Brezler" <debrez@gwi.net>
To: "Suzanne Gill" <sgill@mcbdp.org>; "Darryl Sterling " <sterlings@midmaine.com>; "Dave Tilton " <dtilton@gwi.net>; "David Brezler II " <debrez@gwi.net>; "Edward MacKenzie " <storegalleries@yahoo.com>; "Jeffrey Sneddon " <jsneddon@mcbdp.org>; "Jill Saxon " <jill@courtstreetrealty.com>; "Kristine Kimball" <kristine.kimball@maine.gov>
Sent: Sunday, April 27, 2003 10:56 PM
Subject: Meeting template

Here is what we discussed last meeting. Don't forget about our next big meeting on April 30, 6:30pm at the RBMC. Hope to see you there!!!

Wednesday, April 16, 2003
 Opened meeting at 6:49 pm

Attendance:
 David Brezler
 Ed Mackenzie
 Jeff Sneddon
 Darryl Sterling
 David Tilton

Jeff presented information on parking lengths for Main Street parking.

I passed out information on the National Center for Bicycling and Walking.

Jeff said that he would have the maps that we talked about last meeting sometime this week.

Jeff talked about the survey second draft. We hope to have the survey by Town Meeting.

Discussed how to get more people to the meetings, or making the meetings more interesting.

We talked briefly about preservation of the historic parts of the town.

Need information on the block study, due date by next big meeting. Need also to check for curb cuts. Yes or no?

Items on the back burner:

- Transportation
- Bike and walking

The next meeting is set for May 14, 6:00 pm at the RBMC.
 The next big meeting is set for April 30, 6:30 pm at the RBMC.
 Closed the meeting at 8:00 pm.

David Brezler

Richmond Downtown Revitalization

Pedestrian, Parking Vehicular & Infrastructure
 Sub-Committee Member

PS I need to know how everybody is doing on the block study. If you have done some of the study we need to begin to compile that information. Hopefully you have had anytime to research them? Also if you were at the meeting when we picked out what blocks we would be looking at I need to know who chose what? **Remember we are looking for things like parking, sidewalks, crosswalks, curb cuts and infrastructure (infrastructure to include hydrants, poles, drains, and lights).**

Main Identity

From: "David Brezler" <debrez@gwi.net>
To: "Suzanne Gill" <sgill@mcbdp.org>; "Darryl Sterling " <sterlings@midmaine.com>; "Dave Tilton " <dtilt@gwi.net>; "David Brezler II " <debrez@gwi.net>; "Edward MacKenzie " <storegalleries@yahoo.com>; "Jeffrey Sneddon " <jsneddon@mcbdp.org>; "Jill Saxon " <jill@courtstreetrealty.com>; "Kristine Kimball " <Kristine.Kimball@maine.gov>
Sent: Thursday, April 03, 2003 6:27 PM
Subject: Meeting

Wednesday, April 02, 2003
 Opened meeting at 6:43 pm

Attendance:
 David Brezler
 Ed Mackenzie
 Jeff Sneddon
 Darryl Sterling
 David Tilton

Over the week Jeff sent me a link to the National Center for Bicycling & Walking. Here is the link: <http://www.bikewalk.org/PubHealth.htm> if you click on it will offer you the booklet on line. I have already ordered 10 for the committee members.

We discussed the brick building at the bottom of the hill, how we should keep them there as anchors to the village, and the how we planned to incorporate the whole of the park down to the new marina.

We mentioned that Christine had an interest in the transportation links to the town. But because she was not there we did not go much there.

I am to email everyone and ask how the blocks that we talked about in the last meeting, and if you had anytime to research them? We are looking for things like parking, sidewalks, crosswalks, and infrastructure (infrastructure to include hydrants, poles, drains, and lights).

We talked about getting larger maps (tax map type) for color coding. Jeff will see if he can get these from Wright-Pierce.

The next meeting is set for April 16, 6:30 pm at the RBMC.
 The next big meeting is set for April 30, 6:30 pm at the RBMC.
 Closed the meeting at 7:30 pm.

David Brezler

Richmond Downtown Revitalization

Pedestrian, Parking Vehicular & Infrastructure
 Sub-Committee Member

VISION & PHYSICAL PLANNING COMMITTEE

RBMC 10.10.03

Present: Edward Mackenzie, Darryl Sterling, Jeff Sneddon, Tom Nugent, Linda Dow, Virginia Newton, Michael Pine. Meeting commenced 2.07 pm

PRELUDE: Committee functions are close to completion - need to tie up loose ends and to be clear as to what needs to be done. Such tasks are keyed to Jeff Sneddon's Committee Activity List used to provide information necessary for Grant application.

