



Comprehensive Plan 2025



Acknowledgements

Special thanks go out to the following individuals who contributed to the development of this plan, especially to members of the Comprehensive Plan Committee who lent their unique expertise throughout the multi-year planning process.

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Introduction & Executive Summary

Monmouth's most recent Comprehensive Plan was adopted in 2007, and much has changed since then. The ultimate goal of this updated plan is to provide a new, shared vision for the community and produce a set of usable recommendations for the next 10-12 years. The Comprehensive Plan Committee hopes that this plan will serve as the foundation for public policy and land use decisions in the future and that it will provide an ongoing framework for both public investment and private development.

How to Use This Plan

This plan addresses several topic areas that are of particular relevance to the community.



Within each chapter are analyses and additional data related to each topic. These analyses, coupled with the public feedback described further in the Planning Process section, form the basis for the recommendations of the Plan outlined in the Implementation Matrix (starting on page 37).

Within the Implementation Matrix, readers will find various Goals, Objectives, and Actions organized by topic area. **Goals** are broad, aspirational statements that help make the community vision a reality. **Objectives** include a bit more specific direction for how the goals will be carried out. **Actions** are the specific checklist items that, if implemented, will allow the Town to fulfill its identified goals.

Framework Pyramid



Executive Summary

A Comprehensive Plan is a long-range look at various topics impacting a community's character, growth, and its fiscal position. In an ever-changing world, this Comprehensive Plan is intended to be a broad, forward-thinking framework for municipal decision-making over the next 10-12 years (including budgeting, ordinance amendments, programming and staffing considerations, and more). While this is not a binding document, following the recommendations outlined within will allow the Town of Monmouth to accomplish the vision communicated by its residents and stakeholders during public engagement events held throughout the summer of 2024 and winter of 2025.

Community Priorities

- **Recreation & Culture:** In general, there was broad support for keeping or enhancing existing recreation programs and other quality-of-life indicators (the library, the theater, and community festivals).
- **Transportation Improvements:** Residents communicated a number of transportation improvements that they want to see the Town make over the next 10 years, including major capital improvements (new sidewalks in certain areas, for example), better maintaining existing roads and sidewalks, and working to eliminate speeding on existing roadways.
- **Small Business & Cottage Industry:** Stakeholders want to protect and enhance existing small businesses and “cottage industries” (defined as small, usually in-home makers who may sell their craft or wares locally). In addition, there was interest in supporting local agriculture and attracting more retail/service businesses (such as coffee shops or restaurants).



Data Analysis

- **Targeted Housing Needs:** Documented in the Housing Inventory chapter, Monmouth needs to produce an additional 108 housing units by 2040 in order to keep pace with projected population growth. This should be more than feasible, given that the Town added 181 new dwelling units between 2010 and 2023 (including 18 mobile homes). Also, the Town will likely need to take on a greater role in alleviating projected county-wide housing shortages because of the existence of utilities that make Monmouth more attractive for housing development (adequate sewer capacity and the existence of three-phase power within the designated Growth Area). The State of Maine Housing Production Needs Study projects the need for between 4,500 and 5,100 new housing units across Kennebec County by the year 2030 in order to accommodate projected population growth, population shifts, and anticipated economic changes. The Town should focus on the following targeted housing needs:
 - **Housing Affordability:** There is a housing affordability problem in Monmouth for current homeowners making between \$35,000 and \$49,999. (Depending on the size of the household, these are typically people making between 60% and 80% Area Median Income, or AMI, for Kennebec County).
 - **Senior Housing:** Monmouth will likely require additional senior housing (limited to those 62 and older) to accommodate the projected increase in this population outlined in the Population & Demographics section of this Plan.

Future Land Use

The Future Land Use section is a key component of the overall Comprehensive Plan, designed to guide desired (and in many cases, much needed) development while considering Monmouth's unique opportunities and constraints. This section aligns with the state's goal to encourage orderly growth in areas that leverage existing infrastructure while protecting rural character (and more importantly, rural function – or the ability of farmers to continue to operating in the community) and prevent development sprawl.

The Future Land Use section recommends a variety of constraints designed to create a pedestrian-friendly village area, while retaining rural conservation and farming lands and, **more importantly**, allowing land uses that would allow those farms to thrive.

Planning Process

Comprehensive Plan Committee

A Comprehensive Plan Committee was formed in 2019, with members appointed by the Selectboard, to guide the planning process. After pausing the process as a result of the COVID-19 pandemic, a consultant was brought on board in October of 2023. Between October of 2023 and February of 2025, the Committee met monthly (or more often, as needed) throughout the development of this Plan. These meetings were posted on the Town's website and were open to the public, with many members of the public directly participating during the meetings.

Overview of Public Engagement

As part of the development of this plan, a robust public engagement process occurred. A hybrid engagement process was employed, including a combination of intimate, face-to-face community conversations and online engagement tools, in order to allow those who are unable to attend meetings to still participate and stay informed.

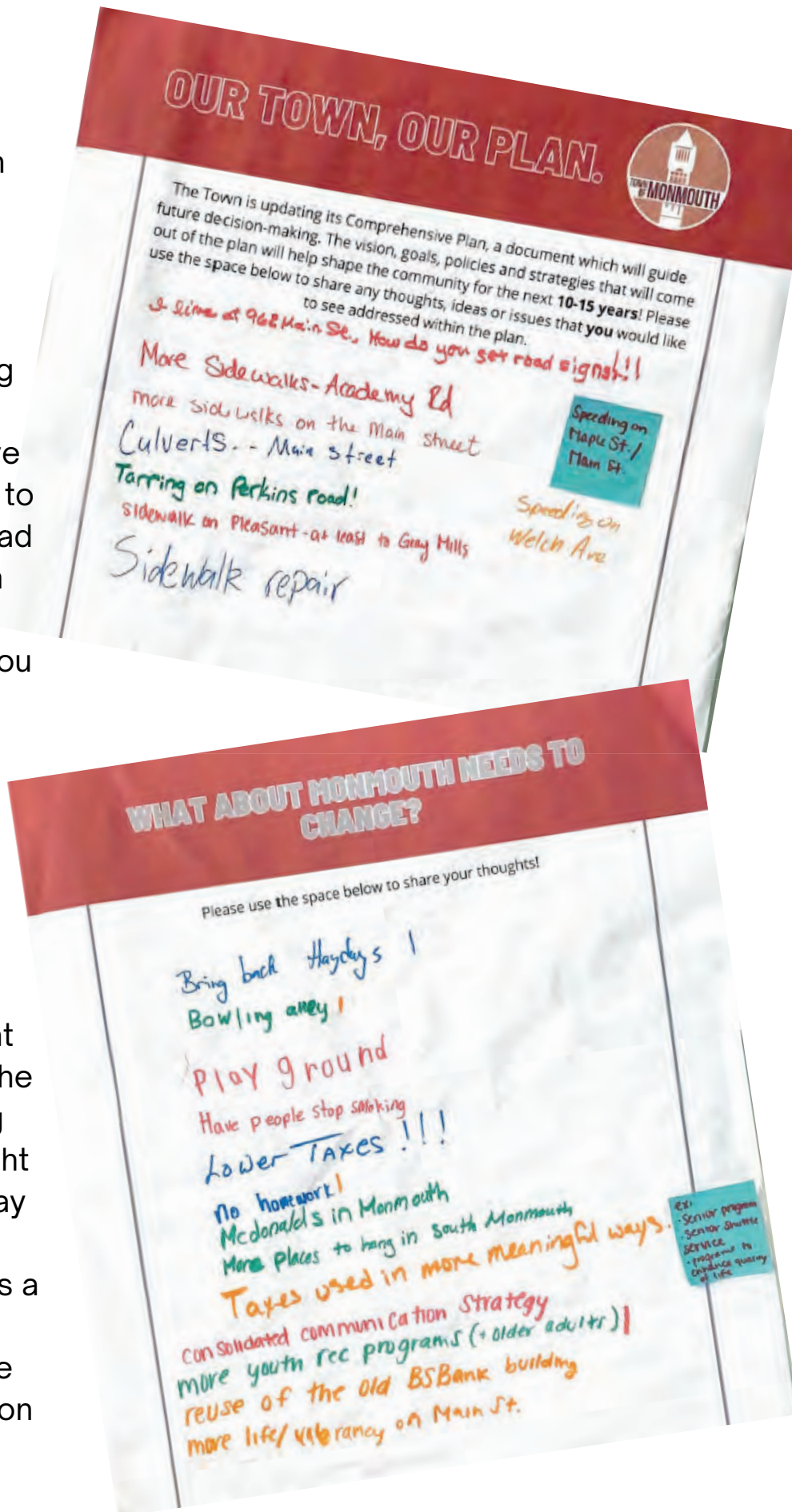
In January and February of 2025, updates regarding the planning process were also provided to the Town's Planning Board and Selectboard during their regular public meetings.

At the outset of the planning process, a page on the Town's website was developed to serve as a hub for information about the project. It included various documents and resources for stakeholders to peruse (including notes from in-person public engagement events), as well as links to the online survey(s).

The Committee ran an online survey through the platform Survey Monkey in 2019, which received 214 responses. When the consultant was brought on board in October of 2023, it was recommended that another survey be undertaken in order for the public to communicate any values or ideals that might have changed in the four years between surveys. The second online survey, which ran from April 1, 2024 to June 12, 2024, received 144 responses.

In addition to the online survey, a Community Open House event was held on June 6, 2024, with seven members of the public in attendance. The Committee's hired planning consultant provided an overview of Comprehensive Plans and what is required to be included in them, and had high-level discussions with the community regarding three big ideas: What do you love about Monmouth and want to keep as is? What about Monmouth do you want to change? What do you hope that the Plan addresses?

The consultant then met community members out at public events throughout the summer of 2024, including the August Community Night Out and a Food Truck Friday Event at Cumston Hall, to ask the same questions. As a result of these combined efforts, 33 responses were provided to the questions on the "tabling posters."



Throughout these efforts, some common values of the community emerged:

- **Recreation and culture:**

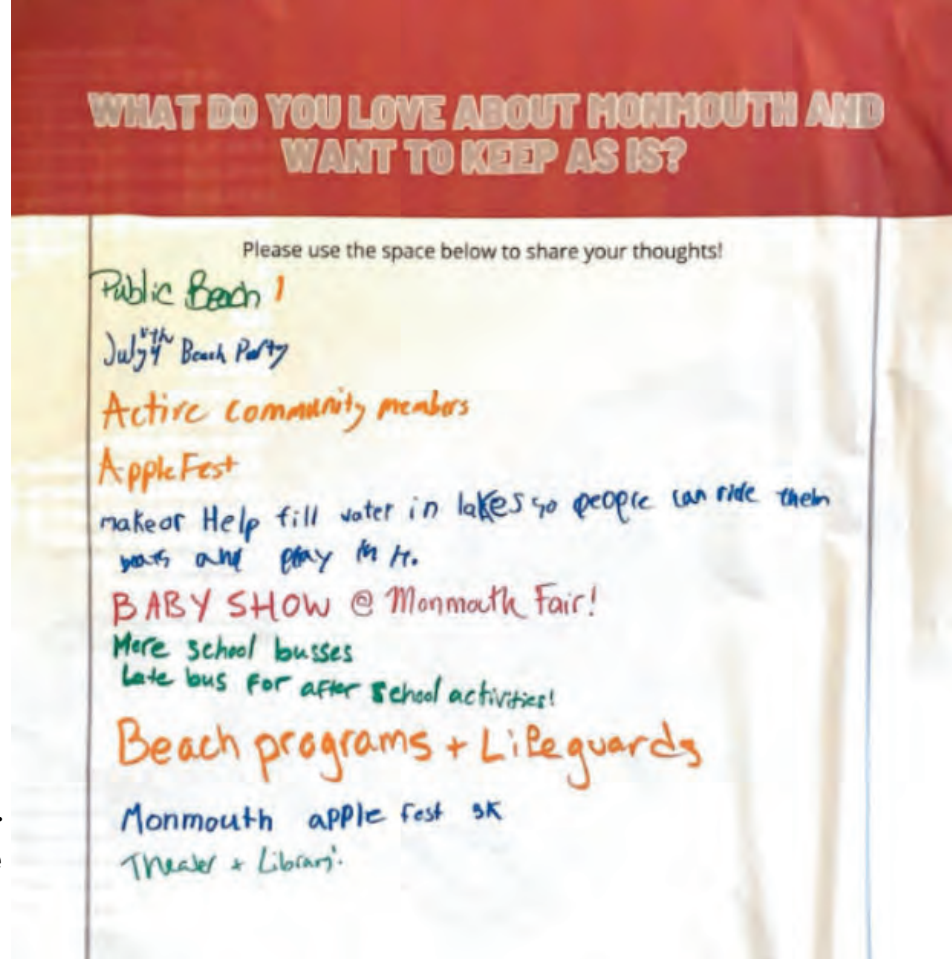
From the tabling posters, 12 out of 33 responses (36%) were related to keeping or enhancing existing recreational programs and other quality-of-life indicators (the library, the theater, and community festivals). When asked in the online survey to rank the top three strategies that

would most improve quality of life in Monmouth over the next 10-15 years, 50.7% chose increasing recreational opportunities. 28.5% chose the provision of more open space and natural resource areas. question on the online survey which prompted respondents to fill in the blank “I think Monmouth needs more...” Of these responses:

- 27/144 (18.8%) included recreation, beach amenities, trails, or open space areas

- **Transportation improvements:** From the tabling posters, 11 out of 33 responses (33%) were related to transportation improvements that people wanted to see the Town make. These were primarily focused on capital improvements (new sidewalks in certain areas, for example), but many also focused on better maintaining existing roads and sidewalks and working to eliminate speeding on existing roadways.

- In the online survey, about 61% of respondents indicated that bicycle facilities (both on- and off-road) were lacking or severely lacking. A handful of people indicated that they would like to see on-road bicycle lanes. Likewise, 54% of respondents indicated that these are lacking or severely lacking.



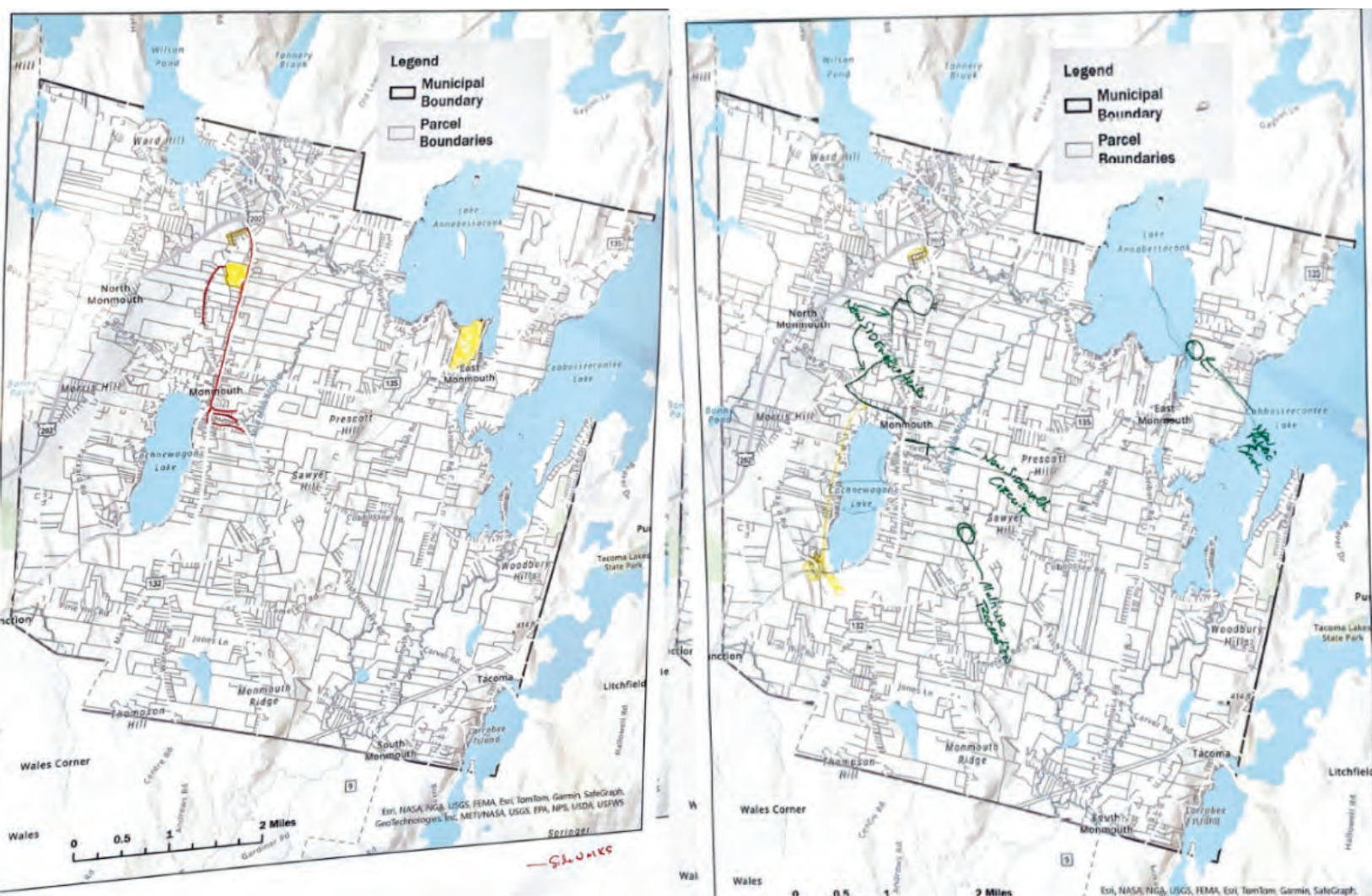
- For public transit options, 62% of respondents indicated that these are lacking or severely lacking. It was suggested on the tabling posters that a small shuttle between Lewiston/Auburn and Monmouth and Augusta/Monmouth would go a long way in helping seniors get to appointments in the region.



- **Small businesses and cottage industry (agriculture, restaurants, and retail):** When asked in the online survey to rank the top three strategies that would most improve quality of life in Monmouth over the next 10-15 years, 50.7% of respondents chose preservation of the Town's rural character. 31.9% chose support for local agriculture and/or forestry. 43.1% of respondents chose attracting more retail/service businesses and 19.4% chose attracting more local jobs. A handful of responses to the tabling posters suggested specific ideas for businesses to locate in Monmouth, or suggested specific locations where businesses could go (e.g. the old Bangor Savings Bank building), or, finally, suggested generally making Main Street more vibrant. Even more specifics can be gleaned from the responses to the question on the online survey which prompted respondents to fill in the blank "I think Monmouth needs more..." Of these responses:
 - 27/144 (18.8%) contained restaurants or dining options
 - 25/144 (17.4%) contained business

Additional comments (and their reactions) and full responses to the online surveys are included in the Appendix. Data collected from these efforts informed the development of much of this Plan, including the Vision Statement discussed further in the following section.

Finally, the Comprehensive Plan Committee hosted a Future Land Use Workshop on the evening of January 16, 2025. This workshop was well-attended by about 20 members of the public. At this meeting, the planning consultant introduced state requirements for Growth and Rural areas and how land use interacts with all other aspects of the community. Then, those in attendance were split into small groups for an interactive mapping activity meant to help the Comprehensive Plan Committee refine the required Growth area boundaries.



For the most part, the maps created by the public gathered reinforced the Growth Area boundaries included within this Plan (which were presented as drafts at the time). It was suggested that sidewalks be expanded to certain, designated areas within the defined Growth Area, such as the entirety of Academy Road, portions of Blue Road, Norris Hill Road, and a circuit in “in-town” neighborhoods Pleasant Street, Maple Street, and Welch Avenue. It was also suggested that new public beaches or recreation areas be explored in East Monmouth.



Community Vision Statement

The Comprehensive Plan is guided by a community vision statement, which was developed as a result of public engagement described previously, and is intended to summarize the community's desired character throughout the lifetime of this plan. It is an aspirational statement that we hope that we will live up to by the year 2035.

“Monmouth is a multi-generational community: a great place to raise a family as well as a great place to retire. Over the next 10 years, we will focus on enhancing our community through quality-of-life improvements ranging from transportation upgrades and new sidewalks to enhancing or expanding access to recreational and cultural amenities.

We will undertake careful planning to encourage small farms, local entrepreneurial endeavors (such as restaurants or retail spaces), and sufficient housing options to satisfy our changing community demographics. This will involve both clear regulation and the provision of incentives.

Finally, we will recognize our natural resources and open spaces (from the many lakes and ponds offering ample fisheries and recreational opportunities, to the ridges and valleys offering scenic views of the western mountains, to the wetlands, fields, and forests offering diverse wildlife habitats) as the economic and cultural cornerstones of our community and will work to protect them in kind.”

Future Land Use

Overview

The Future Land Use section outlines the long-term vision for how our town should grow and change over the next decade and beyond. It guides Town staff, elected officials, consultants, and residents in updating Town ordinances and policies.

It is important to note that a Comprehensive Plan is a visioning document, not a set of regulations. Therefore, this section should be used to guide, limit, or encourage development that aligns with community interests as defined herein. One major way that municipalities influence new development is through investing public funds in the expansion of infrastructure. Public utilities and services like the construction and maintenance of streets, sewers, and water networks can enable or limit the kinds of development that certain land areas can practically accommodate. Thus, one crucial function of this Plan will be to guide the Town and its partners as we consider whether or how to spend money on infrastructure maintenance, replacement, or expansion.

In addition, this section of the Plan can be used to evaluate current land development regulations and other land use policies and proposed amendments or revisions to align these tools with this section. However, any new land use ordinances (or amendments to existing ordinances) will require additional community input and careful consideration.

Process of Defining the Future Land Use Plan

The Comprehensive Plan is based on feedback from online and in-person public engagement held throughout the planning process, described in further detail in the Planning Process section. The Future Land Use section specifically draws on feedback

received at a Future Land Use Workshop held in January of 2025. Additionally, this Future Land Use section incorporates a variety of other inputs, including:

- Existing land uses
- Monmouth's historic development patterns
- Existing public sewer and water networks
- Availability of three-phase power
- Location of prime farmland soils
- Existing transportation infrastructure
- Locations of natural landscapes, including wetlands, waterbodies, and flood hazard areas

Relation to Vision Statement

This Plan is grounded in the Vision Statement identified by the community during this planning process. The Vision Statement summarizes the community's desired character and is an aspirational statement to guide us in our planning through the year 2035. The Vision Statement is outlined on page 14 of this Plan.

Growth Area

The identification of both Growth and Rural Areas is a requirement for State approval of any Comprehensive Plan.

The **Growth Area** is not simply the area of Monmouth where new development and growth may happen but rather where the community feels that growth should happen and would be willing to invest to support such growth. Growth Areas are intended to be well-served by public services and are proactively planned to accommodate a wide range of different land uses. This Comprehensive Plan emphasizes growth over the next ten years (the prescribed life of this Plan), though long-term (multi-decade) planning for the Growth Area is also considered.

Some public services are directly location-sensitive, such as the current locations of public sewer, water, and transportation infrastructure (roads and sidewalks). The expansion of this kind of infrastructure is expensive, so development that is directly accessible to sewer, water, and good roads will end up costing taxpayers less in the long run. In addition, development should be located in fairly close proximity to existing fire and police stations to minimize emergency response times and should preferably be located near schools or existing jobs.