Minutes of last 9.10.03 Meeting addressing matters rising in order;

- 1) Linda queries where Commercial District Boundaries exist. Jeff explains Town Comprehensive Plan is to be updated post the Grant Application. Discussion of need to continue the combined function of the three Revitalization Committees.
- 2) Edward reports the vagueness of dates of buildings (when built), accessed on records in Town Office.
- 3) Michael reports on his research on the Maritime connections and history of Richmond. He refers to texts and uses Peaks Islands Historic Society as a good example of an active Historic Society. He will summarize findings.
- 4) Jeff reminds us on the need to focus on what we want and need to do, clearly stated re the Grant Application; leaving much of how we accomplish objectives until after obtaining Grant.
- 5) AMES MILL - Jeff introduces discussion about decisions needed to be made ,after which to look at the ramifications of how to proceed.
- 6) GATEWAY STATEMENTS: Linda suggests advertising requests for Gateway Statements in Town Newsletter.
- 7) Jeff goes over his Committee's Activities List.
- 8) As to more business input into Richmond. Jeff notes that as businesses move West to RMBC, openings are created for new businesses in the center of town.
- 9) Tom suggests Building Inventory could be utilized to identify available commercial space in Richmond.

Meeting closes at 3.10 pm

Next Meeting (Last Committee Meeting?) Tuesday November 4. 2003 2pm RMBC

VISION & PHYSICAL PLANNING COMMITTEE

RBMC 8.6.03

Present: Edward Mackenzie, Carrie Heitsch, Jeff Sneddon, Dave Tilton, Nellie Blagden, Carol & Fred Brown, Linda Dow, Jerry Skinner, Michael Pine.

Meeting started 2.05pm

1. Edward informs the intent of this meeting:
 - a) To determine & clarify the brief of this Committee
 - b) How to activate this function

2. Committee activities lists passed out for comment and amendment.
 - A) Discussion of the meaning of 'slum & blight' and its implication.

 - B) Buildings - Edward discusses presentation of DownTown Inventory utilizing blown up tax map, photos and information found at Town Office.

 - C) HISTORIC DISTRICT - Pam Nugent and Carol Brown visited with Jay Robbins, he confirms that building inventory data can best be found at the Town Office (supported by visual survey?)
The Committee concurs with Edward's suggestion to form a sub-committee to concentrate on the Historic District, collecting information on sites and buildings ,with emphasis on the maritime connections. Michael Pine accepts Chairmanship of this sub-committee, with Nellie Blagden and Carol Brown.

3. It was decided by the Committee that the SITE AMENITIES & ARTS & CULTURAL activities, originally on the list for consideration, are in fact the province of the other two DownTown Revitalization Committees.

4. ORDINANCES - discussion. Dave Tilton & Darryl Sterling have access to information via Brian Hobart which is noted on the Tax Map - Jeff Sneddon will obtain a copy.

5. DOWNTOWN definition - discussion - defined as conceptual as well as literal.

6. AMES BUILDING Linda Dow, suggests presenting a petition to the next Town Meeting. Discussion of how to present. Fred Brown suggests any improvements to the Buildings adheres to local Ordinances. Linda Dow notes a lot of things are done minus adherence to local Ordinances. Discussion on how individuals can appeal to alter the stipulation of Ordinances and Planning Process. Fred Brown suggests that the Town enforces strict adherence to Ordinances in any sales agreement.

As part of the discussion, Jeff Sneddon considers the need for an Ames Mills Building Task Force looking at all options. Dave & Darryl will look at a Task Force action plan. Linda Dow will liaise between Dave & Daryl and report back to the committee.

7. BEAUTIFICATION - Façade Improvements - determine which houses need attention and how best to assist.

Green Space Inventory - has been completed by Betty Horning.

8. VISION & BRANDING. Discussion of Gateway Statements & Signage.

9. Fred Brown calls attention to an article referring to people in Maine buying houses in lieu of renting, encouraging new housing. This could be an opportunity for Richmond.

Meeting closes at 3.30pm

Next Meeting Wednesday September 10th 2003, 2pm. RMBC

Vision & Physical Planning committee

July 2nd 2003 R.B.M.C.

Meeting opens at 2.10 p.m

Present:-

Pam & Tom Nugent, Carole Browne, Linda Dow, Michael Pine, Betty Horning,
Jeff Sneddon, Nellie Blagden, Edward Mackenzie, Dave Tilton

- 1) Edward welcomes and introduces new committee members
- 2) Jeff outlines Grant Application procedure
- 3) Discussion on what "Downtown" means.
Carole asks why are we creating another district: ordinances are in place, she stresses their significance
- 4) Linda makes note of Gardiner example (downtown revitalization) People working together "everyone on the same track" unlike the present Richmond, where there is lack of coordination
- 5) Gateway Statements.
Handouts and discussion
- 6) Edward distribution copies of personal statements about Richmond to the new members of the Committee
- 7) Linda, Michael and Carole express the need to convince individuals about change in Richmond - need to keep plugging away
- 8) Painting R.B.M.C. Building
Edward suggested holding discussion until next meeting
- 9) Distribution Surveys
Jeff discussed survey with Chris Accord - work in progress. Jeff wants to continue.
Linda concurs with Jeff re doing Survey outside Richmond Ice Cream Shop.
- 10) Carol suggests buying book on Historic Richmond by Polly Roberts
Agreement that Jay Robbins is acknowledged expert on Richmond history, to be consulted in Research and historic indexing.
- 11) Tasks:-
Historic District Research and Data collecting:
Nellie, Mike, Carol and Pam
Research of Gardiner Board of Trade Organization - Linda
- 12) Carol informs 25 signatures needed to effect Ordinance change
- to bring to Planning Board, then Town Meetings.

Meeting closes at 3.30pm

Next meeting Wednesday August 6th 2pm

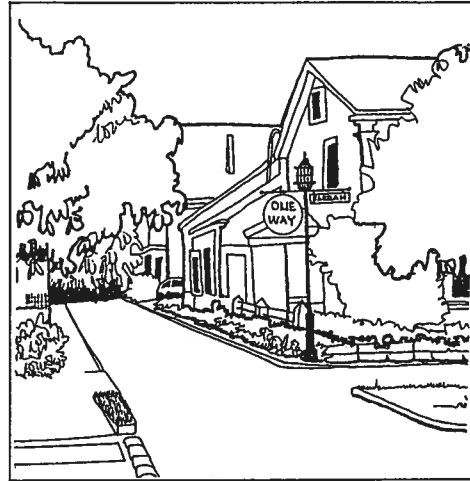
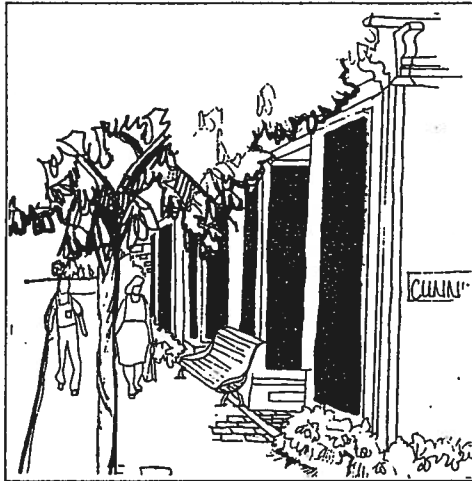
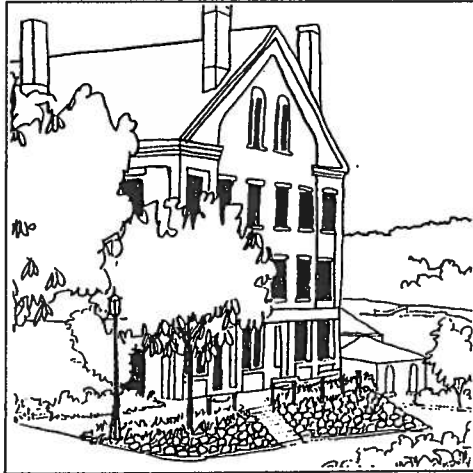
DOWNTOWN RICHMOND VISION WORKSHOP

WHAT'S YOUR VISION FOR OUR VILLAGE?

Join us for this important workshop!

MAY 20, 2003, FROM 5:30 P.M. TO 9:00 P.M.

AT RICHMOND BUSINESS AND MANUFACTURING CENTER ON MAIN STREET



Sketches by Terrance DeWan & Associates, Inc.

SHARE YOUR IDEAS!

SEE A SLIDE SHOW!

HAVE FUN!

FOR MORE INFORMATION CONTACT: DARRYL STERLING OR DAVE TILTON AT 737-5614.