The State notes that land areas designated as Growth Areas must include: (1) already built-out areas that require maintenance or additional capital investment to support existing or limited infill development; (2) located adjacent to existing densely populated areas, to the extent practical; (3) be designed to encourage compact, efficient development patterns (including mixed-uses) and discourage development sprawl; and (4) promote nodes or clusters of development along roads.¹

Further, the State expects communities to undertake the following actions to plan for and regulate land development within their identified Growth Areas:

1. Establish development standards;
2. Establish timely permitting standards;
3. Prevent inappropriate development in natural hazard areas or critical natural areas;
4. Ensure that needed public services are available; and
5. Direct a minimum of 75% of municipal “growth-related capital investments” during the life of the Comprehensive Plan (which are specific funds to improve or expand infrastructure and services that support new development, not funds used on existing infrastructure or public services).

[1] Maine Comprehensive Plan Review Criteria Rule, Maine Department of Agriculture, Conservation & Forestry, as amended through August 2011.
<http://www.maine.gov/sos/cec/rules/07/105/105c208.doc>

Municipalities can address the first three items through local land use regulations, including establishing basic standards and a review process for proposed construction projects (such as that currently contained within the Town’s Comprehensive Development Ordinance). Action 4 and 5 require both financial investment and active implementation by the Town and, therefore, require ongoing public support and engagement.

The designated Growth Area will be the primary place that the needs documented throughout this Plan are met. These varying needs are summarized below.

- **Housing:** As described further in the Housing section of this Plan, there is a housing affordability problem in Monmouth for homeowners making between \$35,000 and \$49,999. (Depending on the size of the household, these are typically people making between 60% and 80% Area Median Income, or AMI, for Kennebec County). This indicates a lack of affordable housing for ownership that could be met through the provision of townhomes or other “missing middle” housing types – described further on the following page – for this income group.



In addition, accessory apartments are often a lower cost way to add one or two small housing units to an existing property. Accessory apartments, also called accessory dwelling units (ADUs), in-law apartments, or “granny flats,” are now allowed anywhere that housing is allowed throughout the community as a result of the adoption of LD2003 at the state-level. With the number of large homes on public sewer and the need for more housing options in Monmouth, there is potential for many more accessory apartments to be created.

Monmouth needs to produce an additional 108 housing units by 2040 in order to keep pace with projected population growth. Much of this can likely be accommodated in multi-family housing, which requires less land overall to build than single-family housing (typically sited on separate lots). In addition, the Town will likely need to take on a greater role in alleviating projected county-wide housing shortages because of the existence of utilities that make Monmouth more attractive for housing development, including adequate sewer capacity and the existence of three-phase power (specifically within the designated Growth Area). The State of Maine Housing Production Needs Study projects the need for between 4,500 and 5,100 new housing units by the year 2030 in order to accommodate projected population growth, population shifts, and anticipated economic changes.²

“Missing Middle” Housing

“Missing middle” refers to a range of multi-family or smaller residential building types that are compatible in scale with single-unit houses. They are considered “missing” because the vast majority of housing developed in North America since the 1950s has either been single-unit houses or larger multi-unit buildings (10+ units). This might include townhomes, smaller “starter homes,” cottages, and more.

These housing types help provide compact, healthy, walkable neighborhoods and meet the need for housing at varying price points. Because of their scale, it is possible to integrate missing middle housing into existing neighborhoods composed primarily of single-unit detached homes without significant conflicts. Many neighborhoods built before the 1940s that people perceive as primarily single-family detached homes are actually made up of a mix of these missing middle housing types.

By accommodating additional units and right-sized housing densities, missing middle housing can allow more people to live near the services and amenities they need without requiring the addition or expansion of infrastructure. When regulating these housing types, the focus should be on the size and scale of the building rather than unit counts.

This Plan recommends developing missing middle housing to address the documented need for “starter homes” as well as homes available for seniors to downsize into. These new units should be located near existing services and amenities within the designated Growth Area.

[2] *State of Maine Housing Production Needs Study* (2023), page 56.

- **Economy:** New economic development will likely be focused on healthcare to cater towards Monmouth's aging population (see the population projections in the Population & Demographics section of this Plan for additional information). In addition, however, the community has an opportunity to capitalize on more people than ever working remotely from Monmouth (meaning more potential customers in town on any given weekday), which could be a boon for retail or service-oriented businesses (restaurants, coffee shops, etc.) who may be looking to locate in Monmouth.

That said, there are a variety of infrastructure and political constraints that may currently be having the effect of limiting commercial development in Monmouth. The Town does not designate certain areas for new commercial growth through traditional Euclidean zoning, meaning that most of the community allows both residential and commercial uses. This can raise the possibility of intense public opposition to specific business development proposals.

Related though, the Town lacks municipal sewer and water outside of Monmouth Center and North Monmouth areas (essentially the established Growth Area), making that area preferable for commercial, industrial, and higher-density residential development. This is also where three-phase power (which provides higher transmission of electricity at a lower amperage) is currently available.

- **Land Use:** As noted, the Town does not currently have a traditional Euclidean zoning ordinance that separates land uses into allowed zones. This could also be an opportunity for the Town to further define what future development should **look like** rather than what future development should **be**. Many communities across the country are developing a form-based approach to new building construction, which regulates overall design and look of a commercial or multi-family building rather than what land uses that building hosts (with exceptions in order to manage public health and safety). This could be an appropriate approach in a community like Monmouth and could help to alleviate some of the public opposition to development projects.



- **Public Facilities & Services:** Water and sewer capacity is more than adequate to accommodate needed changes in household size (namely, the need for additional, smaller housing units) within the areas where these services are available (the identified Growth Area). In addition, the identified Growth Area is the current location of the vast majority of the Town's sidewalk infrastructure and includes the municipal office, schools, the fire station, and the police station. Thus, incentivizing growth within this area will also help with emergency response times and provide the ability for students to walk to school and for people to easily access municipal services.

Traditional New England Development Pattern

Historical development patterns are still evident in Monmouth, especially in and around the village area. As we consider future potential growth and development patterns, considering these traditional New England characteristics can provide valuable guidance for the community.

Early and traditional New England towns and villages shared several defining features that many people find attractive for the vibrant, livable, and sustainable places they create:

- Villages were often of a **medium density**, between the high density of cities and the low density of rural or suburban areas. This allowed for the sustainable provision of municipal services within the village area while retaining convenient access to natural and rural areas on the outskirts of town.
- Villages were often **compact** and of a size and scale that sustained vibrant communities and strong local economies. The buildings, streets, and open spaces were constructed at a **human scale** (or a size and form that was usable and comfortable for most people). Buildings were not too tall (though they were often multiple stories), and streets were not too wide (though today they can still usually accommodate modern automobiles that did not exist when the streets were laid out).
- Residences came in a range of building types, including medium-scale housing or so-called “**missing-middle housing**” (described previously) that contained several units but was compatible with single-unit houses, shops, or mixed-use buildings.
- Parcels of land and buildings were laid out based on the most basic form of human transportation: walking. Even as the modes of transportation evolved, the **walkable** nature of these villages continued to keep them functional and attractive places to live and do business.
- Before land development regulations were common practice, villages were naturally **mixed-use** and contained a variety of functions within both neighborhoods and individual buildings that served people’s daily needs. This allowed for convenient access to services, diversified, resilient local economies, and communities centered on a vibrant downtown.
- The benefits of traditional villages spread beyond the downtown area. They were **well-connected**, which allowed residential neighborhoods easy access to the services they needed on a daily basis.
- While storefronts were uncommon in residential areas, home businesses and other local services were reasonably common.
- Community spaces where people could gather were particularly important in traditional villages, as they allowed people to gather when they were not at home or work. Nowadays, these “**third places**” can be coffee shops, general stores, post offices, bars, parks, libraries, gyms, or any other place people can go, and communities can form.

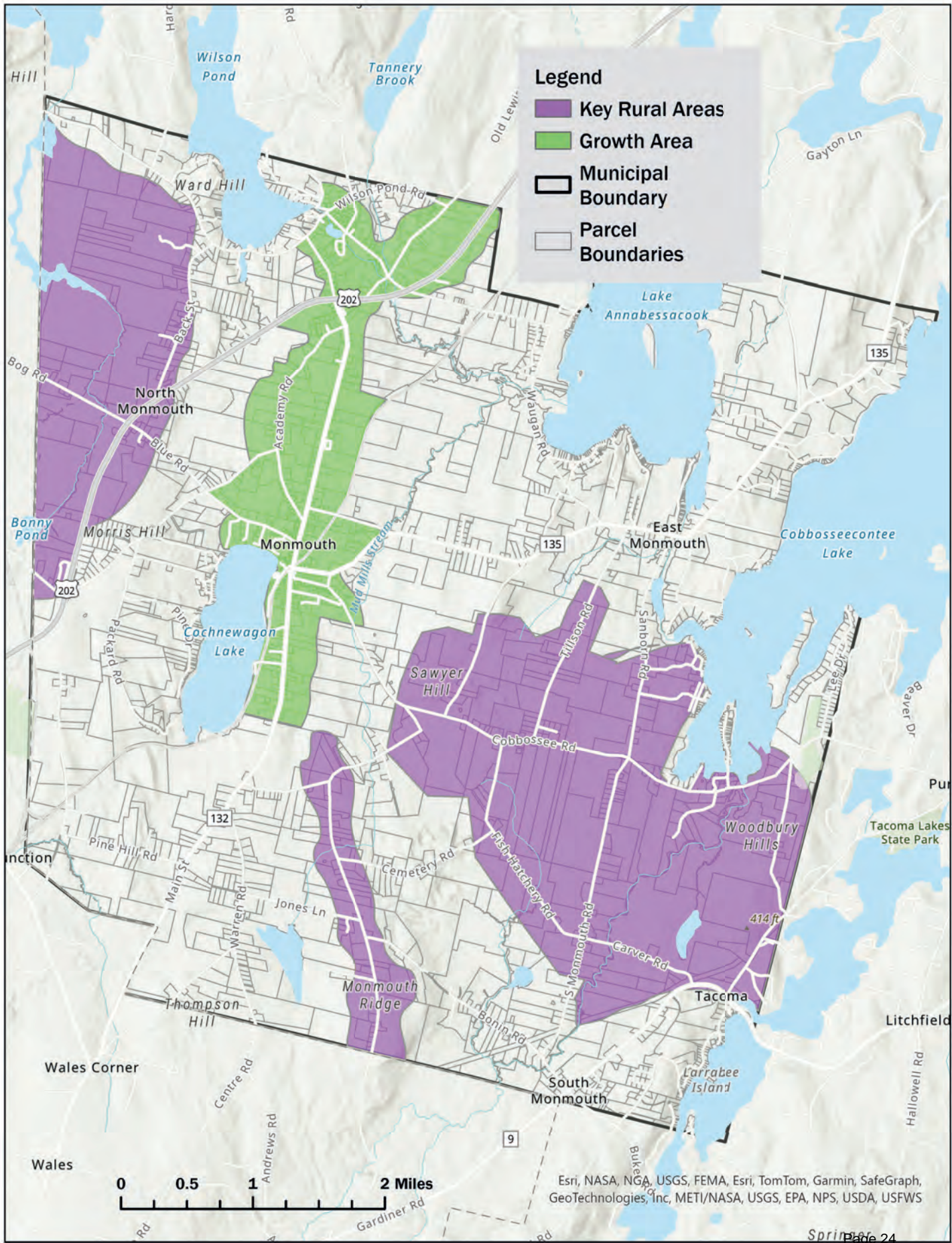
This Plan recommends that the features identified in Traditional New England Development should be preserved where they exist, like in Monmouth’s village area, and fostered where they lack, such as in the area near the Town Office.

- **Transportation:** Throughout the planning process, the need for increased maintenance of local roads and sidewalk infrastructure by the Town was continually discussed. A prioritized improvement, maintenance, and repair plan for the community's transportation network should be developed and incorporated into the Town's Capital Improvement Program. The priority should be to invest in roads and sidewalks within the designated Growth Area first, and then continue that investment on a more regular basis as this infrastructure is more heavily used (as evidenced by Annual Average Daily Traffic counts included in the Transportation section of this Plan).

In addition, transportation and land use need to be discussed and framed as two sides of the same issue. Land use and development patterns should complement existing transportation networks (the area of the community where sidewalks exist) in order to promote mobility and support a more sustainable community.



Future Land Use Map



As shown on the map on the previous page, Monmouth's designated Growth Area is the majority of Main Street (Route 132) and the surrounding, more densely developed residential neighborhoods, including the intersection of Main Street and Route 135 to approximately Mud Mills Stream. The Growth Area also includes the entirety of Academy Road, as well as a portion of Route 202 and surrounding areas currently served by public sewer (Blaisdell and Lewiston Roads). The area off of Route 202 has also had a feasibility study completed in July 2024 to explore the expansion of public water to this area. The estimated project cost (as of the July 2024 study) is approximately \$8 million. To date, \$6.1 million in state and federal grant funds have been raised, making the future expansion of public water to this area seem feasible within the 10-15 year life of this Plan.

The portion of Route 202 and its surrounding areas were chosen because this is Monmouth's primary place where more intensive commercial uses are located, including automobile sales and service businesses, ATV dealers, a Dollar General, a credit union, and finally, Tex-Tech Industries, Monmouth's largest employer.



Rural Area

For the purposes of this Plan, a Rural Area is any area of town outside of the defined Growth Area and which is less built-up than the identified Growth Area. New development and growth may still occur in a Rural Area, but for various reasons, development in a Rural Area is typically less intense.

Rural Areas tend to have less infrastructure and may include areas identified for agricultural uses, low-density housing, conservation, or other purposes. While Rural Areas will not receive the same amount of public investment into infrastructure as Growth Areas, private property owners are still free to invest in their property. As such, new growth may occur in designated Rural Areas, just without the express encouragement of the municipality. While the municipality may not be encouraging growth, it may still be desirable for the municipality to coordinate, guide, and generally plan for growth and development in these areas to help protect and maintain the qualities that residents value.

This Plan discourages significant or impactful development in most parts of the Rural Area, although it is expected that some development may take place. Per State guidelines, public funds should generally be used to accommodate new development within the Town's identified Growth Area. However, parts of the Rural Area that may develop should be managed in ways that are appropriate to maintain and improve rural character.

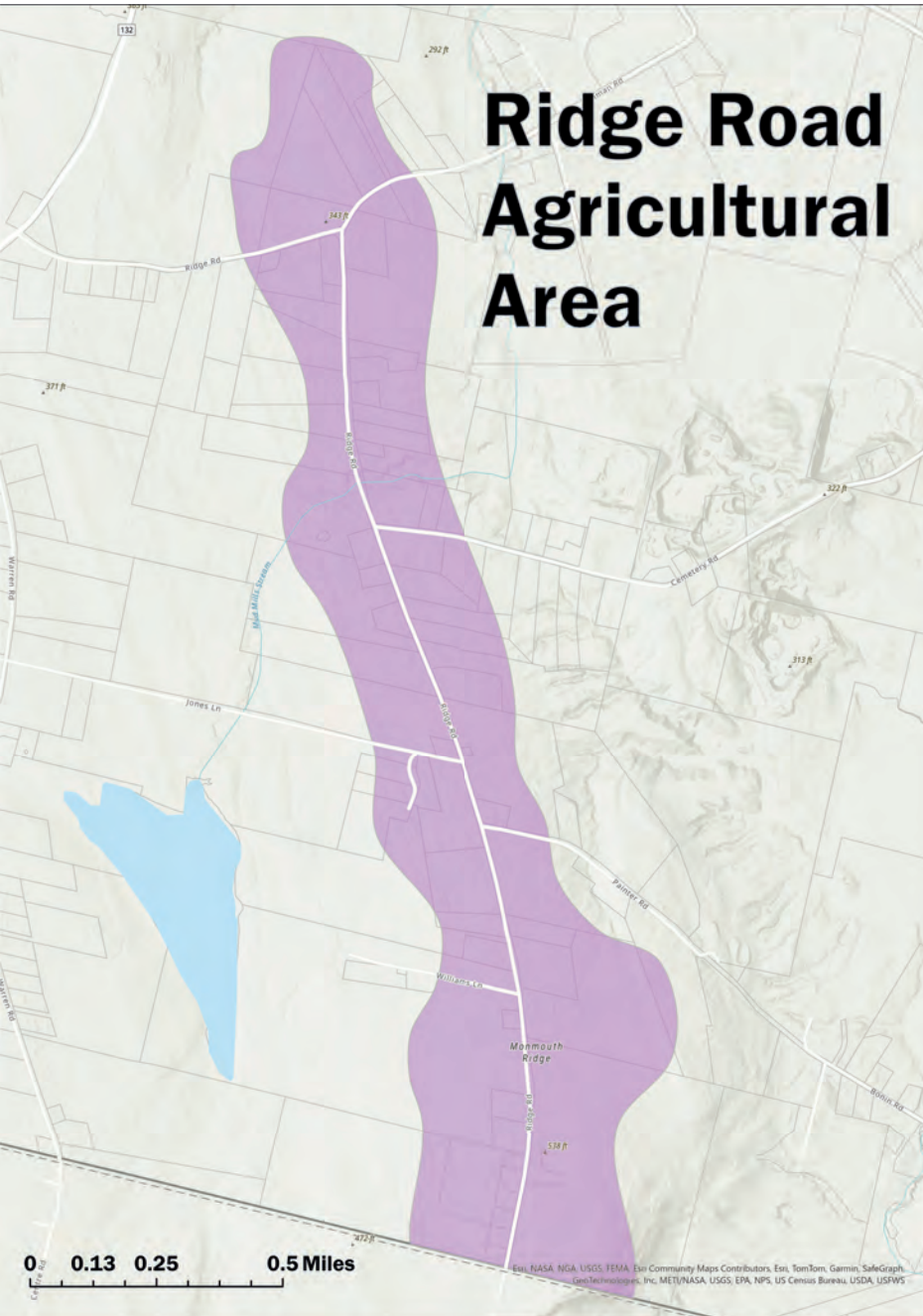
There is currently limited public water, sewers, sidewalks, and other public infrastructure in the Rural Area. This makes the Rural Area more sensitive to inappropriate or ill-considered development and we must recognize that, left unregulated, these areas are susceptible to inefficient, sprawling development patterns common in suburban areas. To maintain the rural character and, more importantly, the rural function of this area, development should be directed toward the Growth Area where existing infrastructure and services can easily accommodate new growth.

Priorities of the Rural Area as identified throughout this planning process include:

- **Agriculture & Forestry:** Development impacts farming by driving up land values in competition with farmers, fragmenting land ownership into small parcels that would be difficult for farmers to lease and use, driving out agriculturally supportive businesses, and increasing nuisance complaints related to typical farming practices (the spreading of fertilizer, the noise of animals or equipment, etc.). The Town can have a direct role in working to protect Monmouth's existing farms from development impacts by incentivizing development in the already dense areas of the community, such as the identified Growth Area.
- **Natural & Water Resource Conservation:** While potential impacts to natural and water resources need to be considered anywhere that development is proposed in Monmouth, the Rural Area is specifically susceptible to impacts to habitat areas because of the sheer number of natural and water resources located within Monmouth's Rural Area (in comparison to other communities). The major threats to water quality in Monmouth come from non-point (indirect) sources of pollution. The most common type of non-point pollution sources are contaminants carried into water bodies from stormwater runoff. Phosphorus from runoff, fertilizers, and sewage is a primary factor affecting eutrophication, a process in which waters become so nutrient-rich, that algae and plant species bloom to the point that they kill off aquatic species and impact water quality. Maintaining compliance with the State's stormwater management guidelines and shoreland zoning standards, or perhaps adopting stricter standards than the State requires, will be imperative in the future protection of these resources.

Key Rural Areas

Within the defined Rural Area, a few specific areas should receive special consideration as unique natural areas or for their prime farmland soils. These are more particularly described below.

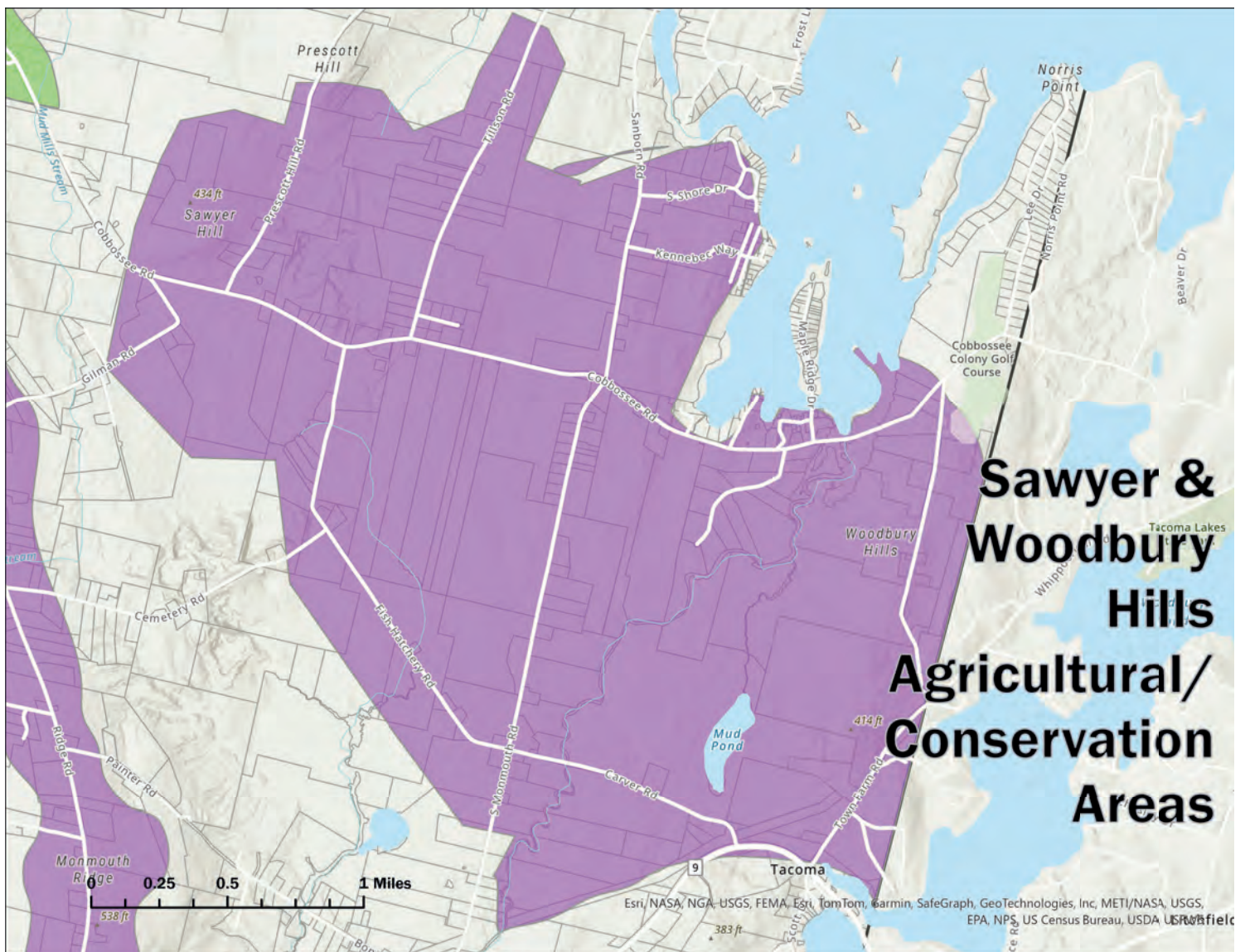


Ridge Road Agricultural Area:

The entirety of Ridge Road is home to prime farmland soils, making it an important area to reserve for agricultural uses. Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.