THE AGENDA

| | |
|-----------|--------------------------------------|
| 5:30 p.m. | Welcome and Introduction to Workshop |
| 5:45 p.m. | Opportunities and Constraints |
| 6:10 p.m. | Slide Show |
| 6:30 p.m. | What's Your Vision? |
| 7:00 p.m. | Break for Supper |
| 7:30 p.m. | Small Group Sessions |
| 8:30 p.m. | Presentation of Ideas |
| 9:00 p.m. | Wrap-up and Adjourn |

Downtown development

Workshop today seeks Richmond residents' suggestions

By GARY REMAL
Staff Writer

RICHMOND — Residents are being asked for their ideas and vision for the development of downtown as part of a \$20,000 planning process, Economic and Community Director Darryl Sterling said.

"We received a Community Development Block Grant downtown planning grant of \$10,000, and we have other money to match with that to do a full downtown study," Sterling said.

He will host a workshop today to offer anyone a chance to comment on the direction downtown development should take and what aesthetic improvements should occur, Sterling said.

"We're going to implement some significant improvements," he said. "We're going to be redefining what the downtown is and what the vision is for the downtown. ... We're already implementing as we speak; some of the sight amenities are already in the works."

Sterling will submit a report on the matter in late summer or early fall. He will be the study's main author, but he said the planning process will be helped by consultants, including the nonprofit Mid-Coast Council For Business Development in Brunswick, and local committees working on the plan.

Richmond stands with one foot in the mid-coast region and another in the Kennebec Valley, and the community should capitalize on the dual connections, he said.

"For a long time, Richmond has been that in-between place. There's a certain alignment with Augusta and the greater Kennebec area, but we're also a part of mid-coast Maine on the river, so we have that tie-in with the Bath-Brunswick region," Sterling said.

He said Richmond is seeing a housing growth because rising real estate prices in greater Portland are pushing buyers farther north to find affordable homes.

"It's going to happen anyway, so the whole key is managing that growth," Sterling said.

The workshop today is scheduled for 5:30-9

p.m. at the Richmond Business and Manufacturing Center, the former Etonic factory.

Sterling said with the housing growth has come increasing demand for goods and services and increasing private investment in the community's downtown to respond to that demand.

He said a refurbished business sector will require both public and private investments as well as grants he hopes will become available to help with the effort.

His plan will address issues he says are important in defining the character of the town's downtown, and he is looking for input on issues such as parking, historic buildings and possible historic districts, downtown themes, the role of arts and cultural events in the area, zoning issues, an optimal mix of businesses, as well as the kinds of businesses residents want in their business district.

"We're really in a position to have the best of both worlds. We're more a year-round community and we're a tourist destination as well," Sterling said.

Data Summary: 48 respondents 10/2/03
Forty-four Proposals for Richmond Village Downtown Revitalization

The Downtown Revitalization Committee needs your help! This form is designed to collect information about the range of support for the Downtown Revitalization proposals as well as find out which proposals may be the more important to work on right away. All are proposals only developed by Kent Associates from public meetings-workshops with citizens, the results of formal and informal surveys and interviews, and experience with downtown planning and design work in other Maine communities.

Each of the maps in this insert to the Richmond Newsletter has 22 proposals. The Kennebec River, Front Street - lower Main Street map proposals are numbered 1-22 and the Richmond Middle-High School, Richmond Business and Manufacturing Center, Town Office Complex, upper Main Street proposals are numbered 23-44. On each map these are identified and numbered clockwise beginning and ending on the east side of the maps.

For each or any of the items on which you would like to indicate your response, please circle the number which most closely corresponds to how you feel about the item. If you wish to rank the items you selected, please use the section at the bottom. **When you have finished, please leave in the Town Office, in the counter box at Bowdoinham Federal Credit Union, or mail to RBMC, 150 Main Street, Suite 9, Richmond 04357. Please return by Friday, September 26th.**

Map 1, Kennebec River, Front Street, Lower Main Street Items 1-22

| Item | No support, oppose | Neutral | Some support | Strong Support |
|------------------------------------|--------------------|---------|--------------|----------------|
| 1. Boat launch | 11 | 11 | 9 | 17 |
| 2. Demolish 1 story part Ames Bld | 10 | 12 | 11 | 14 |
| 3. Add restrooms | 3 | 12 | 15 | 18 |
| 4. Sell or lease Ames Bld | 6 | 3 | 11 | 28 |
| 5. Enlarge parking lot | 10 | 10 | 15 | 13 |
| 6. Applies to whole downtown area | 6 | 7 | 8 | 21 |
| 7. Construct new mixed use bld | 19 | 10 | 11 | 6 |
| 8. Construct additional parking | 10 | 13 | 13 | 10 |
| 9. Build "neck -downs" | 13 | 11 | 5 | 15 |
| 10. Continue river rail trail | 5 | 5 | 12 | 24 |
| 11. Plant more trees on Main St | 7 | 5 | 8 | 28 |
| 12. Create incentives for housing | 11 | 8 | 18 | 10 |
| 13. Improve access to parking | 8 | 22 | 9 | 9 |
| 14. Shared access to parking | 7 | 18 | 11 | 8 |
| 15. Space for boat-trailer parking | 9 | 12 | 20 | 8 |
| 16. Easement for public trail | 5 | 9 | 9 | 23 |
| 17. Change Water District lot | 9 | 14 | 16 | 9 |
| 18. Space for private leases | 9 | 11 | 15 | 13 |
| 19. New sidewalk on Front St | 1 | 3 | 14 | 30 |
| 20. Extend riverside trail | 5 | 6 | 11 | 26 |
| 21. Kennebec Chaudiere signage | 8 | 14 | 11 | 13 |
| 22. Improve boat launch | 7 | 8 | 21 | 12 |