Because the main other area with large swaths of prime farmland is along Main Street in the designated Growth Area, it is especially important that the land along Ridge Road is both protected as an agricultural area and that agricultural uses are allowed to continue to thrive in this area. As noted in the Rural Economic Resources section, the Town must recognize that farm enterprises are often hybrids of several different land

uses, and any regulations should allow farm businesses increased flexibility to adapt to rapidly changing markets. This might come in the form of decreased regulations for farming and its ancillary uses in this area, such as allowing for event spaces.



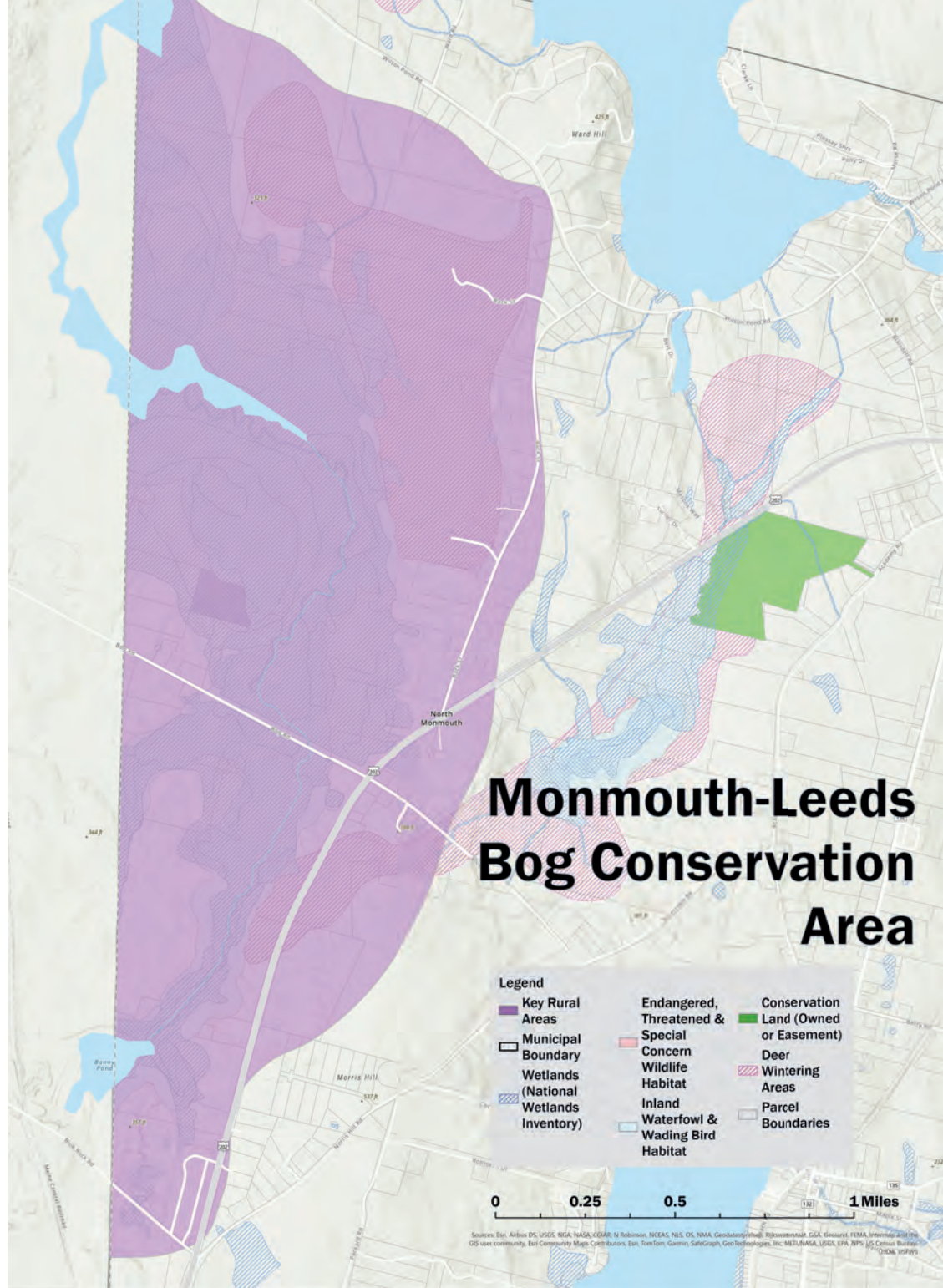
Sawyer & Woodbury Hills Agricultural/Conservation Areas: This is an area where both soils of statewide significance and prime farmland soils exist. This area should be protected as an agricultural area, similar to the Ridge Road Agricultural Area described on the previous page. However, this area is also home to significant sand and gravel aquifers. Thus, stricter aquifer protection standards should be developed which govern this area and prevent groundwater contamination issues.

In addition, Woodbury Hills' extensive wetlands, providing habitat for endangered species, means that the area warrants additional conservation considerations under this plan. Portions are already conserved by the Stanton Bird Club, though more areas could be ripe for conservation opportunities.

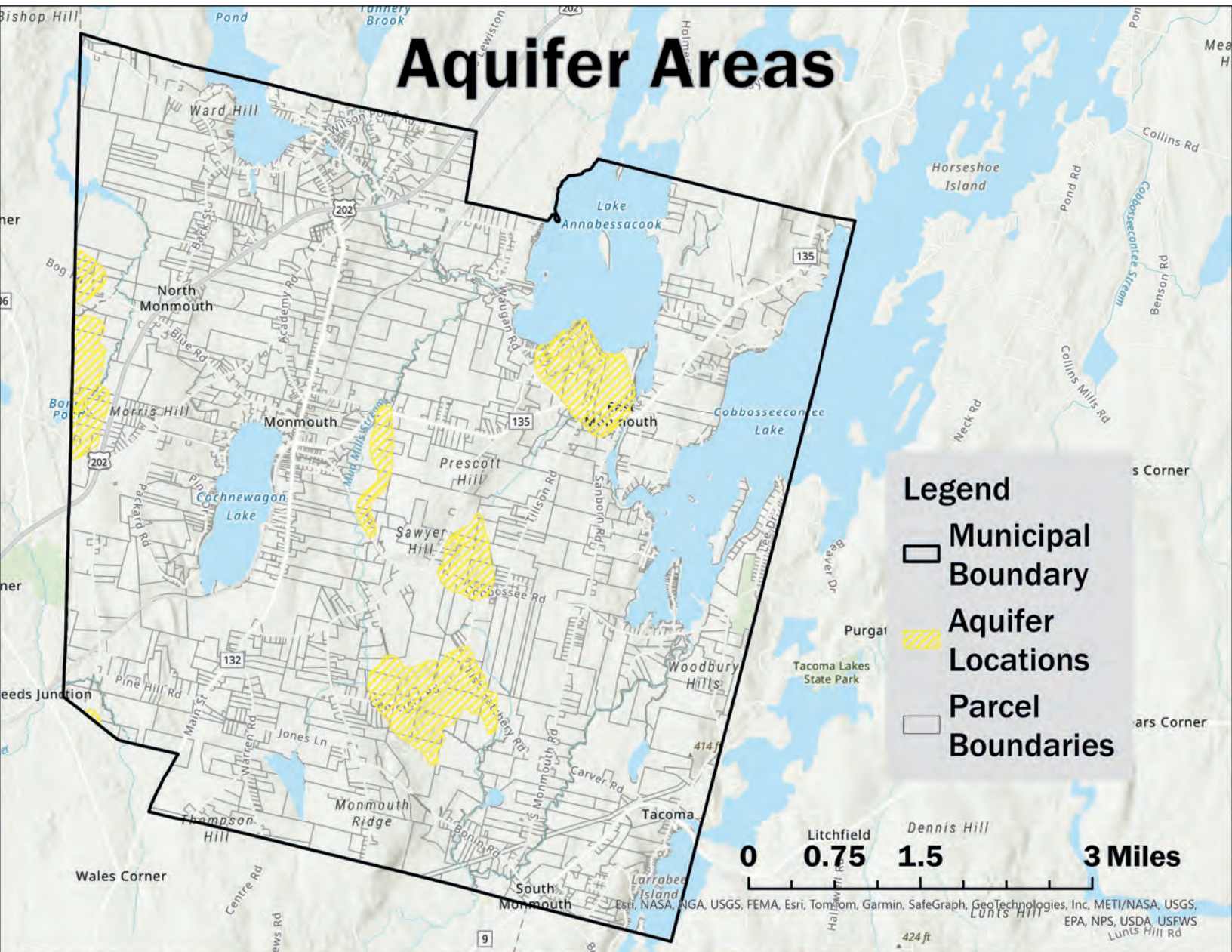
Monmouth-Leeds Bog Conservation Area:

Bisected by Bog Road, this is the town's largest block of undeveloped land. Together with neighboring Leeds, this area

encompasses 2,734 acres with a diverse complex of wetland types including the high-value Unpatterned Fen Ecosystem. Fens are peatlands where groundwater or water from adjacent uplands moves through the area. As a result, plants are exposed to more nutrients, and the vegetation is typically different and more diverse than that of bogs. The upland margins of this ecosystem are threatened by development, especially from Back Street and Beaver Brook Road, making the area especially important for conservation.



Aquifer Areas: There are a variety of aquifer areas throughout Monmouth. These areas are particularly vulnerable to groundwater contamination. As such, the Town should adopt stricter standards governing development in these areas in an effort to protect aquifers and their recharge areas from potential contamination.



Related Goals & Objectives:

The following pages include Goals, Objectives, and Actions specifically related to future land use within the Town of Monmouth. These Goals, Objectives, and Actions do not encompass all recommendations considered within this Plan but are intended as a more specific compendium to the guidance provided in this section thus far. For the full list of Goals, Objectives, and Actions, please see the Implementation Matrix.

Historic & Archaeological Resources

Goal: Historic and archaeological resources in the community are preserved.

Objectives:

2.1: Protect identified historic and archaeological resources in the community, through regulation when necessary.

Housing

Goal: Housing opportunities in Monmouth are available for a range of incomes.

Objectives:

3.1: Encourage and promote workforce housing in strategic locations to support economic development.

3.2: Encourage and support the efforts of regional housing coalitions in addressing affordable and workforce housing needs.

3.3: Aim for at least 10% of all new residential development in the next decade to be subsidized/regulated senior affordable or workforce housing.

Goal: Housing options exist to accommodate a diverse range of households and lifestyles.

Objectives:

3.4: Ensure that land use controls allow for the kinds of residential development that the community requires (e.g. smaller, multi-family units for an aging population and “starter” homes).

3.5: Understand the short-term rental situation in Monmouth.

Goal: Housing in the community is safe and secure.

Objectives:

3.6: Ensure that existing housing units in Monmouth meet safety standards.

Goal: New housing is located near existing services.

Objectives:

3.7: Protect rural areas and natural settings without existing infrastructure by encouraging new housing development at greater densities in Growth Areas already served by public infrastructure (sewer, water, sidewalks and roadways, broadband internet, three-phase power).

Economy

Goal: Monmouth's economic climate increases job growth in the community's desired sectors (agriculture and forestry, retail, restaurant and service, and cottage industries).

Objectives:

5.3: Support local entrepreneurs, home businesses, and cottage industry.

5.6: Encourage tax base growth in order to maintain the Town's quality of life benefits: historic, cultural, and conservation assets.

Rural Economic Resources (Agriculture & Forestry)

Goal: Monmouth's agricultural and forest resources are protected and productive.

Objectives:

6.1: Encourage the active use of local farms, gardens, and agricultural lands.

6.2: Protect the rural, forested, and natural scenic character found within Monmouth.

6.3: Conserve prime farmland, especially areas capable of supporting commercial agriculture.

Natural & Water Resources

Goal: The community's critical natural resources (including but not limited to: wetlands, wildlife and fisheries habitat, shorelands, scenic vistas, and unique natural areas) are well protected and healthy.

Objectives:

7.2: Protect and restore local wildlife habitats.

Goal: The quality of water resources (including lakes, aquifers, and ponds) is protected.

Objectives:

7.3: Protect current and potential drinking water sources.

7.6: Protect significant surface water resources from point and nonpoint source pollution.

7.7: Protect water resources while accommodating development within Growth Areas.

Recreation

Goal: Outdoor recreation opportunities, including at least one public access point to surface waters, are promoted and protected.

Objectives:

8.2: Preserve open space for recreational use as appropriate.

Transportation

Goal: Land use and development patterns complement transportation networks and promote mobility.

Objectives:

9.1: Prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.

Goal: Transportation systems meet local and regional needs safely and efficiently.

Objectives:

9.5: Balance the diverse transportation needs of all users regardless of mode (pedestrians, cyclists, motor vehicles) or ability, by providing a safe and efficient transportation network.

Public Facilities & Services

Goal: Public facilities and services efficiently accommodate anticipated growth and economic development.

Objectives:

10.2: Provide public facilities and services that promote and support development in identified Growth Areas.

Taking Action

The following pages contain the Implementation Matrix, or the summary of all of the recommendations of this Plan. Within the Implementation Matrix, readers will find various Goals, Objectives, and Actions organized by topic area. **Goals** are broad, aspirational statements that help make the community vision a reality. **Objectives** include a bit more specific direction for how the goals will be carried out. **Actions** are the specific checklist items that, if implemented, will allow the Town to fulfill its identified goals.

The Comprehensive Plan Committee has recommended some priority timelines, responsible parties for carrying out the recommended action, and initial budget estimates for ease of use in planning for the future.

Within the Appendix, a draft Capital Improvement Program is included, which provides more in-depth estimates of Plan recommendations as well as suggested fiscal years for the Town to be setting aside funds in reserve accounts to pay for the recommended item. This is a non-binding document intended to be a helpful assist for the Selectboard during the annual budget cycle.

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Historic & Archeological Resources	Historic and archaeological resources in the community are preserved.										\$ <10,000; \$\$ 10,000 - 50,000; \$\$\$ 50,000-100,000; \$\$\$\$ >100k
Historic & Archeological Resources		2.1	Protect identified historic and archaeological resources in the community, through regulation when necessary.								PHASE 1: 1-3 YEARS (HIGH PRIOR); PHASE 2: 4-6 YEARS (MED PRIOR); PHASE 3: 7+ YEARS (LOW PRIOR)
Historic & Archeological Resources				a. Amend the Town's Comprehensive Development Ordinance to require that applicants for Planning Board projects are explicitly required to protect known historic and archeological sites and areas sensitive to prehistoric archaeology through modification of the proposed site design, construction timing, or extent of excavation.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contracted Planner	
Historic & Archeological Resources				b. Amend the Town's Comprehensive Development Ordinance to require the Planning Board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contracted Planner	
Historic & Archeological Resources	Connections with and awareness of local history are promoted.										
Historic & Archeological Resources		2.2	Collaborate with local institutions, clubs, and enthusiasts to develop educational and entertainment programs related to local history.								
Historic & Archeological Resources		2.3	Update the existing inventory and investigate potentially overlooked historic and archeological resources in the community.								
Historic & Archeological Resources				a. Earmark funds to conduct an archaeological survey of Monmouth's prehistoric and historic archaeological resources.	PHASE 2	Selectboard	Begin earmarking funds Year 4	8 months	\$	Monmouth Museum, Contract Planner / Grant-writer	
Housing	Housing opportunities in Monmouth are affordable for a range of incomes.										
Housing		3.1	Encourage and promote workforce housing in strategic locations to support economic development of the community and region.								
Housing				a. Designate a location(s) in Growth Areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Housing				See Strategy #3.3.a and #3.3.c.							

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Housing		3.2	Encourage and support the efforts of regional housing coalitions in addressing affordable and workforce housing needs.								
Housing				a. Participate in and support the efforts of any regional affordable housing coalitions.	PHASE 1	Administration, Selectboard	Ongoing		Staff-time	Contract Planner, Planning Board	
Housing		3.3	Aim for at least 10% of all new residential development in the next decade to be subsidized/regulated senior affordable or workforce housing.								
Housing				a. Amend the Town's Comprehensive Development Ordinance as necessary to increase density or provide incentives such as density bonuses, to encourage the development of senior affordable (limited to those 62+) and workforce housing in designated Growth Areas.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Housing				b. Proactively reach out to known regional affordable housing providers to communicate available incentives for affordable housing development.	PHASE 1	Economic Development Consultant	Ongoing			Administration, Contract Planner	
Housing				c. Create a Housing Trust Fund that will set aside funds to be granted to priority housing projects, with priorities and funding levels established annually by the Selectboard or a designated committee.	PHASE 1	Selectboard	Year 2	6 months	Suggested funding sources: private donations; awards/grants; Affordable Housing TIF district(s); percentage of funds from other TIF districts; CDBG; Inclusionary Zoning Fee-In-Lieu	Administration; Contract Planner	
Housing	Housing options exist to accommodate a diverse range of households and lifestyles.										
Housing		3.4	Ensure that land use controls allow for the kinds of residential development that the community requires (e.g. smaller, multi-family units for an aging population and "starter" homes).								
Housing				a. Reduce the burden of residential development in designated Growth Areas by removing regulatory barriers and permitting through administrative (CEO) review the residential developments that the community needs - e.g. affordable ownership housing for those making between 60% and 80% AMI, senior housing (limited to those 62+), and "starter homes" such as townhomes or larger apartments to accommodate families just starting out.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Housing				b. Promote mixed-use redevelopment of aging retail sites within Growth Areas as their market viability declines.	PHASE 2	Planning Board	Ongoing		Staff-time	Contract Planner, Administration, Economic Development Committee/Consultant	
Housing				c. Decrease minimum lot size per dwelling unit in areas with existing public water and sewer to allow for smaller lots conducive to "starter" home construction.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Housing				d. Amend the Town's Comprehensive Development Ordinance to allow for "back-lot" development within the Growth Area.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Housing				e. Utilize community input to compile a list of sites (either publicly or privately owned) that have large-scale housing development potential.	PHASE 1	Selectboard	Year 1	18 months	Staff / volunteer time	Contract Planner, Planning Board, Economic Development Committee, Economic Development Consultant	
Housing				f. Amend the Town's Comprehensive Development Ordinance to expressly allow for the kinds of housing that the community wishes to see on the prioritized sites, thereby reducing "soft costs" of development.	PHASE 1	Planning Board	Year 2	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner, Planning Board, Economic Development Committee, Economic Development Consultant	
Housing				g. Encourage the construction of ADUs within or on the same lot as existing residences by amending the Comprehensive Development Ordinance to allow ADUs with administrative (CEO) review, with certain performance standards.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Housing				h. Amend the Comprehensive Development Ordinance to remove barriers to the construction of housing in Monmouth. Currently, all new multi-family buildings are required to be set back from side and rear property lines a distance equal to the height of the building (Section 4.1.3.4.2) rather than the typical building setbacks of 10 feet if the lot is served by public sewer and 20 feet if the lot is served by private waste disposal (Section 4.1.3.4). This should be amended to match all other building setbacks.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Housing				i. Encourage the renovation/refurbishment of existing structures as a way to meet our housing goals, through financial incentives when appropriate.	PHASE 1	Planning Board	Ongoing		Staff-time	Contract Planner, Administration, Economic Development Committee/Consultant	
Housing		3.5	Understand the short-term rental situation in Monmouth.								
Housing				a. Create a Short-Term Rental Ordinance requiring all short-term rentals (being rented for less than 4 months out of the year) to register with the Town on a regular basis, including payment of a nominal fee, in order to get an accurate count of the number of short-term rentals in Monmouth.	PHASE 1	Selectboard	Year 2	12 months	Staff-time	Contract Planner, Administration	
Housing				b. Take steps to manage short-term rentals as necessary.	PHASE 2	Selectboard	Year 4	Ongoing	Staff-time	Administration, Planning Board, Contract Planner	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Housing	Housing in the community is safe and secure.										
Housing		3.6	Ensure that existing housing units in Monmouth meet safety standards.								
Housing				a. Require that the Code Enforcement Officer conducts inspections of all short-term rentals to ensure basic Life Safety requirements are being met.	PHASE 2	Selectboard / Administration	Year 4		Staff-time	Selectboard, Administration	
Housing				b. Promote available state and federal financial assistance programs for homeowners of older homes to complete maintenance/repairs.	PHASE 2	Assessing	Ongoing		Staff-time	Selectboard, Administration	
Housing	New housing is located near existing services.										
Housing		3.7	Protect rural areas and natural settings without existing infrastructure by encouraging new housing development at greater densities in Growth Areas already served by public infrastructure (sewer, water, sidewalks and roadways, broadband internet, three-phase power).								
Housing			See Action #3.4.a through #3.4.i.								
Economy	Monmouth's economic climate increases job growth in the community's desired sectors (agriculture and forestry, retail, restaurant and service, and cottage industries).										
Economy		5.1	Coordinate with regional partners as necessary to support economic development.								
Economy				a. Participate in regional economic development efforts.	PHASE 1	Administration	Ongoing		Staff-time	Selectboard, Economic Development Committee, Economic Development Consultant	
Economy		5.2	Coordinate with neighboring towns to support small and locally-owned businesses.								
Economy				a. Continue to build relationships with appropriate staff in neighboring communities to discuss and coordinate economic development initiatives.	PHASE 1	Economic Development Consultant	Ongoing		Staff-time	Administration, Economic Development Committee	
Economy		5.3	Support local entrepreneurs, home businesses, and cottage industry.								
Economy				a. Amend the Comprehensive Development Ordinance to allow home occupations to be reviewed administratively by the Code Enforcement Officer, rather than requiring Planning Board review.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Economy		5.4	Strengthen and/or support the expansion of existing infrastructure and systems that support quality of life for a growing regional workforce, including housing, childcare, education, transportation, and broadband.								
Economy				a. Assess common barriers to employment (childcare needs, transportation needs, education/skill gaps, etc.).	PHASE 2	Economic Development Committee	Year 4	12 months	Staff-time / project dependent	Administration, Economic Development consultant, major employers	
Economy				b. Develop initiatives to mitigate or overcome identified barriers.	PHASE 2	Economic Development Committee	Year 5	Ongoing	Staff-time / project dependent	Administration, Economic Development consultant, major employers	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Economy		5.5	Pursue opportunities that mitigate tax burden on residential property owners.								
Economy				a. Continue to utilize tax increment financing (TIFs) to shelter revenue for priority economic development projects.	PHASE 1	Selectboard		Ongoing	Staff-time	Administration	
Economy				b. During the annual budget cycle, examine and carefully consider Departmental budget requests to ensure that the municipal budget reflects the priorities of the community and voters.	PHASE 1	Selectboard, Town Meeting Voters		Ongoing		Administration	
Economy		5.6	Encourage tax base growth in order to maintain the Town's quality of life benefits: historic, cultural, and conservation assets.								
Economy				a. Create additional economic development incentives (e.g. credit enhancement agreements or similar) to attract targeted business investment.	PHASE 1	Selectboard		Ongoing	Staff-time	Administration, Economic Development consultant	
Agriculture & Forest Resources	Monmouth's agricultural and forest resources are protected and productive.										
Agriculture & Forest Resources		6.1	Encourage the active use of local farms, gardens, and agricultural lands.								
Agriculture & Forest Resources				See Strategy #6.3.b and #6.3.e.							
Agriculture & Forest Resources		6.2	Protect the rural, forested, and natural scenic character found within Monmouth.								
Agriculture & Forest Resources				a. Update the inventory of areas of scenic importance throughout the community to determine areas to be prioritized for protection through local ordinances.	PHASE 2	Conservation Commission	Year 3	18 months	Volunteer time	Contract Planner	
Agriculture & Forest Resources				b. Amend the Town's official zoning map to protect areas of scenic importance from development.	PHASE 3	Planning Board	Year 6	8 months	Staff-time	Contract Planner	
Agriculture & Forest Resources		6.3	Conserve prime farmland and the function of rural lands, especially areas capable of supporting commercial agriculture.								
Agriculture & Forest Resources				a. Amend the Town's Comprehensive Development Ordinance to require that commercial developments in the Critical Rural Areas (as designated in the Future Land Use Section of this Plan) to maintain areas with prime farmland soils (as mapped) as undeveloped open space.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Agriculture & Forest Resources				b. Amend the Town's Comprehensive Development Ordinance to expressly permit land use activities that support productive agriculture and forestry operations, (e.g. roadside stands, greenhouses, firewood operations, feed milling, sawmills, log buying yards, and pick-your-own operations) as expressly allowed operations within the designated Rural Area (not subject to Planning Board review).	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Agriculture & Forest Resources				c. As required by 12 M.R.S.A. §8869, consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices.	PHASE 2	Planning Board		Ongoing	Staff-time	Contract Planner	
Agriculture & Forest Resources				d. Consult with the Kennebec County Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	PHASE 2	Planning Board		Ongoing	Staff-time	Contract Planner	
Agriculture & Forest Resources				e. Adopt a "right to farm" provision within the Town's Comprehensive Development Ordinance expressly exempting farming operations from nuisance complaints (such as noise or odor complaints) as long as they are complying with applicable local, state and federal laws, rules and regulations.	PHASE 2	Planning Board	Year 4	6 months	Staff-time	Contract Planner	
Agriculture & Forest Resources				f. Limit non-residential development in Critical Rural Areas (as designated in the Future Land Use section of this Plan) to natural resource-based businesses and services (such as those outlined in 6.3.b above), nature tourism/outdoor recreation businesses, farmer's markets, and home occupations.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Agriculture & Forest Resources	Local farming and agriculture is economically viable, ecologically sustainable, and socially responsible.										
Agriculture & Forest Resources		6.4	Support the economic viability of local agriculture and forestry through education, outreach, and economic development initiatives.								
Agriculture & Forest Resources				a. Develop a community farm survey to gather information on what products are grown, what challenges farmers face, and why they choose to operate in Monmouth.	PHASE 3	Economic Development Committee	Year 7	6 months	Staff-time	Economic Development Consultant	
Agriculture & Forest Resources				b. Include agriculture and commercial forestry operations in local or regional economic development plans.	PHASE 1	Economic Development Consultant		Ongoing	Staff-time	Administration, KVCOG	
Agriculture & Forest Resources				c. Amend a TIF Development Program to include funds to hire someone to coordinate a Farmer's Market at Cumston Hall on a seasonal basis.	PHASE 1	Economic Development Committee	Year 1	6 months	Staff-time	Economic Development Consultant	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Agriculture & Forest Resources		6.5	Publicize what incentives are available for farming and forestry in Monmouth.								
Agriculture & Forest Resources			a. Educate owners of productive farm and forest land in available incentives (such as the current use taxation programs).	PHASE 1	Assessing	Year 2		Staff-time			
Natural & Water Resources	The community's critical natural resources (including but not limited to: wetlands, wildlife and fisheries habitat, shorelands, scenic viewsheds, and unique natural areas) are well protected and healthy.										
Natural & Water Resources		7.1	Coordinate with neighboring communities and regional and state agencies to protect shared critical natural resources.								
Natural & Water Resources			a. Work with local and regional partners to document the occurrence of invasive species.	PHASE 1	Parks Department	Ongoing		Staff Time	Kennebec Land Trust Cobbossee Watershed District Friend of the Cobbossee Watershed		
Natural & Water Resources			b. Provide signage and/or educational materials at appropriate locations (e.g. boat landings) regarding aquatic invasive species and how to recognize them/mitigate their impact.	PHASE 2	Selectboard Parks Department	Year 4	12 months	Donation-based	Cobbossee Watershed District Cumston Library Conservation Commission		
Natural & Water Resources			c. Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	PHASE 1	Town Manager	Ongoing		Staff Time	Contract Planner Kennebec Valley Council of Governments		
Natural & Water Resources			d. Educate the public around the occurrence of invasive species and how to prevent their spread.	PHASE 1	Parks Department / Public Works Department	Ongoing		Staff Time	Kennebec Land Trust Cobbossee Watershed District Friend of the Cobbossee Watershed		
Natural & Water Resources		7.2	Protect and restore local wildlife habitats.								
Natural & Water Resources			a. Amend the Comprehensive Development Ordinance to require applicants to look for and identify critical natural resources that may be on-site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of soil disturbance.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Kennebec Land Trust		
Natural & Water Resources			b. Amend the Comprehensive Development Ordinance to require the Planning Board (or other designated review authority) to consider as part of the review process pertinent habitat maps and information regarding critical natural resources.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner		