Data Summary: Forty-four Proposals, Continued

Map 2. Richmond Middle-High School, Richmond Business and Manufacturing Center, Town Office Complex. Upper main Street.

For each or any of the items on which you would like to indicate your response, please circle the number which most closely corresponds to how you feel about the item.

| Map 2. | No support, oppose | Neutral | Some support | Strong support |
|--|--------------------|---------|--------------|----------------|
| 23. Construct new town facilities | 18 | 10 | 10 | 9 |
| 24. Complete public works | 2 | 14 | 16 | 15 |
| 25. Relocate school garage | 8 | 15 | 16 | 6 |
| 26. Construct service road | 8 | 11 | 11 | 17 |
| 27. Expand ice-skating area | 5 | 10 | 16 | 17 |
| 28. Pedestrian link: school-RBMC | 11 | 8 | 14 | 14 |
| 29. New bus drop-off | 14 | 10 | 12 | 11 |
| 30. Community hall auditorium | 13 | 10 | 8 | 15 |
| 31. Improve fire lane RBMC | 14 | 10 | 12 | 11 |
| 32. Utility lines behind RBMC | 13 | 16 | 10 | 5 |
| 33. Outdoor storage space | 12 | 22 | 9 | 2 |
| 34. Require design standards for blds. | 6 | 10 | 9 | 23 |
| 35. Reconstruct Rt. 197 | 7 | 7 | 9 | 24 |
| 36. New west entrance RBMC | 10 | 17 | 10 | 9 |
| 37. Landscape Main St | 5 | 1 | 15 | 27 |
| 38. Conserve Green belt | 6 | 5 | 6 | 31 |
| 39. RBMC parking, entrance & landscaping | 9 | 10 | 14 | 15 |
| 40. Relocate east entrance | 12 | 16 | 9 | 9 |
| 41. New signage entrances | 12 | 13 | 11 | 10 |
| 42. Sidewalk in to school | 3 | 7 | 13 | 25 |
| 43. Memorial Park | 10 | 11 | 17 | 9 |
| 44. Expand Umberhind Library | 7 | 7 | 12 | 22 |

Summary of Rank Selections: Map 1 Downtown and Waterfront; Kennebec River, Front Street, Lower Main Street Items 1-22

| Item | No of times ranked as: | First | Second | Third |
|--------------------------------------|------------------------|-------|--------|-------|
| 1. Boat launch | | | 1 | |
| 2. Demolish 1 story part of Ames Bld | | 2 | 1 | |
| 3. Add Restrooms | | 1 | 1 | |
| 4. Sell/lease Ames Bld | | 7 | 5 | 2 |
| 5. Enlarge parking lot | | 1 | - | 3 |
| 6. Applies to whole downtown area | | 3 | 5 | 4 |
| 7. Construct new mixed use bld | | - | 1 | 2 |
| 8. Construct additional parking | | - | - | 3 |
| 9. Build "neck downs" | | - | 2 | 1 |

Summary of Rank Selections, Cont'd.

| Item | No of times ranked as: | First | Second | Third |
|------------------------------------|------------------------|-------|--------|-------|
| 10. Continue river rail trail | | 6 | 1 | 1 |
| 11. Plant more trees on Main St | | 6 | 4 | 3 |
| 12. Create incentives for housing | | - | 2 | 2 |
| 13. Improve access to parking | | - | 1 | - |
| 14. Shared access to parking | | 1 | - | - |
| 15. Space for boat-trailer parking | | - | 1 | 1 |
| 16. Easement for public trail | | - | 1 | - |
| 17. Change Water District lot | | - | - | 1 |
| 18. Space for private leases | | - | - | 1 |
| 19. New sidewalk on Front St | | 4 | 2 | 6 |
| 20. Extend riverside trail | | - | 3 | 2 |
| 21. Kennebex Chaudiere signage | | - | - | - |
| 22. Improve boat launch | | - | - | 1 |