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Natural & Water Resources				c. Ensure compliance with the Maine DEP Chapter 1000 standards for Shoreland Zoning Ordinances.	PHASE 1	Planning Board		Ongoing	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Maine DEP	
Natural & Water Resources				d. Distribute information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	PHASE 1	Assessing	Year 2	6 months	Staff-time	Kennebec Land Trust Conservation Commission	
Natural & Water Resources				e. Provide educational information to property owners near critical or important natural resources to facilitate partnerships with the Town and local land trusts to permanently protect undeveloped areas, such as through conservation easements.	PHASE 1	Conservation Commission	Year 2	12 months	Volunteer time	Kennebec Land Trust	
Natural & Water Resources				f. Implement a GIS mapping process, including information from the US Fish & Wildlife Service Wetlands Inventory to assist Town staff, the Planning Board, and property owners with understanding clearly where wetlands are located.	PHASE 1	Contract Planner	Year 3	6 months	\$	GIS Contractor	
Natural & Water Resources				g. Promptly update the Town's GIS wetland maps by incorporating identified natural resources and peer-reviewed wetland delineations submitted by applicants of proposed development projects.	PHASE 1	Contract Planner		Ongoing	\$	GIS Contractor	
Natural & Water Resources				h. Through regulation, address noise and lighting pollution issues to give the Code Enforcement Officer the tools to address complaints and address environmental issues.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Natural & Water Resources	The quality of water resources (including lakes, aquifers, and ponds) is protected.										
Natural & Water Resources		7.3	Protect current and potential drinking water sources.								
Natural & Water Resources				a. Work with private landowners on acquiring land surrounding their wellheads, or adopt strict wellhead protection standards in these areas.	PHASE 1	Administration Planning Board	Year 3	8 months	Staff-time	Contract Planner Maine DEP	
Natural & Water Resources				b. Adopt aquifer recharge protection standards within the Town's Comprehensive Development Ordinance.	PHASE 1	Administration Planning Board	Year 3	8 months	Staff-time	Contract Planner Maine DEP	
Natural & Water Resources		7.4	Collaborate with the Monmouth Water Association to ensure high water quality of the public drinking supply.								
Natural & Water Resources				a. Collaborate with MWA/CWD to expand water quality testing and PFAS monitoring in Cobbossee Watershed District.	PHASE 2	Monmouth Water Association	Year 4	24 months	\$\$\$\$ (state and federal funds available)	Selectboard Friends of Cobbossee Watershed Kennebec Land Trust Contract Planner or Grantwriter	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Natural & Water Resources				b. Assist the MWA in applying for grants to expand water line access to North Monmouth, as referenced in the preliminary engineering report prepared for July 2023.	PHASE 1	Administration		Ongoing	\$\$\$\$ (state and federal funds available)	Contract Planner or Grantwriter	
Natural & Water Resources				b. Provide staff support to assist the MWA in applying for grants to expand water line access to North Monmouth, as referenced in the preliminary engineering report prepared for the MWA in July 2023.	PHASE 1	Administration		Ongoing	\$\$\$\$ (state and federal funds available)	Contract Planner or Grantwriter MWA	
Natural & Water Resources		7.5	Minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.								
Natural & Water Resources				a. Provide staff or financial support to assist the Monmouth Sanitary District in applying for grants which will improve water quality and/or upgrade existing sewer systems.	PHASE 1	Administration		Ongoing	\$\$ (state and federal funds available)	Contract Planner or Grantwriter	
Natural & Water Resources		7.6	Protect significant surface water resources from point and nonpoint source pollution.								
Natural & Water Resources				a. Amend the Town's Comprehensive Development Ordinance as applicable to incorporate stormwater runoff performance standards consistent with Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502) and Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Public Works Department	
Natural & Water Resources		7.7	Protect water resources while accommodating development within Growth Areas.								
Natural & Water Resources				a. Amend the Town's Comprehensive Development Ordinance to incorporate low impact development standards.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Public Works Department	
Natural & Water Resources				b. Modify the Comprehensive Development Ordinance's performance standards related to the Town's erosion and sediment control policies.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Public Works Department	
Natural & Water Resources				c. Ensure enforcement of the Town's erosion and sediment control policies during construction, including construction of public and private roads. This should include regular inspections related to erosion control best management practices.	PHASE 1	Code Enforcement Department		Ongoing	Staff-time	Kennebec County Soil & Water Conservation District; Cobbossee Watershed District	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Natural & Water Resources		7.8	Collaborate with neighboring communities and regional/local advocacy groups to protect water resources.								
Natural & Water Resources				a. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality (specifically Cobbossee Watershed District planning efforts).	PHASE 1	Administration, Public Works Department		Ongoing	Staff-time	Cobbossee Watershed District Kennebec Valley Council of Governments	
Natural & Water Resources				b. Provide contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine in order to encourage landowners to protect water quality.	PHASE 2	Public Works Department		Ongoing	Staff-time	Conservation Commission Parks Department	
Natural & Water Resources				c. Collaborate with the Maine DEP and local conservation organizations to understand the impact projected increases in annual precipitation will have on stormwater runoff to help minimize future contamination of waterways.	PHASE 1	Public Works Department		Ongoing	Staff-time	Maine DEP Cobbossee Watershed District	
Recreation	Arts and cultural amenities in the community are robust.										
Recreation		8.1	Develop and support public arts and cultural programs to increase Monmouth's vibrancy and community ties.								
Recreation				a. Create opportunities for volunteer-led, inexpensive, short-term community art projects or demonstrations that demonstrate the impacts of public art in a visible way.	PHASE 2	Selectboard		Ongoing	Volunteer time \$ (private donations or Town fund may be necessary)	Cumston Library Monmouth Museum Parks Department	
Recreation	Outdoor recreation opportunities, including at least one public access point to surface waters, are promoted and protected.										
Recreation		8.2	Preserve open space for recreational use as appropriate.								
Recreation				a. Create a Recreation & Open Space Plan that identifies: (1) Priority sites that may be appropriate for recreation/conservation uses or trail network connectivity (through a clearly defined evaluation process); (2) Strategies to preserve land, including funding sources as applicable; and (3) How the land will be managed in the future (e.g. how it will be used or developed for either conservation or recreation purposes).	PHASE 1	Conservation Commission Trails Committee	Year 3	2 years	\$\$	Contract Planner Selectboard Administration Kennebec Land Trust Cochnewagon Trailblazers Snowmobile club	
Recreation				b. Connect private landowners and conservation organizations in order to create permanent protections (such as easements) for open space and recreation areas. Continue to rely on the Kennebec Land Trust as the easement holder.	PHASE 2	Conservation Commission	Ongoing	Ongoing	Volunteer time	Kennebec Land Trust Trails Committee Selectboard Town Manager	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Recreation		8.3	Maintain and improve existing recreational facilities as necessary to meet current and future needs.								
Recreation				a. Evaluate current recreation facilities to determine need for upgrades and survey the public to determine interest in new programs (potentially as part of Strategy 8.2.a, above).	PHASE 1	Parks Department	Year 2	12 months	Staff and volunteer time	Conservation Commission Trails Committee Cumston Library	
Recreation				b. Work with public and private partners to extend and maintain a network of trails for both motorized and non-motorized uses. Connect with regional trail systems where possible. See also Strategy 8.2.a.	PHASE 1	Conservation Commission Trails Committee	Year 3	2 years	\$\$	Contract Planner Selectboard Administration Kennebec Land Trust Cochnewagon Trailblazers Snowmobile club	
Recreation		8.4	Seek to achieve or continue to maintain at least one major point of public access to all major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.								
Recreation				a. Create a formalized water access plan to water bodies where access is not currently available (potentially as part of Strategy 8.2.a, above).	PHASE 2	Parks Department / Waterfront Director	Year 3	18 months	\$\$ (as part of Open Space & Recreation Plan)	Selectboard Kennebec Land Trust Cobbossee Watershed District Conservation Committee Trails Committee	
Recreation				b. Provide educational materials to private property owners about the benefits of available state programs and/or conservation easements in order to encourage permanent public access to our woods and waters.	PHASE 2	Conservation Commission	Year 6	6 months	Staff/volunteer time	Assessing	
Recreation				c. Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A, and MDIFW's Outdoor Partners Program.	PHASE 2	Trails Committee	Year 6	6 months	Staff/volunteer time	Assessing	
Transportation	Land use and development patterns complement transportation networks and promote mobility.										
Transportation		9.1	Prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.								
Transportation				a. Review and revise the Comprehensive Development Ordinance as appropriate to address or avoid conflicts with: Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); state access management regulations under 23 M.R.S.A. §704; and state traffic permitting regulations for large developments under 23 M.R.S.A. §704-A.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Maine DOT	
Transportation				b. Amend the Town's subdivision standards to foster transportation-efficient growth patterns and provide for future street and transit connections.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Public Works Department	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Transportation				c. Amend the Town's Comprehensive Development Ordinance to encourage alternatives to private automobile transportation, such as reduced parking requirements (where warranted) and requiring sidewalks along the frontage of new development located within the Growth Area as defined by this Plan.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Transportation				d. Consider the adoption of transportation impact fees for certain kinds/sizes of projects for collect funds to reinvestment in pedestrian and bicycle facilities throughout the community.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner	
Transportation	Transportation investments and policies support a more sustainable community.										
Transportation		9.2	Increase sustainable mobility and decrease vehicle miles travelled (VMT) by investing in active transportation (bicycling and pedestrian) infrastructure improvements.								
Transportation				a. Conduct a walking audit of existing sidewalk locations and all streets and intersections within the Growth Area identified as part of this Plan, to better understand where pedestrian improvements may be necessary.	PHASE 1	Administration or Contract Planner	Year 2	8 months	\$ (utilizing summer intern)	Public Works Department Trails Committee	
Transportation				b. Identify priority public rights-of-way and/or "paper streets" in the community that could be upgraded to expand bicycle and pedestrian interconnectivity.	PHASE 1	Trails Committee	Year 3	6 months	\$ (utilizing summer intern)	Administration Maine DOT Bicycle Coalition of Maine	
Transportation				c. Adequately fund reserve accounts for the construction of new sidewalks (as identified through public engagement) in accordance with the recommendations of the Capital Investment Plan.	PHASE 1	Selectboard	Ongoing		Project-dependent	Administration Maine DOT Public works Department	
Transportation	Transportation infrastructure efficiently accommodates the Town's growth and economic development.										
Transportation		9.3	Maximize the functionality and efficiency of state and state-aid roads.								
Transportation				a. Participate in regional and state transportation efforts, including continuing to advocate for funding for priority MDOT roadway improvement projects, including active transportation improvements.	PHASE 1	Selectboard or Town Manager	Ongoing		Staff time	Administration Kennebec Valley Council of Governments	
Transportation		9.4	Promote fiscal prudence by projecting potential costs of capital investments, maintenance, and operations of the local transportation network beyond one fiscal year for policy-making and planning purposes.								
Transportation				a. Develop a prioritized improvement, maintenance, and repair plan for the community's transportation network (beginning with the designated Growth Area).	PHASE 1	Public Works Department Administration	Year 1	12 months	Staff time	Selectboard Contract Planner	
Transportation				b. Adequately fund reserves to allow for the implementation of the prioritized improvement, maintenance, and repair plan referenced above.	PHASE 1	Selectboard Town Meeting Voters	Ongoing		\$\$\$\$	Public Works Department Administration	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Transportation	Transportation systems meet local and regional needs safely and efficiently.										
Transportation		9.5	Balance the diverse transportation needs of all users regardless of mode (pedestrians, cyclists, motor vehicles) or ability, by providing a safe and efficient transportation system.								
Transportation				a. Identify funding to explore the feasibility of "context-sensitive" traffic calming measures and the installation of bicycle lanes along Main Street.	PHASE 1	Selectboard	Begin earmarking funds for feasibility assessment Year 1	6 months	\$\$\$\$ (Suggested funding source: MDOT PPI grants for feasibility)	Public Works Department Administration	
Transportation				b. Amend the Town's Road Ordinance (cross-referencing the Comprehensive Development Ordinance) to include sidewalk design requirements including minimum width, curb types, and street tree requirements.	PHASE 1	Planning Board	Year 1	18 months	\$\$ (as part of a suite of Ordinance updates)	Contract Planner Public Works Department Contract Arborist or Landscape Architect	
				c. Explore allowing the use of ATVs (four-wheelers, side-by-sides) and/or golf carts on roads and shoulders.	PHASE 1	Selectboard	Year 1	6 months	Staff time	Administration; Public Works Department; Police Department	
Public Facilities & Services	Public facilities and services efficiently accommodate anticipated growth and economic development.										
Public Facilities & Services		10.1	Identify public service needs and develop efficient, actionable strategies to meet them.								
Public Facilities & Services				a. Continue to explore options for regional delivery of local services.	PHASE 1	Selectboard	Ongoing		Staff-time	Administration	
Public Facilities & Services		10.2	Provide public facilities and services that promote and support development in identified Growth Areas.								
Public Facilities & Services				a. Strengthen our collaboration with the Monmouth Sanitary District to better direct the desired development pattern of the community (e.g. ensure that sewer infrastructure is available throughout the Growth Area designated in this Plan).	PHASE 1	Administration	Ongoing		Staff-time	Contract Planner	
Public Facilities & Services				b. Locate at least 75% of new municipal growth-related capital investments in designated Growth Areas.	PHASE 1	Selectboard	Ongoing			Administration	
Public Facilities & Services				c. Utilize the Capital Improvement Plan estimates included within this Plan as a guide to maintain and upgrade public services to accommodate the community's anticipated changes in population and demographics.	PHASE 1	Selectboard	Ongoing			Administration	
Public Facilities & Services		10.3	Finance existing and future facilities and services in a cost effective manner.								
Public Facilities & Services				a. Continue to seek alternative funding sources such as grants whenever possible.	PHASE 1	Selectboard	Ongoing		\$(hired Grant Writer cost)	Administration, Hired Grant Writer	

Topic	Goal	ID	Objective	Action	Priority	Who	Suggested Start Date	Estimated Time Commitment	Cost	Potential Partners & Resources	
Public Facilities & Services		10.4	Continue to explore grants available to assist in the funding of capital and maintenance investments within the community.								
Public Facilities & Services		10.5	Reduce Monmouth's tax burden by staying within LD 1 spending limitations.								
Public Facilities & Services	Communication between the Town government and Monmouth residents is proactive and transparent.										
Public Facilities & Services		10.6	Ensure ongoing and regular maintenance of the Town's established communication channels.								
Public Facilities & Services				a. Develop a Standard Operating Procedure (SOP) for the posting of meeting agendas, packets, and minutes to the Town website that all Boards and Committees will adhere to.	PHASE 1	Administration	Year 1	Ongoing	Staff-time		
Public Facilities & Services				b. Develop and implement consistent communication strategies for public outreach.	PHASE 1	Administration	Year 1	Ongoing	Staff-time		

Regional Coordination

Overview

Many of the key issues addressed in this Plan are largely regional issues that will require some level of collaboration among Monmouth and its neighboring municipalities, regional non-profit organizations, and different levels of government.

Regional coordination is addressed throughout this Plan within the narrative text of each of the chapters. A summary of each of the key issues that will require a regional approach (as well as existing efforts to address each issue) are included at right.

Monmouth recognizes that success of the overall region means success for Monmouth residents. To that end, the Town is committed to working collaboratively, where possible. In developing policy and action recommendations, the Town will seek to align strategies with state goals and will consider the impact of proposed policies on the larger region. In addition, the Town will continue to seek financial and technical support on its most pressing initiatives from other regional and statewide partners.

Transportation

As noted in both the Transportation and the Economy chapters of this Plan, many Monmouth residents commute out to the broader region for work each day. Arterial roads are the most essential routes connecting Monmouth to nearby communities and services. This makes the preservation of the safety and traffic carrying capacity of Routes 9 and 202 an issue of regional importance. Both arterials in Monmouth are classified as “retrograde,” meaning they have higher-than-average driveway related crash rates. Monmouth will continue to work with the Maine Department of Transportation (MDOT) on ongoing transportation planning initiatives and infrastructure improvements. In addition, working with neighboring municipalities and Kennebec Land Trust to connect trail systems will be important in ensuring regional connectivity and will be mutually beneficial to surrounding communities.

Economy

Monmouth is but a relatively small player in a regional economy, and that must be considered in any economic development strategy. Monmouth is considered part of the Lewiston-Auburn Metropolitan Area, but many residents also work within and thus interact with the Augusta Micropolitan Area. Further, the lure of the service center means that Monmouth residents may be commuting to Augusta or Lewiston for medical appointments and other daily tasks. Collectively strengthening the region’s workforce will also benefit Monmouth’s residents, in that Monmouth residents are employed in the broader workforce but also are taken care of by members of the regional workforce as they age.

Public Facilities

The Town collaborates with other neighboring communities to share services, such as its agreement with Wales to share the cost of the transfer station. In addition, the Town relies on regional service providers and non-profit organizations to deliver more cost-effective public services to residents than the Town could do working on its own. The Town will continue to explore ways to collaborate even further with neighboring communities.

Natural Resource Protection

Many of Monmouth's lakes and ponds are on the state's Priority Watershed List, which indicates that they have significant value from a regional or statewide perspective. The impairment of water quality of these lakes and ponds is detrimental to the whole region, and not simply because the lakes and ponds cross municipal borders. Development and other human interferences in the environment are not limited by municipal boundaries, thus, coordinating efforts with surrounding communities to protect critical habitats and address water quality will be necessary for the Town to reach any of its goals related to natural resource protection.

Housing

Monmouth is part of a regional housing market. This is especially important because people tend to migrate to more affordable communities within a general region when they can. Monmouth has more rentals than many of its surrounding neighbors and is second only to Winthrop in this regard. A regional approach to addressing housing needs provides opportunities for municipalities to coordinate strategies and share resources. Further, some municipalities are simply better equipped to take on a greater share of regional housing production goals due to utility constraints (or lack of utilities) in other communities. Monmouth is well-suited to be a leader in this regard.

Data & Inventories

Population & Demographics

Demographics are a key element of understanding the functions of an economy. The economy is made up of people making decisions: decisions about how much to work, what to buy, whether to hire more workers, where to live, and so on. Understanding demographics can tell us about the makeup of the labor force, what the demand for a new product might be, or about where to start a new business. Looking ahead to what the population might be like in the future can help us develop plans and policies now.

-Maine State Economist's Maine Population Outlook (June 2023)

Overview

The future of Monmouth will be shaped by current and future residents. Understanding who those residents are and why they are here is essential to comprehensive planning, since these population and demographic trends impact all facets of the community, including housing, the economy, transportation patterns, education, and the capacity of the Town to continue providing services at its current level. A sustainable, demographically diverse population (particularly in age make-up) is essential to support a community's long-term wellbeing. In addition, the age profile of a community can tell us whether we need to start planning for new schools, or new senior centers.

This chapter utilizes information from the US Census Bureau, Maine Revenue Services, the Office of the Maine State Economist, the Center for Disease

Control and Prevention, and Monmouth's 2007 Comprehensive Plan. It contains information about Monmouth as it is now and how it is likely to grow in the future.

Historic Population Trends

Like many rural towns in Maine, Monmouth enjoyed a period of rapid growth from before 1800 up until about the Civil War, then a period of decline coinciding with the growth of the American West and industrial cities across the Northeast. Around 1930, Monmouth began to grow again but unlike previous growth, which was concentrated in villages of Monmouth Center, East Monmouth and North Monmouth, growth after 1930 accelerated due to the proliferation of the automobile; people no longer needed to live within walking distance of community amenities.

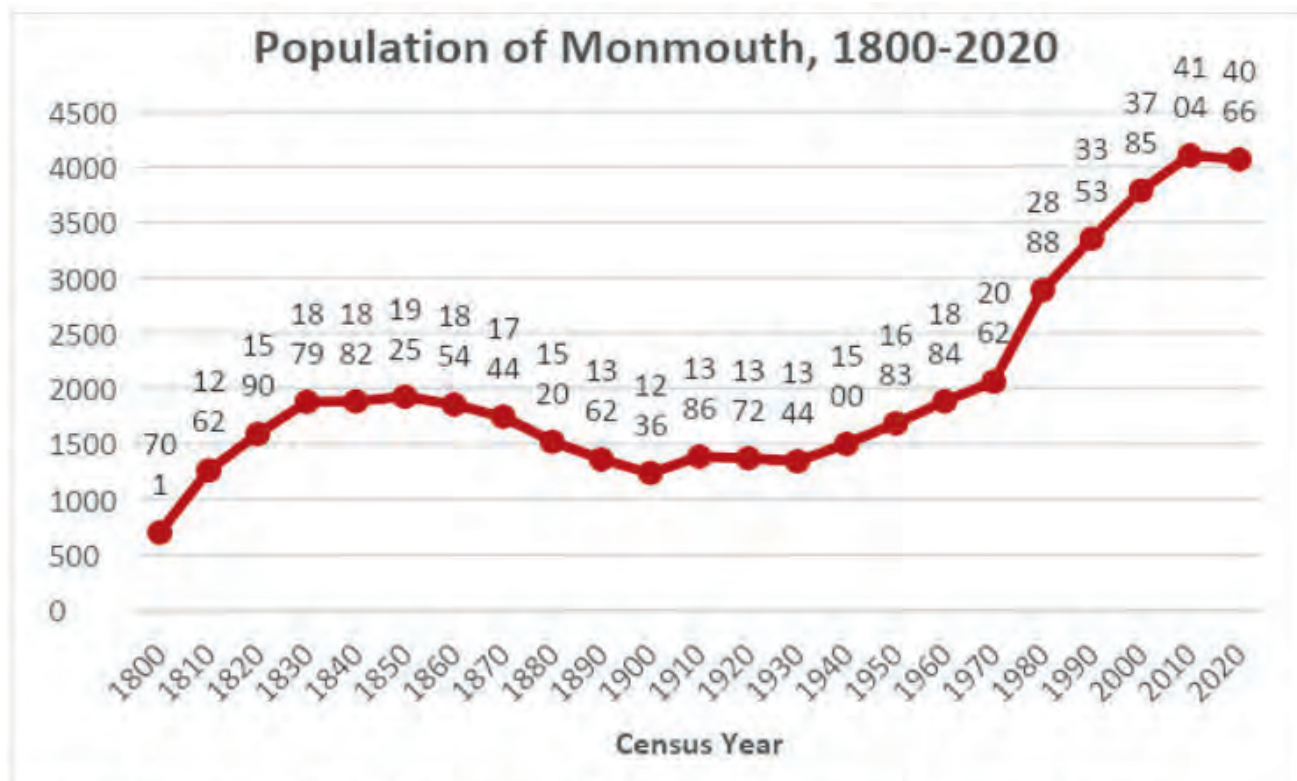


Figure 1. Population of Monmouth, 1800-2020. Source: US Census Bureau

Current Population & Demographics

As of the 2020 Census, Monmouth's population was 4,066 residents (a decrease of 0.9% since the 2010 Census). This follows the trend of other communities within the region, which lost between 0.5% and 2.8% of their populations (excluding Greene and Winthrop, which each grew marginally).

Town	2020 Population	2010-2020 % Change
Greene	4376	0.6%
Leeds	2262	-2.8%
Monmouth	4066	-0.9%
Litchfield	3586	-1.0%
Wales	1608	-0.5%
Winthrop	6121	0.5%

Figure 2. Regional Population Change Comparison. Source: US Census Bureau

Monmouth's slight decrease in population between 2010 and 2020 bucks broader trends in Kennebec County and the State

of Maine, which each grew during that decade. Continued growth in the entirety of Kennebec County, which includes Augusta, could be a factor affecting the future development of Monmouth (given the Town's location at a commutable distance to this major service center).

	2020 Population	2010-2020 % Change
Monmouth	4,066	-0.9%
Kennebec County	123,642	1.2%
Maine	1,362,359	2.6%

Figure 3. Broader Population Change Comparison. Source: US Census Bureau

Recent birth and death data shown on the table at right indicate that the natural change in population is slightly positive (a net change of +10 births). It should be noted, however, that the natural change in population is slowing down. Between 1981 and 1990, Monmouth recorded 443 births and 191

deaths, for a net increase of 252. Between 1991 and 2000, we had 415 births and 210 deaths, for an increase of 205. Between 2001 and 2010, we had 398 births and 231 deaths, for a net increase of 167. Data for 2011 and 2012 is unavailable, but between 2013 and 2022, we had 331 births and 321 deaths.

Monmouth Births and Deaths by Year, 2011-2022			
Year	Births	Deaths	Net Change
2013	28	30	-2
2014	30	30	0
2015	40	15	+25
2016	40	34	+6
2017	34	25	+9
2018	26	31	-5
2019	21	34	-13
2020	42	32	+10
2021	26	40	-14
2022	44	50	-6
Total	331	321	+10

Figure 4. Births and Deaths by Year, 2013-2022. Source: Maine Center for Disease Control and Prevention

The above information shows that births per decade in Monmouth have decreased by about 25% since 1981, and deaths per decade have risen by 68%. The slight net natural change suggests that the decrease in population in the same time period is a result of people moving away (“out-migration”).

While natural change is more of a measure of the health of a community (based the number of residents of “prime childbearing age” within the community), migration can be interpreted as a measure of economics. People choose to move based on factors such as availability of employment, cost of housing, and perceptions of “quality of life.” Migration is calculated as the difference between overall population change and natural change.

In the 1990’s, Monmouth experienced a net in-migration gain of 227 persons. In the 2010s, we experienced a loss of 28 persons. This indicates that Monmouth may be in an economic decline, especially in comparison to the relative economic stability of the 80s and 90s.

The status of the Town’s economy, including information on household income and poverty, is discussed in greater detail in the Economy section of this Plan.

Elsewhere, Maine has seen a pandemic-related surge in migration away from large cities and to smaller cities and more rural areas. However, Monmouth has experienced

this migration in a smaller size (relative to its population) than Kennebec County or Maine as a whole. Figure 5, below, tells us that people were more likely to stay in their same home in 2022, while elsewhere across Kennebec County and Maine, a higher proportion of people moved around (either within the state or from outside of it).

Geographic Mobility of Residents in 2022: Monmouth, Kennebec County, and Maine			
	Monmouth	Kennebec County	Maine
Moved within the same county:	4.2%	5.5%	4.6%
Moved from different Maine county:	1.9%	2.5%	2.3%
Moved from different state:	0.5%	2.5%	2.9%
Moved from abroad:	0%	0.1%	0.3%

Figure 5. Geographic Mobility Comparison. Source: American Community Survey Estimates (US Census Bureau)

Population by Race, Sex, and Age

Per the 2020 Census, the vast majority of Monmouth's population (93.8%) is white, making it less racially diverse than Kennebec County or the State of Maine as a whole.

The population of Monmouth is almost exactly split between males and females, with females comprising 50.39% of the population in 2020. There are slightly more females over the age of 65 than there are males over the age of 65 (388 compared to 346).

Monmouth had 775 children (under age 18) in 2020, down by 18.5% since 2010. Seniors (those 65 and older) numbered 734 in 2020, up 52.9% percent from 2010. These statistics indicate that older people make up a higher proportion of the population than they did in 2010, or, put differently, that the population of the Town is aging.

A more general measure of an aging community is its "Median Age." The median is a point at which exactly half the population is above and half below, and it is not the same as "average." Monmouth's median age in 2020 was 46.5. In 2010, it was 42 and in 2000 it was 37.5. If the median age of a population rises, it means that more people are being added to the "old" side of the equation than the "young" side.

Town	2020 Median Age	2010-2020 Change
Greene	46.6	+4.0
Leeds	44.7	+3.4
Monmouth	46.5	+4.5
Litchfield	46.7	+3.7
Wales	41.6	+2.9
Winthrop	46.6	+0.6

Figure 6. Regional Median Age Comparison. Source: US Census Bureau

Monmouth's population is aging faster than surrounding communities, but its median age is about on par for the region.

Seasonal Population

All population figures cited thus far refer to year-round population, or, more accurately, population as counted by the Census on April 1. In Monmouth, there is significant population fluctuation when seasonal homes and camps are active. Seasonal population consists of two elements: full-season residents (such as camp owners/long-term renters) and visitors, which may include summer camp enrollees, short-term renters, and day-trippers. There are no good measures of seasonal population. We do know from the 2020 Census that there are 365 seasonal-use units in town (this is up from 340 units in 2010 and 310 units in 2000). If we take the 365 seasonal units and assume an average household size of 2.24 (the documented average for Monmouth),³ we come up with about 818 seasonal occupants on any given summer (peak-season) day.

[3] Per American Community Survey estimates, 2022.

In addition, Camp Kippewa for Girls and Camp Cobbossee for Boys attract more than 700 campers from all over the country each summer (this population is split over two camp sessions). These camps are also some of the largest employers in Monmouth.⁴

Within the Augusta Economic Summary Area (ESA), which includes Monmouth, data from Maine Revenue Services shown below indicates that some industries (namely, restaurants and lodging) tend to be more dependent on a seasonal population within the region. This can be extrapolated from data on sales tax collected, which peaks for restaurants and lodging in the summertime and drops significantly in the winter off-season.

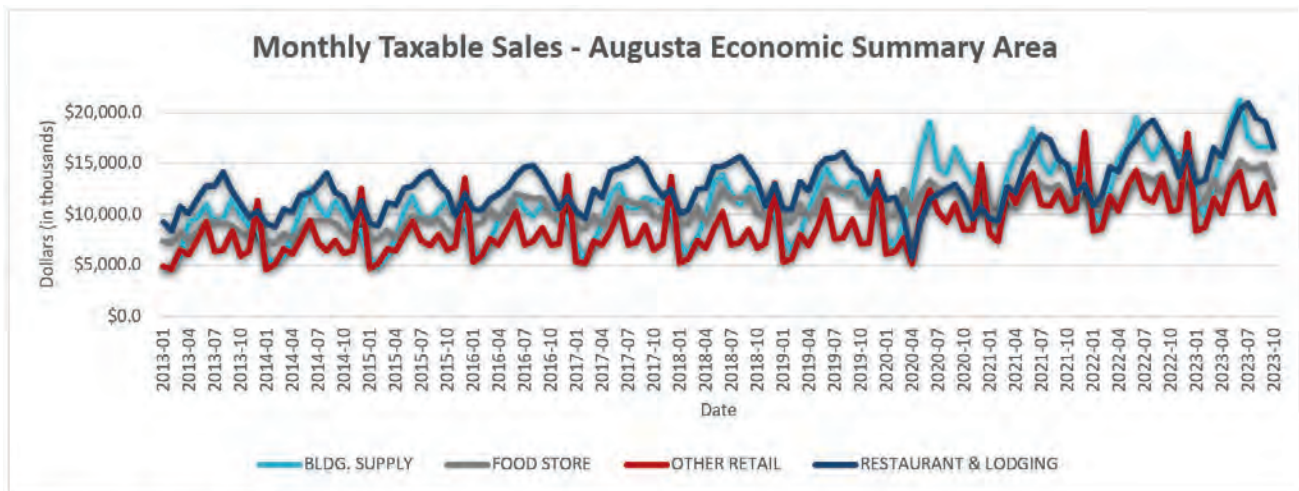


Figure 7. Monthly Taxable Retail Sales – Augusta Economic Summary Area (ESA), 2013-2023. Source: Maine Revenue Services

[4] Maine Department of Labor, Center for Workforce Research and Information, 2021.

Households and Household Composition

The Town of Monmouth had 1,651 households according to the 2020 Census, representing an increase of 74 households since the 2010 Census. This number does not necessarily mean there was an increase of 74 housing units; rather, the average household size decreased from 2.59 in 2010 to about 2.24 in the most recent American Community Survey data. The increase in total households is likely due to a higher prevalence (in comparison to 2010) of 1- and 2-person households in Monmouth. For information on the number of housing units added in this time period, see the Housing section of this Plan.

As noted above, the average household size in Monmouth is 2.24 persons per household (in 2022). Household size in Monmouth has been declining over time. For example, the average size of a Monmouth household in 1970 was 3.41, and in 2000 the average household size was 2.63 (US Census Bureau).

Town	2022 HH Size	2000-2022 Change
Greene	2.57	-0.16
Leeds	2.95	+0.23
Monmouth	2.24	-0.39
Litchfield	2.36	-0.25
Wales	2.96	+0.14
Winthrop	2.36	-0.06

Figure 7. Regional Household Size Comparison. Source: 2007 Comprehensive Plan and US Census Bureau's American Community Survey data (2022)

The average household size in Monmouth has declined by more than one-third since 1970. This decline is higher than surrounding communities in the region, but essentially mirrors broader statewide and national trends. Housing needs and projections, including types of housing desired in Monmouth, are discussed further in the Housing section of this Plan.

Future Population & Demographic Trends

The Maine State Economist creates local projections using a constant rate of growth for each town's share of their county population between 2015 and 2019 and then extrapolating this growth into the future.⁵ This projection estimates that Monmouth's population will grow by 6% between 2020 and 2040 (to 4,308 people) and that the small decrease in population between 2010 and 2020 was a blip.

[5] Office of the State Economist, Maine Population Outlook 2020 to 2030 (released June 2023).

More detailed local projections can be created using a formula that takes into account the growth rate for each age group over a number of past decades. These projections assume that the average rate of growth observed over those decades will continue into the next decades. Using this approach (based on average growth rates from 1990 to 2020), the total population of Monmouth will stay relatively the same, but with a much higher percentage of people between the ages of 50 and 79 and a much lower percentage of school-aged children (those under 19) (as shown on the chart at right).

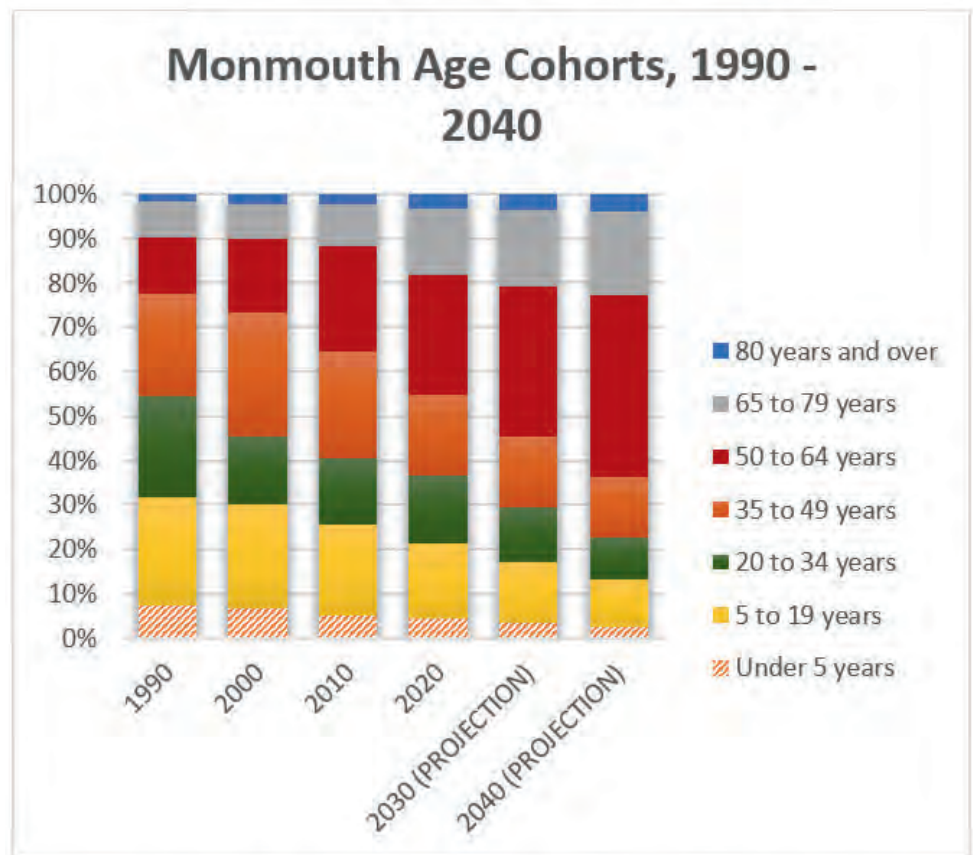


Figure 8. Monmouth Age Cohorts, 1990-2040. Source: US Census Bureau for 1990 - 2020 data

Historic & Cultural Context

Overview

Prior to the arrival of Europeans the area now known as Monmouth was inhabited by the Abenaki tribe of the Wabanaki Confederacy. The first European settlers to Monmouth arrived from nearby coastal Maine settlements in 1775 and continued in a small wave through the remainder of the decade. Initially, Monmouth was named Freetown, under the assumption that the land on which it stood was free to every settler. After a land dispute with the land's lawful owner, the settlement was renamed Bloomingboro.

The Town was incorporated on January 20, 1792, and was then given the name Monmouth as a tribute to early settler General Henry Dearborn's accomplishments at the Revolutionary War's Battle of Monmouth in New Jersey in 1778.

Historic Settlement Patterns

The first settlers of what would become Monmouth positioned themselves on the town's southern fringe, near what is now the Town of Wales. Following the founding of Monmouth Academy in 1803, a sizable population settled near the school, closer to the center of Town. By the mid-19th century, the railroad came to town and brought with it a significant population shift closer to Monmouth Center. Monmouth Center was, and still is today, situated at the outlet of Cochnewagon Lake.

East Monmouth developed at the outlet of Annabessacook Lake and North Monmouth built up around the outlet to Wilson Pond. The outlets of the Town's lakes and ponds provided ample energy to power the establishment of mills, factories, and various shops. Lumber, grist, and woolen mills thrived. Brickyards, tanneries, boot and shoe shops, shovel factories, and more businesses would all call Monmouth home.

The small village areas that sprung up around Monmouth in the 19th century are still evident today. These are denser, more developed areas that utilized the availability of waterpower to establish commercial and residential areas.

Perhaps more notable than the availability of waterpower was the prime agricultural land that was found throughout much of the Town. Farming prospered in the more rural areas of town and agricultural societies and farmers' clubs were established. The Cochnewagon Agricultural Society was formed in 1907 and has organized the annual Monmouth Fair for over 100 years. Highmoor Farm, once a national leader in horse-breeding, today acts as an educational asset for the State's University Extension program. Agriculture blossomed in Monmouth throughout the 19th and 20th centuries and remains a large part of Monmouth's cultural identity today.

Inventory of Historic Resources

The Town is home to a plethora of historic and archeological resources which are described in further detail in the following sections.

Prehistoric Archaeological Sites

Prehistoric archeological sites reveal information about Monmouth's Native American inhabitants, who lived in the area far before European settlers arrived.

Per the Maine Historic Preservation Commission, "Prehistoric sites in Maine may include campsites or village locations, rock quarries and workshops (from making stone tools), and petroglyphs or rock carvings. Prehistoric archaeological site sensitivity maps are based on the current understanding of Native American settlement patterns (known site locations and professionally surveyed areas) within the portion of the state where the municipality is located. Most commonly, prehistoric archaeological sites are located within 50 meters of canoe-navigable water, on relatively well-drained, level landforms. Some of the most ancient sites (>10,000 years old) are located on sandy soils within 200 meters of small (not canoe-navigable) streams."

The Maine Historic Preservation Commission (MHPC) has identified 22 known pre-historic campsites in the Monmouth area, mostly clustered around the lakes and ponds within the community.

Historic Archaeological Sites

Statewide, historic archeological sites often include early house foundations and cellar holes, foundations for various farm buildings, mills, boat yards, wharves, and forts. Since transportation and then power generation were largely provided by the State's many waterways, historic archaeological sites are often located on the shores of ponds and streams. The Maine Historic Preservation Commission identifies three historical archaeological sites in Monmouth. Safford Pottery, of significance from 1822-1921, was the oldest such site. Silas H. Coburn Pottery and the Woodbury Family Burial Ground are also listed and were both established in the 1850's.