Map 2 Up-town: Richmond Middle-High School, Richmond Business and Manufacturing Center, Town Office Complex Upper Main Street. Items 23-44

| Item | No of times ranked as: | First | Second | Third |
|--|------------------------|-------|--------|-------|
| 23. Construct new town facilities | | 1 | - | - |
| 24. Complete public works | | 1 | 1 | 1 |
| 25. Relocate school garage | | - | - | - |
| 26. Construct service road | | - | 1 | 2 |
| 27. Expand ice skating area | | 1 | 1 | 1 |
| 28. Pedestrian link: school-RBMC | | - | - | - |
| 29. New bus drop-off | | - | - | - |
| 30. Community hall auditorium | | 2 | 5 | 2 |
| 31.-33. No selections | | | | |
| 34. Require design standards for blds | | 1 | 3 | 4 |
| 35. Reconstruct Rt. 197 | | 4 | 2 | 2 |
| 36. New west entrance RBMC | | - | - | - |
| 37. Landscape Main St | | 3 | 5 | 6 |
| 38. Conserve Green belt | | 6 | 5 | 4 |
| 39. RBMC parking, entrance & landscaping | | 2 | - | 3 |
| 40.-41 No selections | | | | |
| 42. Sidewalk in to school | | 2 | 3 | 1 |
| 43. Memorial Park | | - | - | - |
| 44. Expand Umberhind Library | | 4 | 2 | - |

Comments from Respondents

Would actually prefer to see the Ames building remain under community control, but have to face the harsh probability that it is more likely to be appropriately preserved under private ownership. Would like to see at least some space in the building devoted to "public" use - info center, public meeting space, etc. Could additional public restrooms be incorporated into the Ames Bld?

Create incentives for housing in the context of an overall, well thought out housing development policy.

Comments form Respondents, Cont'd.

As to a community hall auditorium - assuming, of course, that any such construction is justified by a documented need for additional space at the HS/MS. Absent such a need, we should take a look at creative reuse of some existing space for a community hall/auditorium.

Sell RBMC Building NOW! (even for \$1.00)

Plant more trees on Main Street - only for native species such as sugar maple.

Plan more trees on Main St. use small flowering trees.

Don't forget sidewalks on Pleasant Street and Gardiner.

How about subsidized buffers between businesses and residences made up of trees and attractive fencing so we can continue to have a mix of small businesses next to residences on Main St. For example, between Bucky's and the Hurley home, between Nash's car wash and the apartment building on the corner of Maine and Chestnut; between Murphy's car wash and residences behind it. There are several more similar situations.

Consider construction of a municipal golf course (could double as a X-C Ski area in winter) in the "green belt" referenced in #38.

Support anything that applies to fixing up Main St. and getting the railroad up and running again!

Flatlanders dream let's just have rich people in town and drive everyone else out.

Relocate east entrance of RBMC - you did this already; you are doing changes already, why ask us?

Affordable, multi-family housing in Richmond is a great idea but not at the expense of a unique historic district that is on the upswing and flourishing under current zoning. Maybe the historic area needs new boundaries but new development for apartments should be on undeveloped land near the village, such as north of Kimball Street. There are other options than threatening the gem we now have.

Great ideas and excellent work, Thank you. Please note that I am terrified by the proposed zoning change for multi-family units within the town's historic district. I am halfway through restoring a single family home on Pleasant Street but am putting further renovations on hold until that issue is resolved. I purchased the property with the current safeguards in place that the density of development and character of the neighborhood would not change. You say you want to stop sprawl. If the proposed changes are approved, I'd consider selling and moving out to the country -- the change would only encourage sprawl and lead toward degradation of an historic and architectural treasure.

These goals should be done without any increase in taxes.

Its time to sell RBMC with people inside the town has helped out enough.

END OF SUMMARY

VISION & PHYSICAL PLANNING COMMITTEE 6.4.03 RBMC

Present: Linda Dow, Carrie Heitsch, Betty Horning, Edward Mackenzie, Jeff Sneddon, Jerry Skinner, Darryl Sterling and Arthur Jankavich.
Meeting starts @ 2.15pm

- 1 Edward welcomes Jerry & Arthur as new members
- 2 Matters arising from last meeting. Discussion on Ames Mill . Also other matters of Committees interest and history - thus informing the new members of our purpose.
- 3 Edward restates and queries the function of this Committee, specifically noting he wants our Brief to extend beyond the time and aim of achieving Grant Monies - autumn of this year (fall!). Jeff reminds us of other funding available, once initial Grant is achieved. Linda asks - what work has been done by past Committees of like makeup and Brief? - need of continuity. Jeff echoes Linda's concerns about studies completed with no follow-up or action.
- 4 Edward invites contribution of GATEWAY STATEMENTS
- 5 Discussion on proposed painting RBMC Building - whys? hows and wherefores?
6. Linda queries distribution of print surveys - how best to distribute to Richmond populace and visitors.
7. Arthur sites lack of activities in Richmond. Jeff concurs and notes one function of the Business Committee is to attract activity via business.
8. Jerry submits idea of painting a mural on the side of the Ames Building depicting how that Building could look after development. Committee deems idea impracticable, but thinks it possible to display Graphic Material care of Brian Kent's Workshop on development in Richmond. Such depiction to be displayed in the town during Richmond Days and for instance in the Library and Town Office.
- 9 ALLOCATION OF TASKS
Jill & Edward: Visual Survey assisted by Carrie and Betty
Arthur: Front Street Vision based on use of Ames Building
Linda: Research Gardiner Business District - preservation and control
Betty: Signify local green spaces on enlarged map of Richmond
Jerry aided by Arthur: Survey of Historic Buildings
Edward: consolidate ideas re signage and other physical improvements in Richmond
- 10 Arthur asks for thoughts of Committee on Town Zoning, prompted by that night's Town Meeting.

Meeting closes 3.45pm

NEXT MEETING RBMC WEDNESDAY July 2 , 2pm

VISION & PHYSICAL PLANNING COMMITTEE

April 15th 2003 RBMC

Present:-

Betty Horning; Edward Mackenzie; Darryl Sterling

Apologies:- Jeff Sneddon

Meeting Starts:- 3.37pm

1. Edward shows sample of enlarged Town Map Section
2. Edward reports on his meeting of 4/10 with Maine Historic Preservation Commission (see attached)
3. Edward queries Town Plan, Darryl responds re Economic and Development Board involvement inclusive of Downtown Revitalisation as important element
4. Betty & Darryl announce RAZ concert series at Town Landing - Fort Richmond Park, starting June
5. Betty shows photos of local green spaces
6. Discussion of Ames Mill Building - Edward puts forth two ideas - a) using building to sponsor, represent some function involving all Maine townships under 3,000 population. b) building used to house large antique sales rooms/booths
7. Betty stresses need to utilize local natural assets eg Pleasant Pond, Spring Cove, Town Forest and CMP Camp Ground (Darryl will investigate CMP use of land)
8. Edward will get further enlarged Town Maps for next meeting.

Meeting finished at 4.25pm

Next Meeting April 30th 2pm RBMC

Edward Mackenzie's Meeting with Kirk Mohney

@ Maine Historic Preservation Commission

in Augusta on 4.10.03

Edward outlined what our Committee is about - our collective interest and vision re Richmond - What we'd like to do i.e. Preservation and Controlled Development.

Kirk, familiar with Richmond, the Ames Mill and other brick buildings and architectural richness of domestic housing stock.

Richmond's Historic District on the National Register does not protect individual buildings.

Tax credit on refurbishment of qualified buildings is available under supervised guidelines, which device is an incentive to preservation.

Kirk M. suggests the Town of Richmond could apply for grants to improve Ames Mill Building.

The Town could keep the building as an asset, or sell to a sympathetic buyer, guaranteeing controlled development of the building.

Gardiner has its own Historic Preservation Commission which reviews proposed changes to the commercial area.

Kirk M. queries Richmond's Comprehensive Plan - what goals?

Usual format of Town Plans include protecting Historic Properties as one of ten goals.

How is Richmond zoned?

Kirk and Edward agree local Grants re facade improvement encouraging, but not supportive enough.

Kirk suggests identifying Town's assets and the character of its Community.

When development starts it is important to control such development.

He requests our Committee keep his Commission informed as to progress.

Edward extends invitation to Kirk and Earl Shuttleworth to visit Richmond, and / or to attend a Committee Meeting.

RICHMOND MAIN STREET PROJECT

VISION & PHYSICAL PLANNING COMMITTEE

Present 3.27.03

Betty Horning; Edward Mackenzie; Jill Saxon;
Darryl Sterling; two guests - John & Julitta Dennison
Meeting started at 9.18am

1 Edward suggested contacting Earl Shuttleworth, Maine
Historic Preservation Society, Committee concurs.
Edward will make contact.

*

2 For the benefit of the guests, the notes of the last
meeting are gone over and supplementary explanations of
the committees function.