Cemeteries

Cemeteries are also important areas linking present day Monmouth to its storied past. The Monmouth Cemetery Association, a local nonprofit, protects and maintains some cemeteries, while others are private or family cemeteries. The following is a listing of known cemeteries in Monmouth:

- Monmouth Ridge Cemetery
- Monmouth Center Cemetery
- Lakeview (on Academy Road, formerly known as Gove Cemetery)
- Revolutionary War Cemetery (located on Norris Hill)
- Pleasant Point Cemetery (behind church)
- Bent Cemetery (behind a home on Old Lewiston Rd)
- Lyons Cemetery (Cobbossee Road end of Sanborn Rd)

- East Monmouth Cemetery (Rte. 135 end of Sanborn Rd)
- Packard Rd Cemetery
- Neck Cemetery (located off Rte. 135, East Monmouth, privately owned by current owner of Woolworth Estate but previously used by local families – the Monmouth Cemetery Association continues to maintain as there are some local veterans buried here)
- Civil War Cemetery (South Monmouth Rd)
- Pease Hill Cemetery (off Pease Hill Rd)
- Prescott Hill Cemetery
- Cushman Family Cemetery, Packard Rd (privately owned/maintained)
- Pinkham/Prescott Family Cemetery, Route 135 (privately owned/maintained)

Buildings

The Town's historic assets help create a cultural fabric that conveys the community's identity. Despite frequent fires and the ravages of time, Monmouth has several well-preserved links to its past. The National Register of Historic Places, the "official" list of places throughout the United States deemed worthy of preservation by the federal government, currently lists three properties in Monmouth:

- **Cumston Hall:** Romanesque Revival building built and dedicated to the Town in 1900 by Dr. Charles Cumston. Designed by the well-studied artist Henry Cochrane, Cumston Hall took just one year to build and boasts the Cumston Public Library, a 250-seat

opera hall, mural ceilings, and many stained-glass windows. It has previously served as the town hall and is now the cultural center of Town. The building is in excellent condition and is currently public, hosting the Theater at Monmouth and the Cumston Public Library.

- **The Blossom House:** Built circa 1808 by Ansel Blossom on Main Street, this is one of the oldest homes in Monmouth. A notable example of the Federal-style cape form of architecture, the Blossom House is the most intact building from this era in Monmouth. It is currently part of the Monmouth Museum complex and is considered to be in good condition.
- **North Monmouth Library:** Also designed by Henry Cochrane, the library was built in 1927 and surveyed in 2017. This is the Town's most recent building to be listed on the National Register of Historic Places. It continues to be used as a public library.



In addition to the above, there are a number of buildings which have previously been deemed eligible for listing on the National Register of Historic Places. These are:

- Monmouth Museum Stencil Shop. The stencil shop at the Monmouth Museum, located at 745 Main Street, was surveyed in 2011. This building, believed to have been built in 1849, is a great example of vernacular architecture.
- Dairy Barn and Silo. The dairy barn and its silo, located at 935 Route 135, was surveyed in 2013 and determined eligible as a historic barn and agricultural structure. Believed to have been built around the turn of the 20th century, the barn (1890-1920) and its silo (1920-1940) are examples of vernacular architecture.
- Former Monmouth Academy. Originally built in 1855, most of the building except the original portion of the Academy was demolished with the construction of the new middle school. The Town has established a Rebuilding Committee which is actively raising money for a renovation at the time of plan drafting in 2024.

Other structures in Town are known to exhibit historic qualities but are currently not listed on the National Register. Still, these buildings must be considered as part of Monmouth's cultural and architectural heritage. These buildings include: East Monmouth Methodist Church, the United Church (Monmouth Center), the Masonic Hall (Monmouth

Center), the North Monmouth Community Building, the Shorey House, the Blacksmith Shop (Monmouth Museum), and the Carriage House (Monmouth Museum).

Protections for Historic Resources

Protections for historic resources in Monmouth exist as both regulations and stewardship of historic buildings and artifacts. For example, the Monmouth Museum, a private non-profit organization, owns and manages many of the historic structures described above, as well as artifacts from Monmouth's past. Town Ordinances, such as the shoreland zoning regulations and subdivision regulations, provide some legal protection for historic resources from impacts from new development.

Monmouth Museum

The museum was founded in 1970 by Earle Flanders, who originally opened the blacksmith shop to public viewing. The museum now owns eight buildings, six of which are open to the public. These eight buildings are the: Blacksmith Shop, Blossom House, Stencil Shop, Carriage House, Freight Shed, Corn Crib, and Cobbler's Shop. Some of the collection of artifacts is housed in a fireproof vault in Cumston Hall. Most of the museum's exhibits are representative of Monmouth life in the 19th century. The museum serves primarily as an educational tool for local school groups, entertaining 300-400 visitors a year. The museum is open seasonally, five days a week.

Shoreland Zoning Regulations

It is typical that prehistoric archaeological sites are located in close proximity to the shores of the Town's water bodies. Some of these sites are protected due to the building setback and non-disturbance requirements imposed by the Town's Shoreland Zoning Ordinance, which requires that new principal and accessory structures are setback at least 100' from great ponds and rivers and 75' from all other water bodies (except in the General Development I District, which allows for reduced setbacks).

In addition, any proposed land use activity involving structural development or soil disturbance on or adjacent to sites listed on, or eligible to be listed on the National Register of Historic Places, is required to obtain comment from the Maine Historic Preservation Commission and those comments, including any suggested mitigation measures, must be considered prior to any action by the permitting authority (either the Code Enforcement Officer or the Planning Board).

Development Regulations

The Town's Comprehensive Development Ordinance, which includes regulations for subdivisions, new commercial development, changes to existing commercial development, multi-family residential uses, and conversion of residential to commercial or vice versa. All applications are required to show, on their submitted subdivision or site plan, the location of any archeological, historical, or visual (scenic) resources. If

preliminary analysis indicates that there will be impact to any historic or archeological resources, the applicants are also responsible for submitting a historic resource mitigation plan, prepared by a qualified historian or archeologist (as applicable).

In this instance, comments from the Maine Historic Preservation Commission shall also be considered through the course of review of the proposed development. In addition, the proposed development must also be designed and constructed to minimize impacts on historic or archeological resources. Development, including renovations, within these areas may be subject to limitations to preserve historical integrity, including but not limited to construction materials and architectural treatments.

Barriers & Opportunities

No professional survey of the Town for historic or prehistoric resources has ever been conducted. One focused on the potential identification of resources attributable to Monmouth's industrial, residential, and agricultural past, particularly those associated with the early settlers of the 18th and 19th centuries should be conducted. Grants from the Maine Historic Preservation Commission, such as the annual Historic Preservation Fund (HPF) grants could be utilized to help fund this effort. This would help the permitting authorities in Town, such as the Code Enforcement Officer and Planning Board, be able to better identify projects which might impact archaeological resources. Without this information, permitting authorities may not know to contact the Maine Historic Preservation Commission for further information or review.

It is a common misconception that simply being listed on the National Register of Historic Places means that a property is protected from demolition or change. Unless a building owner is utilizing either federal or state historic preservation tax credits, no review of changes to National Register properties is required to take place. Local regulation is often considered one of the most important ways to guarantee that changes that may take place to historic properties are historically sensitive, because changes will require review and must meet local standards.

Finally, despite Monmouth's large number of historic resources and desire to steward them, it has not leveraged outside assistance with the preservation of historic resources. Other communities of comparable size are using the Certified Local Government (CLG) program sponsored by the Maine Historic Preservation Commission to maximize its efforts to protect historic and resources. Grant funding is consistently available through this program. This would require the Town to apply to the Maine Historic Preservation Commission and be found eligible by the Commission and the National Parks Service, in accordance with the State's CLG Guidelines.



National Register of Historic Places

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Housing

Overview

Homes are part of the landscape of the community and are often as or more indicative of a town's character as data on population. While people come and go, the houses stay. Without them, there is no population. Population estimates are often based on housing counts because the rate of home-building reflects population growth or decline.

Existing Housing Stock

Per American Community Survey estimates from 2022, there were approximately 2,275 housing units in Monmouth. Of these, 70.2% are single-family dwelling units (excluding mobile homes). Mobile homes make up 21.5% of the housing stock, the second most common type of residential building. This is up from 15.4% in 2000. Multi-family buildings (defined as buildings with three or more dwelling units) make up 5.5% of the housing stock.

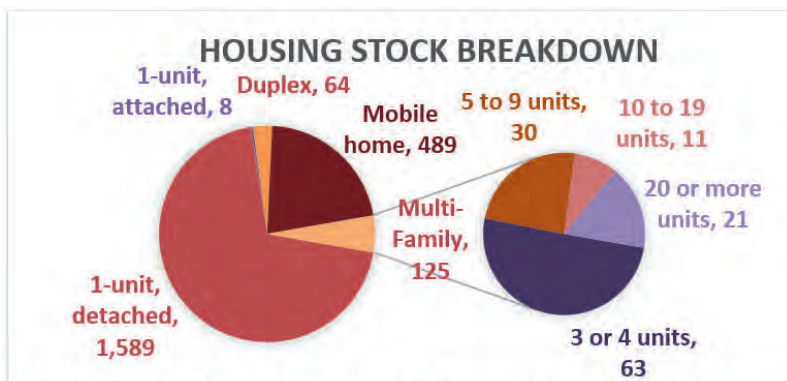


Figure 1: Monmouth Housing Stock Building Type Breakdown. Source: American Community Survey estimates, 2022.

Of the multi-family buildings in Monmouth, the bulk of the dwelling units are in small-scale buildings of 3 or 4 units each.

Accessory apartments (also called accessory dwelling units, ADUs, in-law apartments, or “granny flats”) are not common in Monmouth.

Between 2010 and 2023, the Town added 181 new dwelling units, including 163 single-family homes and 18 mobile homes. During the same period, at least 2 units were demolished in Town (both of which were mobile homes).

The range of the age of the Town's housing stock is vast. The bulk of the Town's existing housing units (23%) were built in the 1980s. Like many communities, Monmouth saw an additional building boom in the early 2000s (which now comprises 21% of the Town's housing stock).

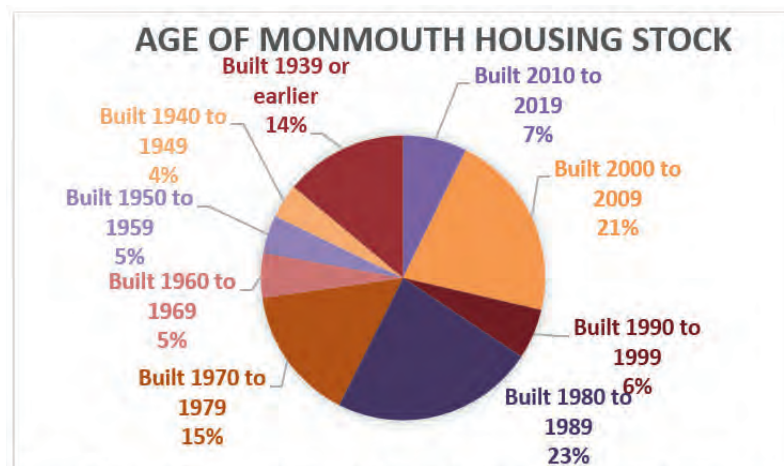


Figure 2: Age of Monmouth Housing Stock Breakdown. Source: American Community Survey estimates, 2022.

Most of Monmouth’s housing units (60%) have 3 or more bedrooms, consistent with the number of single-family homes in the community but suggesting that smaller housing units (especially for those living alone) may not be readily available in the community.

section of this Plan, household size in Monmouth has been declining over time. For example, the average household size in Monmouth has declined by more than one-third since 1970 (from 3.41 in 1970, to 2.63 in 2000, to 2.24 in 2022). This decline is higher than surrounding

communities in the region, but essentially mirrors broader statewide and national trends. People today have fewer children than people in 1970, and it has become much more prevalent to live alone. In fact, singles living alone make up 22.4% of Monmouth’s households (369 households). Of these 369, 42.5% are over the age of 65 (with women over 65 more likely to live alone than men over 65).

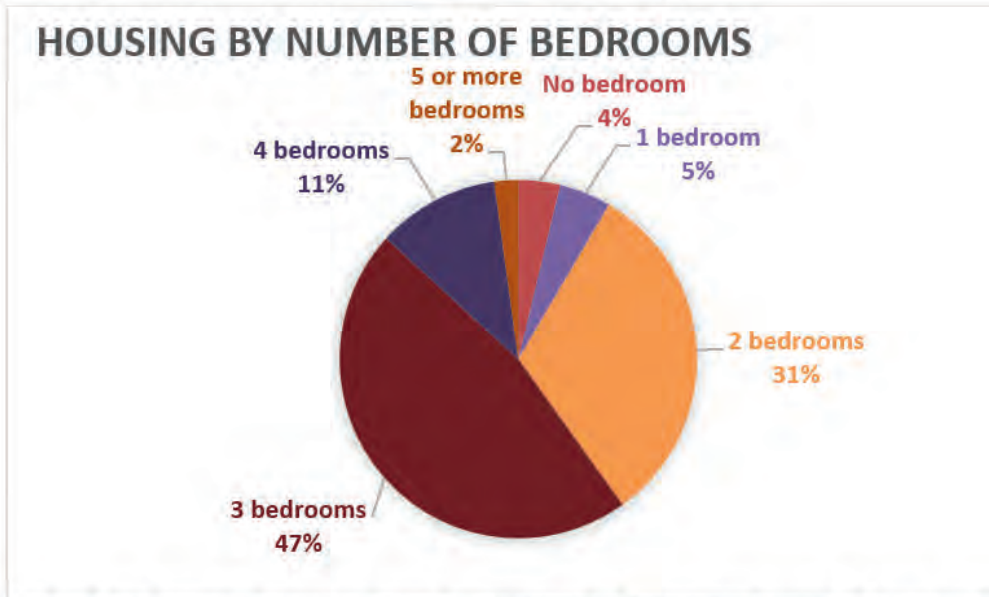


Figure 3: Monmouth Housing Stock by Number of Bedrooms. Source: American Community Survey estimates, 2022.

Of occupied housing units, 22.2% are occupied by renters and 77.8% are occupied by owners. The average household size of an owner-occupied unit is 2.25 and the average household size of renter-occupied units is 2.21, indicating that a larger share of renters in the community live alone or in pairs while owner-occupied units are occupied by larger groups of people, such as families. This makes sense since owner-occupied units typically tend to be larger than rental units.

The overall household size is 2.24 persons per household (in 2022, per American Community Survey data). As noted in the Population & Demographics

Shrinking household sizes can drive demand for new housing as much as an influx of new residents. Under the average household size in 1970, we would have needed about 300 new households to accommodate 1,000 people. Now, with a lower household size, we would need closer to 450 households to accommodate 1,000 people.

Substandard Housing

The Census Bureau defines substandard housing as “the lack of complete kitchen or bathroom facilities.” This is likely very rare in Monmouth and was not a statistically significant amount of the Town’s housing stock as of 2022.⁶

[6] The American Community Survey notes that the number of substandard housing units in Monmouth in 2022 is 0, with a survey margin of error of ±11.

Housing Affordability

Housing in Monmouth has steadily become less affordable to existing residents. Housing costs have steadily increased in recent years, but wages have not increased proportionally. Housing affordability is typically evaluated by measuring the proportion of a household's income that is spent on housing costs. Households spending 30% or more of their gross income on rent or a mortgage are considered housing cost burdened.

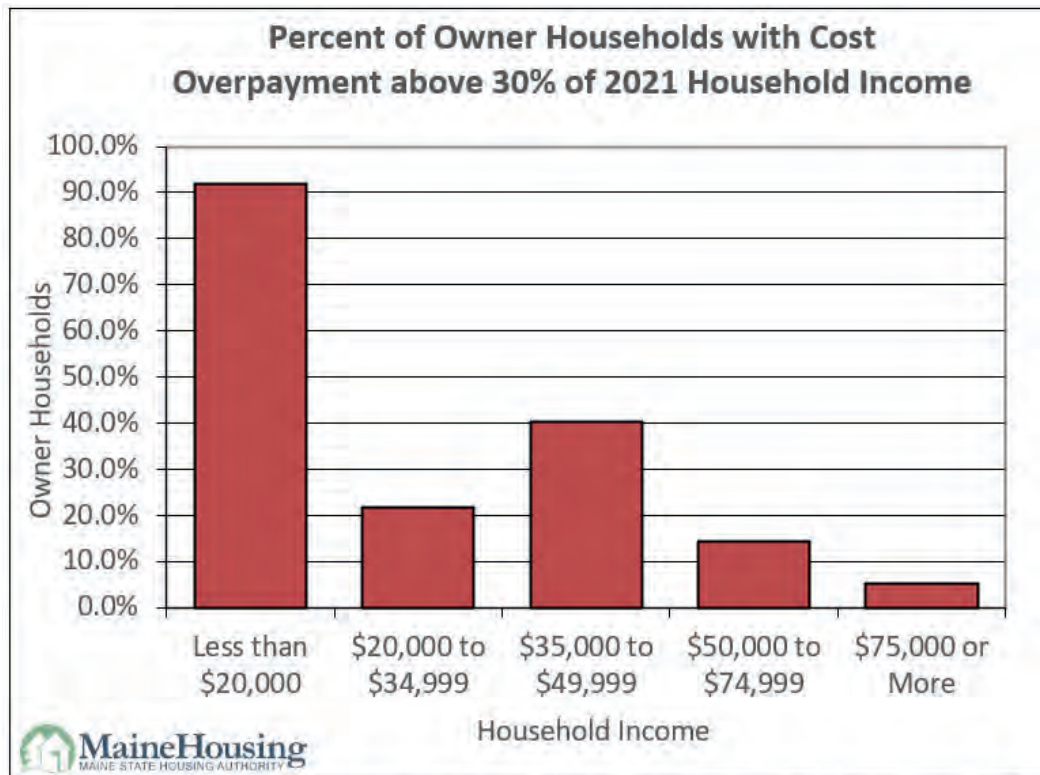


Figure 4: Percent of Owner Households with Cost Overpayment Above 30% of 2021 Household Income (by Income Bracket). Source: [MaineHousing data](#).

By the measure outlined above, 19.5% of homeowners in Monmouth are considered cost burdened. As shown on the above chart, owning a home in Monmouth is considerably less affordable for lower-income households.

Typically, one would expect the share of households who are cost-burdened to be higher the lower on the income spectrum the household is. However, in Monmouth, there is an interesting anomaly within the \$35,000 to \$49,999 household income bracket, where a larger percentage of these households (40.4%) are cost-burdened compared to those households within the \$20,000 to \$34,999 income bracket (21.6%). This suggests that there might be a lack of homes affordable to

those making between \$35,000 and \$49,999 in Monmouth. This is a common issue in many communities due to funding available at the state-level, which is typically reserved for housing that caters to the lowest income bracket, and so-called “traditional” funding mechanisms, which usually focus on higher-earners.

The existing housing affordability problem has been exacerbated by a slow-down in housing production since 2010, following the Great Recession, and the steep increase in cost of construction since the onset of the COVID-19 pandemic in March 2020.

Median Home Sale Price Over Time

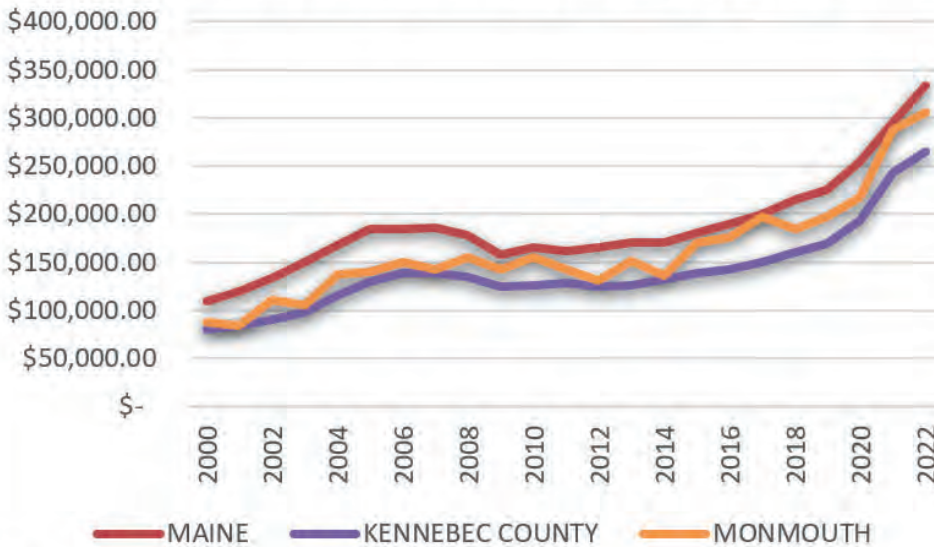


Figure 5: Median Home Sale Price Over Time Comparison. Source: Maine Housing data.

Median home sales prices have increased across the country and especially in Maine. Between 2018 and 2022, the State experienced a 55% increase in median home sales price (from \$215,000 to \$334,000). Monmouth itself experienced an even higher increase, at 66% (from \$184,000 in 2018 to \$305,000 in 2022). This is the same rate of growth as surrounding Kennebec County, which

also increased 66% (from \$160,000 in 2018 to \$265,000 in 2022).

For greater context, Monmouth experienced a 97% increase since 2010, when the median home sale price was \$155,000. This is less rapid than surrounding Kennebec County, where the median home sale price has increased 110% (from \$126,000 in 2010) but is about on par with the rest of Maine, where the median home sale price has increased 102% (from \$165,000 in 2010).

MEDIAN RENT OVER TIME

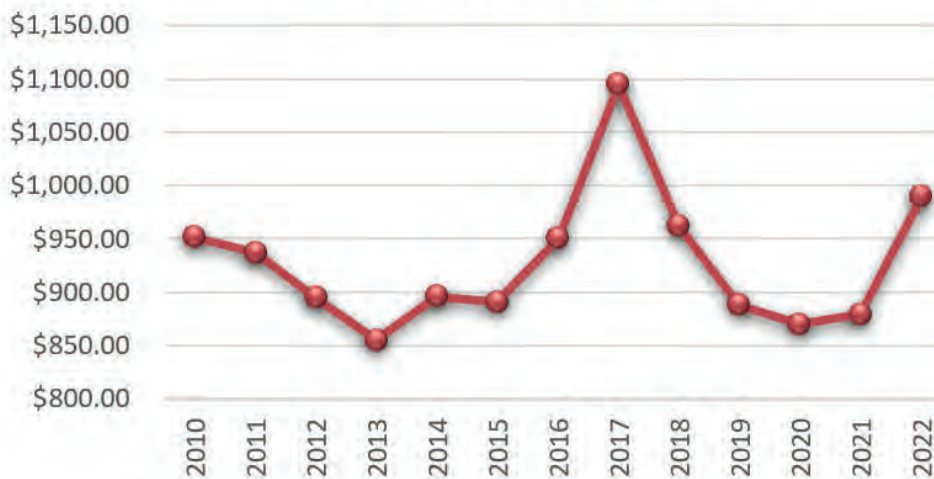


Figure 6: Monmouth Median Rent Over Time. Source: US Census Bureau's American Community Survey data.

The median rent for all occupied rentals in Monmouth was relatively stable from 2010 to 2015, with a sharp increase starting in 2016 and peaking in 2017. The median rent as of 2022 was \$989, only slightly higher than in 2010 but more than \$200 above the observed low in 2020. Even though rents have remained relatively stable over time, about

73% of Monmouth residents who rent their home are housing cost burdened as of 2022.⁷ Put differently, more than 73% of Monmouth renters spend more than 30% of their monthly income on rent.

Town	2022 Median Rent	Estimated Number of Rental Units (2022)
Greene	\$1,059	165
Leeds	\$936	96
Monmouth	\$989	405
Litchfield	\$1,041	83
Wales	\$1,279	51
Winthrop	\$1,002	423

Figure 7: Median Rent Regional Comparison. Source: US Census Bureau American Community Survey data.

Monmouth is part of a regional housing market. This is especially important because people tend to migrate to more affordable communities within a general region when they can. The chart above indicates that Monmouth does not stand out from its immediate neighbors in one way or the other with regard to rental prices. However, Monmouth does stand out as having a much higher number of units being rented when compared to its neighbors. Monmouth comes second only to Winthrop in this regard.

Seasonal and Vacant Housing

According to 2022 American Community Survey data, of the 2,275 total housing units in Monmouth, an estimated 369 are vacant due to “seasonal, recreational or occasional use.” That constitutes about 16% of the housing units within the Town. An additional 81 units are listed as “other vacant,” of which some might be for other kinds of seasonal use (like by a caretaker

or janitor).⁸ In total, 450 units in the town are estimated in the 2022 American Community Survey as being vacant, or about 20% of the Town’s total housing stock.

These numbers have increased just slightly since 2010 where the estimated number of “seasonal, recreational or occasional use” housing units was 345. This suggests that there have been limited conversions from year-round to seasonal housing or vice versa.

[8] Note: According to the Census Bureau definition, the “Other vacant” category, “includes units held for occupancy by a caretaker or janitor, and units held for personal reasons of the owner.”

[7] Per Maine Housing data.

In terms of slight fluctuation in the number of seasonal vacant units in the community, Monmouth's experience is most similar to Winthrop and Litchfield, each of which have a similar amount of lake frontage and higher levels of seasonal properties. Further, the share of seasonal vacant units compared to the total housing stock of these communities is similar.

Town	2022 Seasonal Vacant	% 2022 Housing Stock	2010-2022 % Change
Greene	110	5.85%	-22.5%
Leeds	94	10.3%	+100%
Monmouth	369	16.22%	+6.96%
Litchfield	329	16.87%	+0.6%
Wales	49	6.92%	+42.8%
Winthrop	476	14.53%	-2.46%

Figure 8: Seasonal Vacancy Rate Regional Comparison. Source: US Census Bureau American Community Survey data.

Efforts to Address Known Issues

Multi-family dwelling units are expressly permitted anywhere in Monmouth with review by the Planning Board under Section 5.2 of the Town's Comprehensive Development Ordinance. For new multi-family dwellings, 10,000 square feet of lot area per dwelling unit is required (if on the public sewer system). This allows about 4 dwelling units per acre. The Town does allow the minimum lot area to be decreased to 5,000 square feet per dwelling unit for affordable housing developments or senior housing developments (if on the public sewer system), essentially allowing double the density (about 8 dwelling units per acre) for those kinds of priority developments. On sites not served by the public sewer system, the minimum lot area per dwelling unit is 24,000 square feet.

In addition to the above, there are also more relaxed standards for the conversion of an existing dwelling to a multi-family dwelling. If there are less than three dwelling units, the Code Enforcement Officer may review the project. In this instance, there are also no minimum lot area per dwelling unit requirements (unless the property is utilizing septic rather than public sewer).

Multi-family dwellings require 1.5 parking spaces per dwelling unit, per Section 6.7.14.3 of the Town's Comprehensive Development Ordinance. However, for affordable housing or senior housing developments, this can be reduced to 1 space per dwelling unit. Multi-family dwelling units are also subject to increased height limits (35 feet, rather

than the 20 feet allowed for single-family and two-family structures per Section 4.1.5). These kinds of standards are meant to incentivize priority housing developments by decreasing the costs associated with said development and allowing developers to build up rather than out, thereby decreasing sprawl.

Projected Future Demand

The Maine State Economist projects that Monmouth's population will grow by about 6% through 2040, reaching 4,308 people (an increase of 242). If the average household size of 2.25 holds, we will need an additional 108 housing units to accommodate the projected increase in population. Monmouth easily outpaced this production target between 2010 and 2023 (when a net 179 units were produced), so it should be able to accomplish this again.

In October 2023, the *State of Maine Housing Production Needs Study* was released, highlighting a historic underproduction of housing across the state as well as the need to produce more housing to both correct this historic underproduction and provide for the projected population growth across the state.⁹ Overall population and population growth determines how many people currently need homes or will need homes in the future. The study focuses on regional need for housing and indicates that Kennebec County specifically will need between 4,500 and 5,100 new housing units by the year 2030 in order to accommodate projected population growth, population shifts, and anticipated

economic changes. This study anticipates that the need will be met regionally (across the entirety of Kennebec County). However, some communities will need to be responsible for creating an environment that fosters the production of more housing than others. Communities with public sewer and water capacity, such as Monmouth, will need to take on a higher share of the needed housing than those communities without publicly available utilities.

Furthermore, as Monmouth's demographics change, the town is likely to see increased demand for multi-family units, which are currently only a small portion of the Town's overall housing stock. Multi-family units serve two important purposes in a community: they accommodate young people who are just starting out and they serve older residents who may be looking to downsize and are looking for economical, low-maintenance housing. The community will require additional senior housing (limited to those 62 and older) to accommodate the projected increase in this population. Currently, the Center School Apartments on Main Street is the only senior affordable housing complex in Monmouth.¹⁰ In addition though, the community may wish to incentivize the creation of additional family housing units (townhouses or larger, multi-bedroom rental units) that could attract young families who could work in the area in order to alleviate some of the pressure that the retirement of the older generation will put onto the existing economy.

[9] This study can be viewed online at [this link](#).

[10] Maine Housing Affordable Housing Options list for Kennebec County, [linked](#).

Barriers & Opportunities

As noted above, there is a housing affordability problem for homeowners making between \$35,000 and \$49,999. Depending on the household size, these are typically people making between 60% and 80% of the Area Median Income (AMI) for Kennebec County. This indicates a lack of affordable housing for ownership.

As of 2024, the State of Maine (through MaineHousing) is making \$10 million available to facilitate the development of subdivisions with affordable single-family homes. The funding comes from the American Rescue Plan Act, through the Maine Jobs & Recovery Plan. The Affordable Homeownership Program is intended to help lower the costs to developers building single-family subdivisions by providing zero percent interest, forgivable loans. This funding will help to offset the rising costs to developers for land acquisitions, labor, and materials.

Also noted above, accessory apartments are not very common in Monmouth, but with the number of large homes on public sewer and the need for affordable housing, there is potential for many more. The Town does allow the conversion of existing buildings into up to two dwelling units with administrative approval by the Code Enforcement Officer, saving applicants the “soft costs” of preparing an application for Planning Board review.

There are some standards in the Town’s Comprehensive Development Ordinance

that may have the effect of decreasing housing production in the community (especially of multi-family dwelling units). For example, all new multi-family buildings are currently required to be set back from side and rear property lines a distance equal to the height of the building (Section 4.1.3.4.2) rather than the typical building setbacks of 10 feet if the lot is served by public sewer and 20 feet if the lot is served by private waste disposal (Section 4.1.3.4).

In Monmouth, there was also a higher number of vacant units for sale in 2010 (18, or about 0.79% of the Town’s housing stock at the time) than 2022 (when there were none). A “healthy” housing market has a portion of homes that are vacant and available at any given time in order to accommodate people who need to move around as they change jobs, move into larger homes to start a family, or otherwise need to relocate because of major life changes. Typically, a “healthy” housing market has about 5% of housing units on the market at any given period to accommodate this kind of demand. The fact that there are very few units on the market in Monmouth (or none at all) suggests that the local economy might be in danger. The economy requires workers to be able to fill open positions as an increasing number of residents reach retirement age. Further, we need room for workers to fill new open positions as local businesses and the economy grow. Without enough homes for workers to fill open positions, businesses may struggle and at times fail.

Existing Land Use

Overview

The term “land use” is used to describe the human use of land, representing the economic and cultural activities (e.g., agricultural, residential, commercial, industrial/mining, and recreational uses) that are practiced at a given place. Land use policy is the collection of regulations that directly or indirectly impact land use. Studying land use in a community is important because changes in land use can have specific and cumulative effects on the economy, air and water quality, watershed function, generation of waste, extent and quality of wildlife habitat, the climate, and human health. This chapter provides an overview of recent developments occurring within Monmouth and the regulations that impact development within the community.

Monmouth Land Uses by Parcel

As shown on the map on the following page, Monmouth is primarily a residential community, with almost 16,000 acres (about 75%) being classified as residential uses. This is followed by approximately 2,100 acres being classified as agricultural or forestry, and approximately 2,000 acres as institutional (which includes Town-owned parcels as well as parcels owned by the Monmouth Museum and Kennebec Land Trust, among others).¹¹

[11] Per TRIO Report courtesy of the Town’s Assessing Agent.

Recent Development

In the past 10 years, development has been primarily occurring on a lot-by-lot basis. Most of the subdivision applications reviewed by the Planning Board since 2011 have been amendments to previously approved plans to amend lot boundaries. At the time of plan drafting in 2024, the Planning Board was reviewing both a 27-lot and a 62-lot subdivision, the largest projects reviewed by the Board in recent memory. A list of projects reviewed by the Planning Board since 2011 is included in the Appendix of this Plan as Table 3.

Per data collected by the Town’s Assessing Agent, Monmouth has added 181 new dwelling units since 2010, including 163 single-family homes and 18 mobile homes.

Existing Land Use Regulations

Monmouth does not have a traditional Euclidean zoning ordinance that separates land uses into allowed zones. Instead, development in Monmouth is regulated by the Town’s Comprehensive Development Ordinance, the Shoreland Zoning Ordinance (if the subject property is adjacent to water bodies, including ponds and streams), and the Floodplain Management Ordinance (if the subject property is located within the FEMA floodplain).

Comprehensive Development Ordinance

The Comprehensive Development Ordinance (adopted in 2009 and amended through June 2023) regulates all divisions of land as well as all

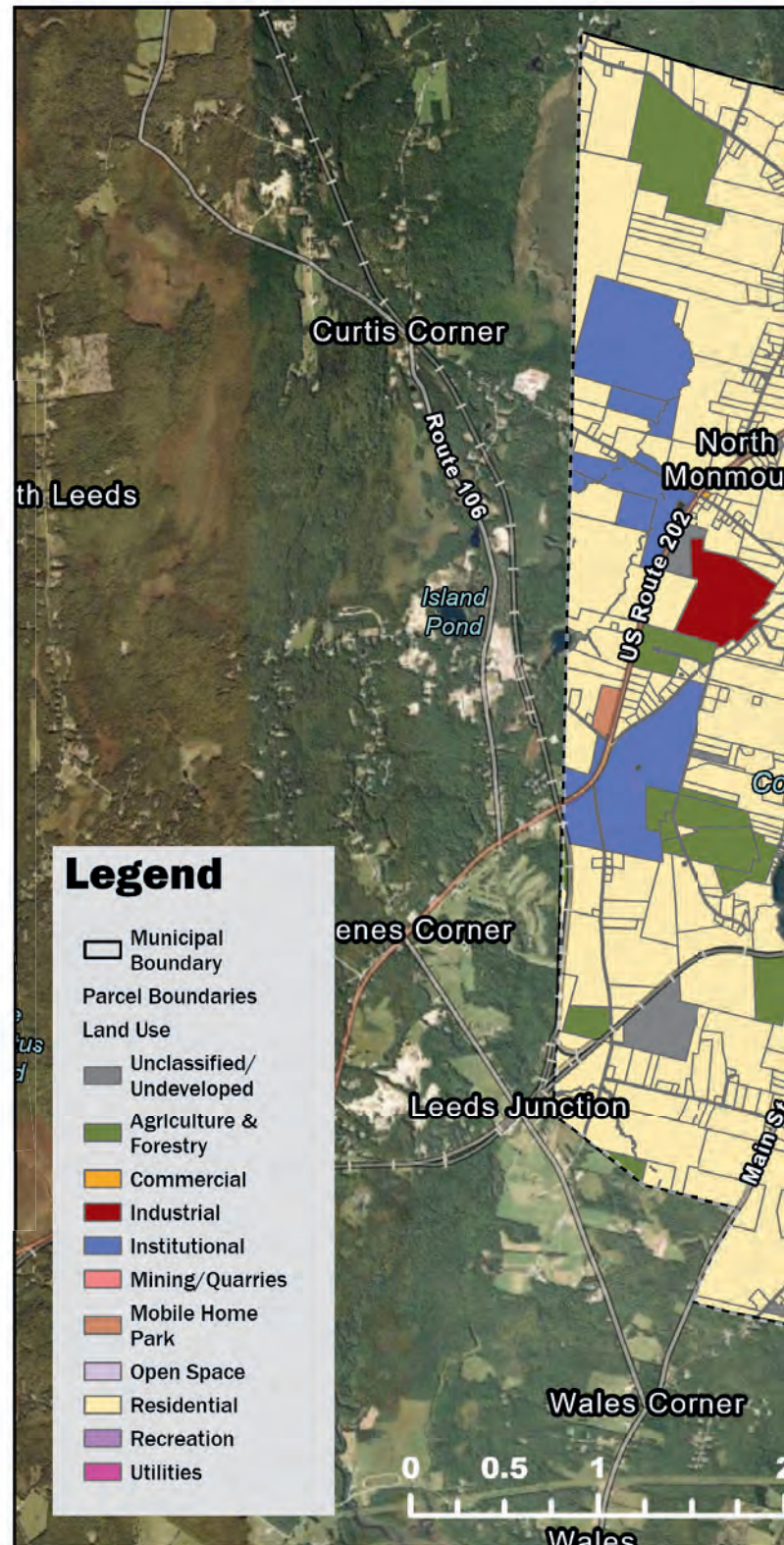
construction or alterations of structures (except for routine maintenance and repair of structures, as defined).

The Code Enforcement Officer is tasked with the enforcement of this Ordinance as well as the issuance of building permits as outlined in Chapter 5. Prior to a business opening or a residential unit being occupied, the Code Enforcement Officer is also tasked with inspecting the building and issuing an Occupancy Permit in accordance with Section 5.3.

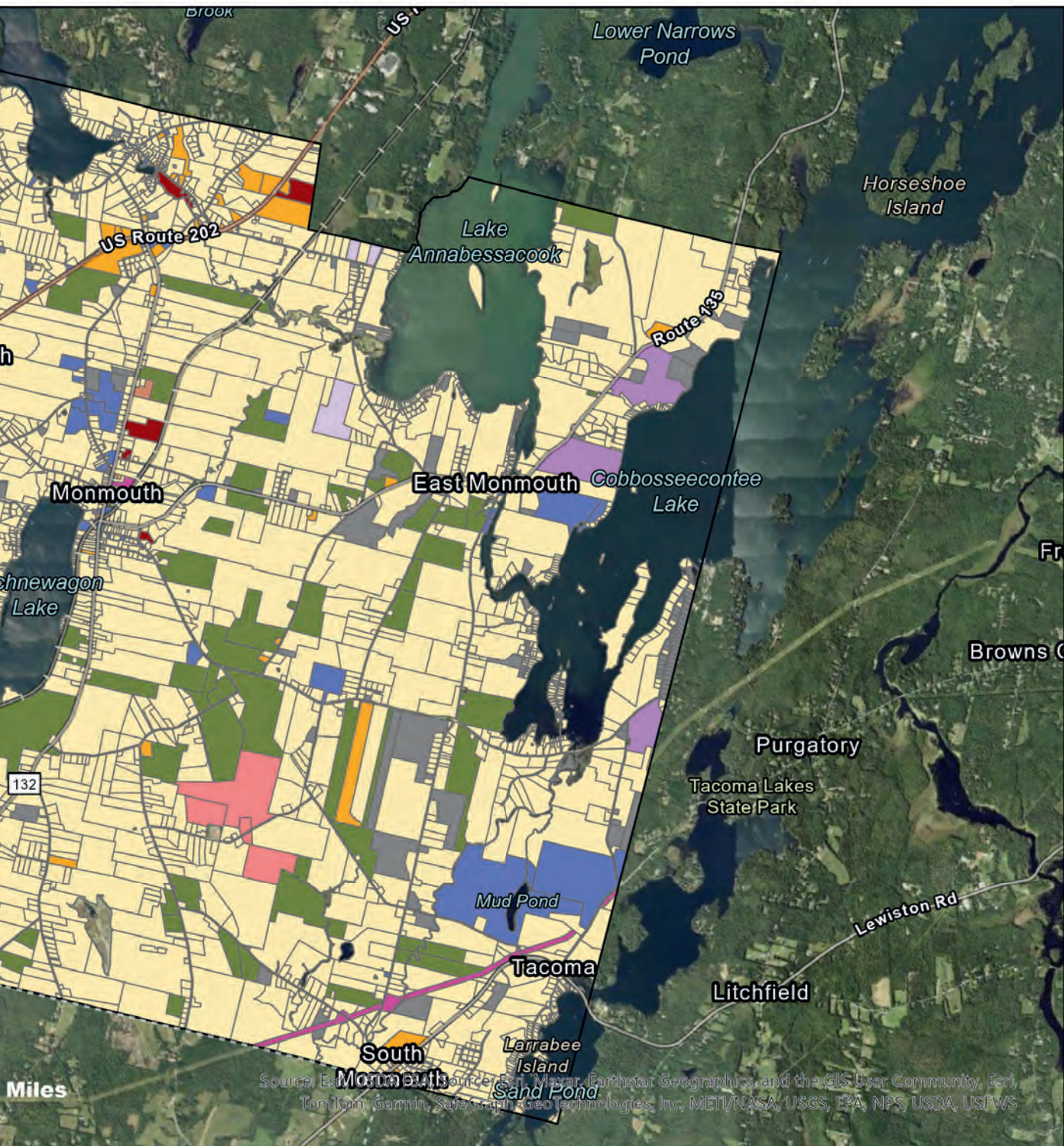
Development Eligible for Review by the Code Enforcement Officer

- The construction of any new commercial, multi-family, industrial, institutional, fraternal, municipal, recreational or utility structure consisting of less than 5,000 s.f. of gross floor area w/ up to 2,000 s.f. of associated parking area
- The establishment or expansion of parking areas by up to 2,000 s.f. in area
- The conversion of an existing building from a residential to non-residential use, where the converted area will not exceed 2,000 s.f. of gross floor area (including establishment of home-based businesses)
- Conversion of an existing business to single family residential
- The addition of 1 dwelling unit to an existing residential use (no more than 2)
- The expansion of an existing non-residential structure or use which expands the gross floor area, seating capacity, or outdoor storage area by less than 1,000 square feet or 25 percent (whichever is lesser)
- Resuming an allowed use which has been discontinued for a period of two or more years

Monmouth



Existing Land Uses



The Comprehensive Development Ordinance requires that the Planning Board, a five-member citizen board appointed by the Select Board, review and act upon all applications for the subdivision of land as well as applications for non-residential and multi-family development (except those reviewed by the Code Enforcement Officer as outlined in the graphic above).

Unlike development review by the Code Enforcement Officer, development review by the Planning Board typically requires a duly noticed public hearing. The premise behind requiring certain types of development to be reviewed by the Planning Board is to evaluate and allow the public to speak regarding potential impacts of proposed development that may be more impactful to the community than the projects reviewed by the Code Enforcement Officer.

In both instances, the reviewing authority (either the Code Enforcement Officer or the Planning Board) are required to determine whether an application meets the standards as outlined in Section 6.3 before approval. These standards include measures to evaluate a proposed development's impact on stormwater management, sewage disposal, water supply, vehicular access and traffic, financial and technical capacity of applicants, and environmental quality.

Also reviewed are compliance with the Town's dimensional standards as outlined in Chapter 4 of the Comprehensive Development Ordinance (also shown in the chart below).

Monmouth Dimensional Requirements	
Minimum Lot Area ¹	15,000 s.f. if on public sewer 40,000 s.f. if using private waste disposal 40,000 s.f. base for 4 dwelling units (if on public sewer), with an additional 5,000 s.f. of lot area per additional dwelling beyond 4 (or 40,000 s.f. per dwelling if not on public sewer)
Street Frontage ¹	75' if on public sewer 200' if using private waste disposal
Front Building Setbacks ^{2, 3}	35' if on public sewer 50' if using private waste disposal
Side and Rear Building Setbacks ^{4, 5}	10' if on public sewer 20' if using private waste disposal
Lot Coverage ^{6, 7}	50%
Building Height	20' for single-family or 2-family, 35' for all other buildings
¹ Additional or alternative standards may apply if the proposed lot is located within a Manufactured Housing Park or if the lot will accommodate two or more principal structures. ² On lots served by public sewer, where adjoining, pre-existing buildings do not meet the required setback from the right-of-way, a new building may be set back a distance equal to the larger of the setbacks of the two adjoining buildings. ³ Within a Manufactured Housing Park, the minimum setback from an internal street shall be twenty (20) feet. ⁴ Minimum side and rear setback for structures less than or equal to two hundred square feet shall be six (6) feet. ⁵ All new multi-family buildings shall be set back from side and rear lot lines a distance equal to the height of the building. ⁶ Except that, on residential and mixed-use lots served by sub surface waste disposal, no more than 30% of the lot area may be covered by buildings and other impervious surfaces. ⁷ Except for lots containing a commercial solar array where lot coverage shall not exceed 85%.	

Figure 1. Dimensional Standards Requirements, Source: Chapter 4, Monmouth Comprehensive Development Ordinance

The Town employs a part-time Code Enforcement Officer and a part-time Plumbing Inspector who review applications and coordinate inspections to ensure that building projects are safe, and that plumbing conforms to the State Plumbing Code. Though the Code Enforcement Officer is responsive to concerns of the Planning Board, there was (at the time of plan drafting) a desire to seek out the assistance of a professional planner to assist in the administration of the Town's land use program.

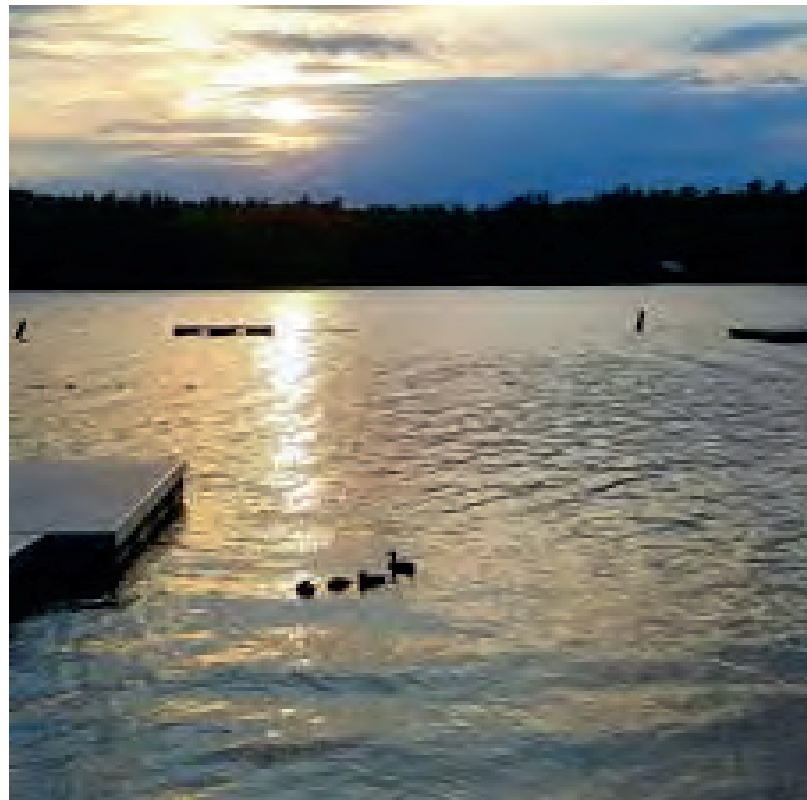
Shoreland Zoning Ordinance

The Town's Shoreland Zoning Ordinance (adopted in 1991 and amended through June 2021) regulates land areas within 250 feet, horizontal distance, from the normal high-water line of any great pond, river, or upland edge of a freshwater wetland, as well as land areas within 75 feet, horizontal distance, of the normal high-water line of a stream. The Ordinance also applies to any structure built on, over, or abutting a dock, wharf or pier, or other structure extending or located below the normal high-water line of a waterbody.