3 The Dennisons express concern about how Richmond is
developing and are in sympathy with the Committees ideas
and intent. John D. commutes via Route 197 daily and
echoes the Committees concern for the condition of the
road.

4 Betty reiterates developing awareness of local
history. Edward repeats his vision and interest in
Ames building. Jill says again the idea of local business
advertising in RMBC or other town buildings. She queries
the composition of Community Surveys.

5 John & Julitta D. site Bath as an example of Civic
Development and historic pride.

6 The committee invite the Dennisons onto the Vision &
Physical Planning Committee.

Next meeting 4.15.03 @ 3.30pm RBMC

Meeting finishes 10.15am

* Edward has arranged to meet Earl Shuttleworth in
Augusta at 1pm on 4.10. Any Committee members are welcome

RICHMOND & DOWNTOWN REVITALISATION

Vision & Physical Planning Committee

Meeting March 14 2003

Commenced 9.15am

Present Betty Horning
Edward Mackenzie
Jill Saxon
Darryl Stirling

Vision Statements: Betty & Edward

Discussion re Statements

Betty gives example of Hallowell - transition over the years of Main Street of general traders and services to antique emporium to second layer development serving the community and attracting visitors into Hallowell by antiques. Hollowells's development helped along by individuals with influence and money. Suggest we target like individuals for Richmond's development.

Betty suggested conversing with Earl Shuttleworth of Maine Historic Preservation Society?

Betty offers suggestion of Texas town, how they created interest and development.

General discussion on Richmond town promotion.
- Postals, Plaques on Historic Houses, Street Signage illustrating Historic District Trail of Old Houses (and inhabitants!)

Darryl leads discussion re Ames Building - history of town ownership etc.

Edward sees that building as keystone to town development via multiple occupancy of trades/ craftsmen/ artisans/ at the very least an antique mall.

Discussion includes other buildings of importance for towns future and well being. Jill volunteers to make a list.

Darryl suggests ways to promote vacant buildings. Committee agrees on the importance of preservation and vision of Richmond - the 'glue' of what we want to do. Darryl illuminates presence of political reality and the objective of the District Plan - that to which all our efforts will contribute.

- 2 -

Betty suggests honoring past residents e.g. Robert Hall,
a medal of honor winner, etc. - how to promote?

Jill suggests creating a book.

Darryl suggests a development charette encouraging
holistic development in Richmond.

Meeting closes 10.25am

Nest meeting RBMC 9am Thursday 27th March 2003

RICHMOND MAINSTREET PROJECT
VISION & PHYSICAL PLANNING COMMITTEE 2.21.03 RBMC

PRESENT:

| COMMITTEE MEMBERS | SUPERVISORY |
|-------------------|--------------|
| Edward Mackenzie | Jeff Sneddon |
| Jill Saxon | Mark Vannoy |
| Bette Horning | Dave Tilton |
| Kristine Kimball | |
| Carrie Heitsch | |

No apologies

Meeting start 9.10am

BUSINESS:

1. K. Kimball introduces materials for Resource Library
 - 1) Economic Revival Guide
 - 2) Primer - Sustainable Maine

2. Vision Workshop in May run by Brian Dent -
 - prepare for;
 - citizen involvement

3. J. Saxon presents photos she took of Main Street Buildings
 - good start of visual survey of Richmond

4. Local ordinances re planning - familiarization with in order to facilitate functions of the Committee
 - 1) Brian Hobart - asking him to a committee meeting to clarify ordinances re his expertise and experience
 - 2) Possibility of informal survey of downtown business re their experience of ordinances
 - 3) C/o D. Tilton - obtain copy of Chris Accord's "Ordinance Survey"

5. M.Vannoy explains Work Plan Matrix
(handouts supplemented by C.Heitsch's graphic handout)
and hands out Tax Map defining 'Downtown'
6. J.Sneddon - reference to Main Street Design Booklet
as guide
7. Introduction to aerial photograph of Richmond with
linia~~r~~ references
- 8 Discussion on signage and suggestions on Gateway
Catch Phrases
- D.Tilton will get info. on Gateway Signage examples
9. Allocation of specific tasks for committee members
due next meeting
10. E.Mackenzie suggests each committee member compose a
a written paragraph or two on their vision of what
they want Richmond to be
11. K.Kimball - project emphasis:-SUSTAINABILITY
- linking economy with environment
- D.Tilton will obtain printout on sustainability
and info. from Community & Economic Development Group
12. Date and venue of next meeting:- 9.00am RBMC
Friday 14th March

Meeting closes 10.40am