This Ordinance provides additional land use standards over and beyond what is required in the Town's Comprehensive Development Ordinance for the areas described above. These additional standards are intended to protect the environment and water quality of the Town's waterbodies and include

standards around erosion control, building setbacks, parking and driveway setbacks, stormwater management, septic waste, agriculture and timber harvesting, and the clearing and removal of vegetation more broadly.

The most recent amendment to the Shoreland Zoning Ordinance was intended to comply with the Maine Department of Environmental Protection's Chapter 1000 Guidelines for Municipal Shoreland Zoning Ordinances.



Floodplain Management Ordinance

In 1998, the Town adopted a Floodplain Management Ordinance in order to become a participating community in the National Flood Insurance Program. The Ordinance regulates new construction within areas of special flood hazard (Zones A and AE on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps) and provides additional standards intended to both protect water quality and protect buildings from flooding. However, the Ordinance currently references the Flood Insurance Rate Maps from 1980. These maps were updated in 2011 and have not yet been incorporated into the local Ordinance by reference, meaning it is not currently consistent with state and federal standards.

Projected Land Use Needs

The Housing section of this plan discusses needed housing units in greater detail. In brief, Monmouth needs to produce an additional 108 housing units by 2040 in order to keep pace with projected population growth. Much of this can likely be accommodated in multi-family housing, which requires less land overall to build than single-family housing (typically sited on separate lots). The Town's Comprehensive Development Ordinance also allows about one additional building floor for multi-family housing over single-family housing, which allows for building up rather than out (again, saving overall land area).

In addition, the Town will likely need to take on a greater role in alleviating

projected county-wide housing shortages because of the existence of utilities that make Monmouth more attractive for housing development, including adequate sewer capacity and the existence of three-phase power (specifically in Monmouth Center and along Route 202). The State of Maine Housing Production Needs Study projects the need for between 4,500 and 5,100 new housing units by the year 2030 in order to accommodate projected population growth, population shifts, and anticipated economic changes.¹²

New economic development will likely be focused on healthcare to cater towards Monmouth's aging population. In addition, however, the community has an opportunity to capitalize on more people than ever working remotely from Monmouth (meaning more potential customers in town on any given weekday), which could be a boon for retail or service-oriented businesses (restaurants, coffee shops, etc.) who may be looking to locate in Monmouth.

The amount of land needed to accommodate the projected development needs of the community will depend on what kinds of development is proposed and where that development is located. For example, a far greater amount of land will be required to accommodate needed residential development if that development is sited in the more rural areas of the community (where public sewer and water is not available) than if that development were sited on public sewer and water.

[12] *State of Maine Housing Production Needs Study* (2023), page 56.

Similarly, healthcare and service-oriented businesses will likely choose to locate close to existing amenities (utilities and sidewalk infrastructure) in Monmouth Center or North Monmouth.

Barriers & Opportunities

As noted above, there is a desire to retain the services of a professional planner to assist in the administration of the Town's land use program. Increasingly, smaller towns across the state are joining together to hire professionals to assist in this regard. Each town pays 50% of the salary and benefits of a planner who then works 20 hours a week in each community. This has allowed small towns to be competitive in seeking out professional expertise in a competitive job market. Alternatively, regional planning organizations also have planners that they hire out on a consulting basis to communities seeking assistance.

As noted, the Town does not currently have a traditional Euclidean zoning ordinance that separates land uses into allowed zones. Instead, most of the community allows both residential and commercial uses to collocate next to each other. This can raise the possibility of intense public opposition to specific business development proposals but could also be an opportunity for the Town to further define what future development should look like rather than what future development should be. Many communities across the country are developing a form-based approach to zoning, which regulates overall design and look of a building rather than what

land uses that building hosts (with exceptions in order to manage public health and safety). This could be an appropriate approach in a community like Monmouth and could help to alleviate some of the public opposition to development projects.

Economy

Overview

Like many central Maine communities, Monmouth has recently experienced challenges with economic development in most industry sectors. However, community leaders and citizens in Monmouth play an active role in attempting to intentionally attract employment and tax base to the community. These efforts are especially important as the Town tries to keep up with an economy that has shifted from manufacturing and agriculture to a more service-oriented economy, coupled with changes in retail consumption patterns.

This chapter seeks to describe current conditions, outline Monmouth's role in the regional economy, identify the town's numerous economic development assets, examine visible trends and areas of need, incorporate public sentiment, and lay out a direction and strategy to guide the Town's economic development efforts for the foreseeable future.

Monmouth's Economy: A Historical Perspective

Historically, Monmouth's population settled near the Town's water resources, which provided ample energy to establish lumber, grist, and woolen mills. Brickyards, tanneries, and shops to service those living in the villages thrived.

Outside of these small villages, prime agricultural land was found throughout

much of the Town. Farming prospered and agricultural societies and farmers' clubs were established in the 19th and 20th centuries. However, trends around farming are changing and agricultural businesses in Monmouth have been seeking to adapt. This is described in greater detail in the Rural Economic Resources section of this Plan.

While manufacturing continues to be a major piece of Monmouth's economy, in more recent years the community has increasingly relied on retail trade and service businesses (including healthcare) as the town became one of the "bedroom" communities of Augusta, Lewiston-Auburn, and further.



Labor Force & Employment

The labor force forms the backbone of Monmouth's local economy, and its characteristics, such as education, skill areas, and availability, are important to consider in terms of future development.

The term "labor force" refers to the number of people either actively working or able to work within the working-age population. In Monmouth, the labor force in 2022 consisted of 2,550 people. This is about 74% of everyone over the age of 16 and includes 1,185 women and 1,365 men.¹³

It should be noted that being in the workforce is not the same as being employed. Figure 1, below, shows that Monmouth's unemployment rate peaked with the recession in 2008-2009, consistent with the state as a whole. Since then, there has been a steady decline in the unemployment rate (except for a sharp peak of unemployment when many people were out of work due to the onset of the COVID-19 pandemic), to what is now at 2.6%.

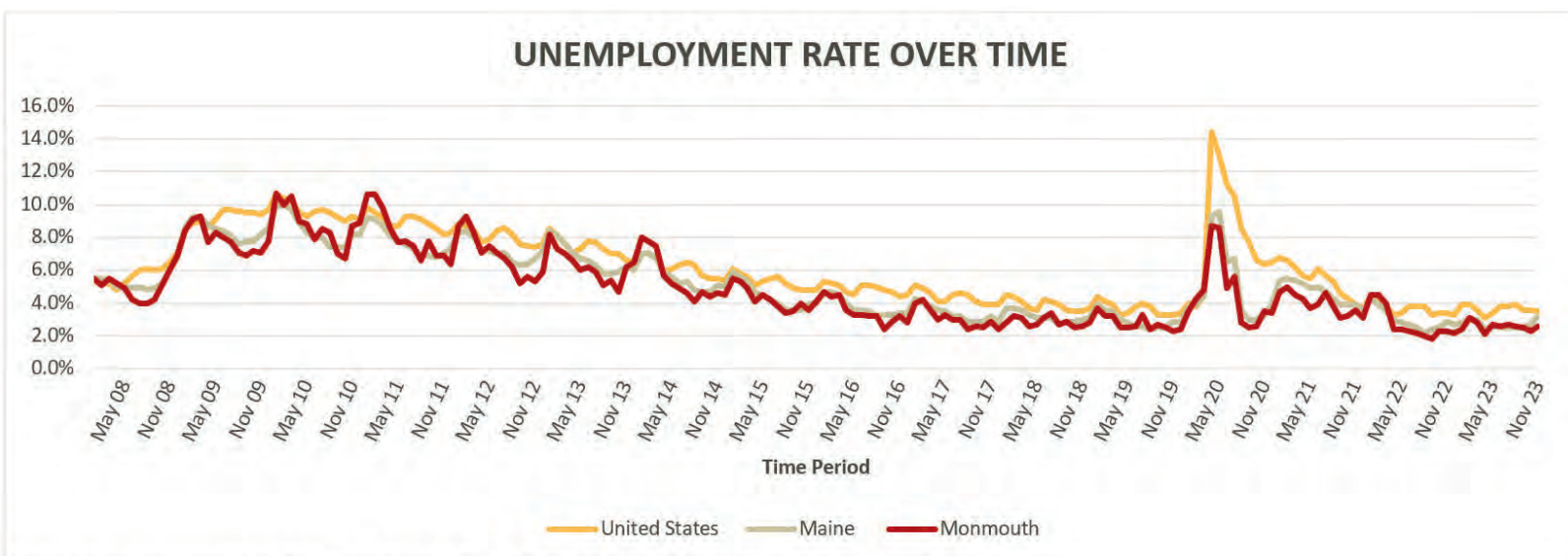


Figure 1: Unemployment Rate Over Time, Source: Maine Center for Workforce Research and Information.

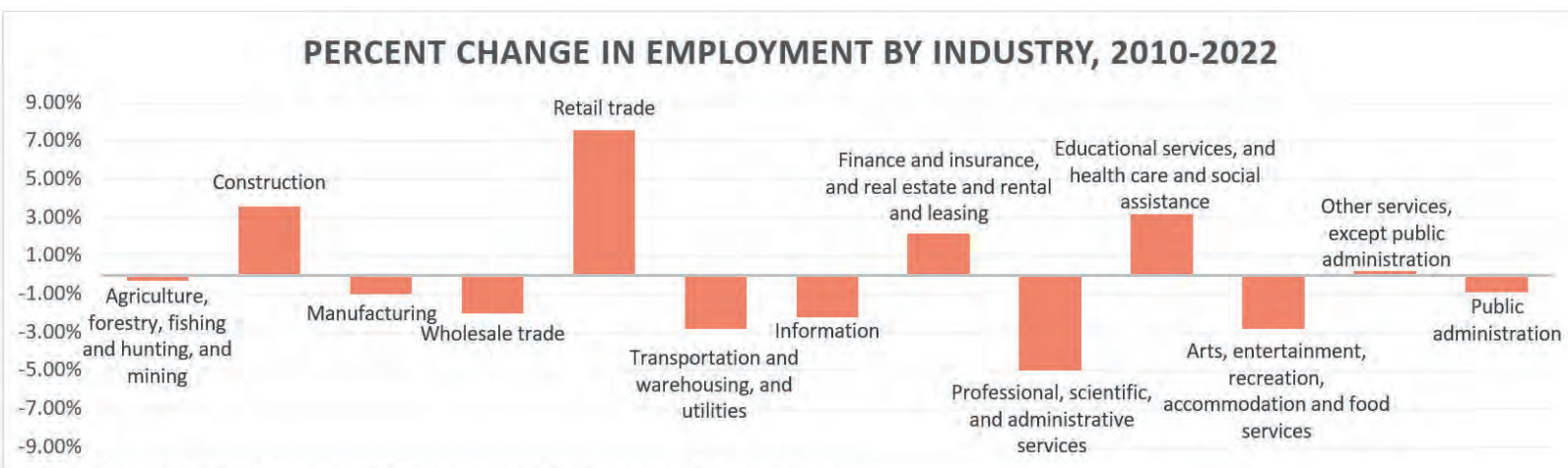


Figure 2: Percent Change in Employment by Industry 2010-2022, Source: US Census Bureau

[13] Source: US Census Bureau, American Community Survey data (2022), Table DP03.

Figure 3, below, shows what sectors Monmouth residents work in (where these residents actually work is described further in the Commuting Patterns section, below). These figures can help us to develop or support local or regional economic growth. While manufacturing seems to always be in the news, it consists of only about 10% percent of the Town's workforce. Monmouth residents primarily work in the health, education and social services sector; job growth in that sector is what we should be focusing on if we want to help local residents.

employed in construction, retail trade, transportation, information, and service jobs now represent a larger share of the population, with the percentage employed in retail trade growing by more than 7% since 2010. This is shown in Figure 2, on the prior page.

The Maine Center for Workforce Research and Information has released a report of projected jobs in the Central-Western Region of Maine (which includes Kennebec County) through 2031, which

confirms that these economic shifts are likely to continue. The majority of job openings are projected to be in food service, healthcare and social services, and then in agriculture, forestry, and fishing occupations.¹⁴

It is also important to note that a relatively high amount of Monmouth's workforce is self-employed or own their own businesses (10.8%). This is typical of more rural communities across the state.

[14] Source: Maine Center for Workforce Research and Information Regional Employment Projections through 2031, <https://www.maine.gov/labor/cwri/outlookRegional.html>

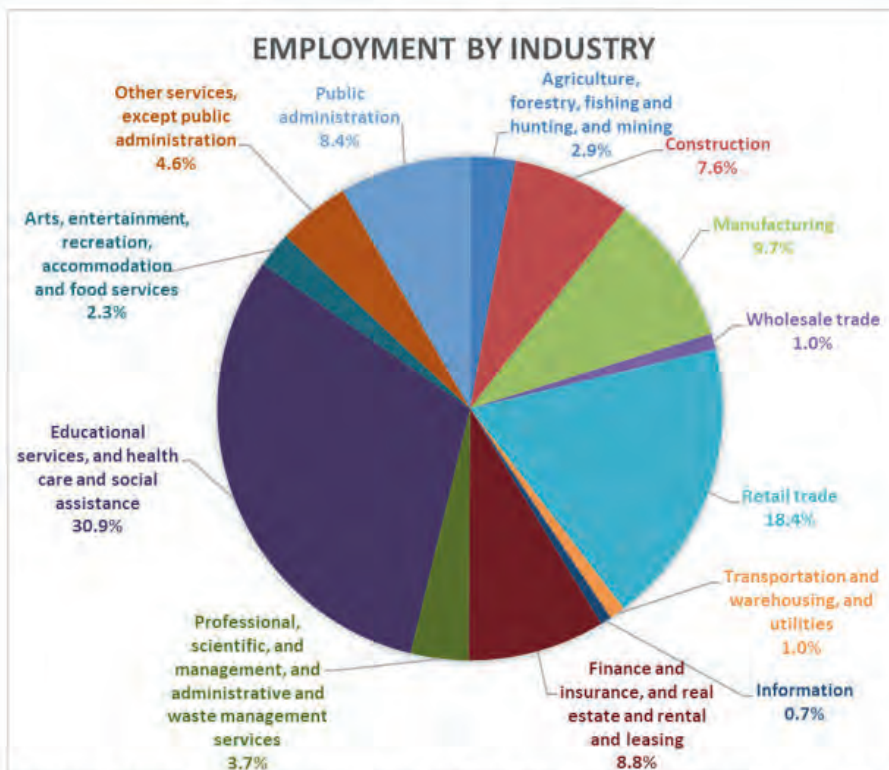


Figure 3: Monmouth Employment by Sector (2022), Source: US Census Bureau.

Since 2010, the percentage of Monmouth residents employed in professional, scientific, management and administrative services has declined by almost 6%. Likewise, those employed in manufacturing also represent a smaller share of the overall population than they did in 2010. On the other hand, those

Commuting Patterns

Monmouth is but a relatively small player in a regional economy and that must be considered in any economic development strategy. Monmouth is considered part of the Lewiston-Auburn Metropolitan Area, but many residents also work within and thus interact with the Augusta Micropolitan Area.¹⁵

The US Census Bureau indicates that in 2021 (the most recent available data), the majority of Monmouth's working residents are employed outside of the community. Of these, about 25% are commuting to Lewiston or Auburn, and 17.3% are commuting to Augusta or Winthrop. Many workers go further afield: Portland draws 61 workers from Monmouth, Bath 48, Waterville 39, Bangor 34, Brunswick 27, and South Portland 27. Of course, some workers both live and are employed in Monmouth. It is estimated that 185 Monmouth residents (about 10%) are employed locally. That is way down from 2000, when almost half of Monmouth's workers had a job here in town.

The same data estimates that there is a total of 689 people employed in Monmouth. That means that 27% of jobs in town are held by Monmouth residents. Other sources of workers for Monmouth include Augusta (30 commuters),

Winthrop (23), Lewiston (16), Auburn (15), Gardiner (9) and Hallowell (9), among others.

The data above shows that Monmouth is a net contributor of workers to the regional service centers, though this is similar to all small towns in this area. With fewer Monmouth jobs in town, and workers commuting to Augusta, Lewiston-Auburn, or Portland, commute times are going up. The average commuting time for Monmouth workers in 2022 was 32 minutes, compared to 27.9 minutes in 2000 and 24.3 minutes in 1990.

However, it should also be noted that in the post-pandemic world, more people than ever are working remotely in Monmouth. In 2022, about 18% of Monmouth workers (an estimated 430 people) were working from home. This is up significantly from 2010, when only 2.5% (or about 51 people) worked from home.

[15] According to the Maine Center for Workforce Research and Information. Metropolitan areas have at least one urbanized area of 50,000 or more population, plus adjacent cities/towns that have a high degree of social and economic integration with the core as measured by commuting ties. Micropolitan areas are defined in the same way but have an urban cluster of at least 10,000 but less than 50,000 persons.

Individual & Household Income

The most conventional measure of the economic health of a community is the income of its individuals and families. The US Census reports two basic measures of income: per-capita income (the aggregate income of the town divided by its population) and household income (the median income of all households within the community).

Per-capita income (PCI) is a useful measure of comparison between towns. As shown on the chart below, Monmouth's PCI has grown at a higher rate than the majority of surrounding communities in the region (some of which actually were unable to keep up with inflation since 2010), and now is one of the higher PCIs (second only to Greene).

On the other hand, household income represents the actual budget that most families have to draw from. Two factors make it perform differently from per capita income: 1) decreasing household size over time, and 2) changes in the number of members of the household¹⁶ getting income.

Monmouth's median household income in 2020 was \$65,385. In 2010, it was \$50,301, and in 2000 it was \$43,906. This means that between 2000 and 2020, Monmouth had a 49% gain in household incomes, however, this only just barely kept up with inflation, which rose at a rate of 49.6% in the same period.

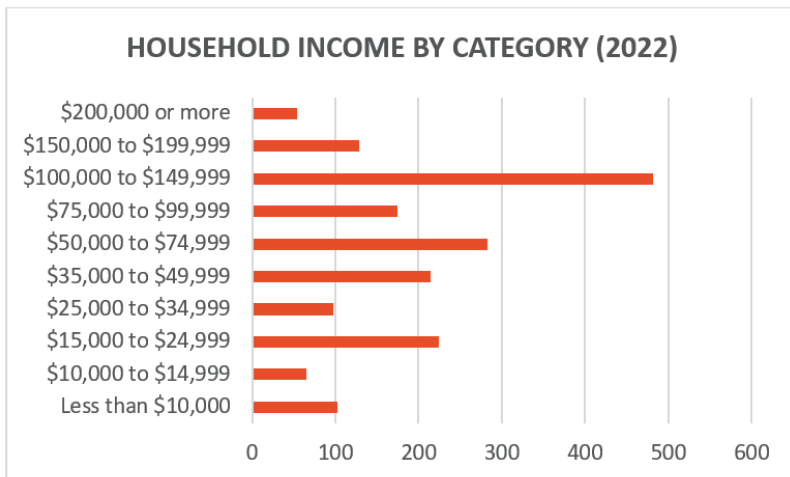


Figure 5: Monmouth Household Income by Category. Source: US Census Bureau ACS data, Table DP03 (2022)

Town	2022 PCI	2010-2022 Change
Greene	\$45,758	+\$14,466
Leeds	\$30,718	-\$1,612
Litchfield	\$35,252	+\$843
Monmouth	\$37,139	+\$5,452
Wales	\$29,225	-\$3,184
Winthrop	\$36,602	-\$2,047

Figure 4: Per-capita income comparison. Source: US Census Bureau ACS Data Table B19301. Note: 2010 data is in 2022 inflation-adjusted dollars (adjusted using the U.S. Bureau of Labor Statistics [CPI Inflation Calculator](#)).

[16] Note: The US Census stopped tracking median household income during the 2000 Census. The 2010 and 2020 numbers are from the US Census Bureau's American Community Survey estimates from those years.

[17] Source: US Bureau of Labor Statistics Consumer Price Index Inflation Calculator.

Median household income does not necessarily equate to the average worker's salary. In fact, not all household income is from wages. 28.5% of Monmouth's households receive social security income, a total of 520. Another 32 households had supplemental security income (SSI). The average income received from social security or SSI was \$17,000 in 2022 (though some of these households may also receive retirement benefits). The closest the Census Bureau comes to reporting salaries is a category called "median earnings." It reports that, in 2022, the average male, full-time, year-round worker earned \$47,355, while a female, full-time, year-round worker earned \$52,271.

Local Business Climate & Major Employers

Monmouth's major employers are primarily education, recreation and healthcare facilities. The largest employers are Monmouth Memorial School, Camp Cobbossee for Boys, and Camp Kippewa for Girls. Additional top employers (those with more than 50 employees) include DFD Russell Medical Center.¹⁸

Within Kennebec County, Maine General Medical Center, the Togus VA Hospital, and the State of Maine are the major employers.

Monmouth Center

Monmouth Center is a traditional downtown, with access to the eateries,

shops, the public beach, the library, and the professional Shakespearean theater, the Theater at Monmouth (located at Cumston Hall). Many of the historic buildings lining Main Street are part of the Monmouth Museum and are open to the public in the summer months.

Tourism

Tourism, especially the influx of summer residents to their camps or to the summer camps in Monmouth, is considered an important part of the local economy. Sectors such as arts, entertainment, recreation and food service as well as retail trade rely on summer tourism to sustain their businesses year-round.

To support these industries, the Town's Economic Development Committee (described further below) has worked to redevelop the public beach in Monmouth Center and to organize regularly scheduled events.

[18] Source: Maine Center for Workforce Research and Information.

Regional Economic Climate & Trends

Traditional Manufacturing

The Lewiston-Auburn and Augusta Labor Market Areas have both experienced the closing of traditional manufacturing facilities over the past twenty years. Newark Paperboard (here in Monmouth), Cascade Fiber (Auburn) and the American Tissue Plant (Augusta) are examples of the decline of this sector. The demands of a global economy and the availability of cheaper labor elsewhere will continue to place pressure upon existing manufacturing operations and will likely lead to the continued decline of local workers in this industry.

The Lure of the Service Center

Over the past thirty years, the majority of new regional commercial opportunities have been located in Augusta or Lewiston-Auburn. This is not limited to the big box sector or traditional manufacturing. Even local services, such as medical and financial services are centralizing. This has occurred at the same time as the customer base – in the form of the general population – has moved from the urban places into suburban and rural towns. This means that while those employed in retail trade represent a larger share of Monmouth's population compared to 2010, they are likely not actually working in Monmouth and are instead commuting to surrounding communities.

The “Big Box” Retail Trend

The construction of large retail stores (e.g. Walmart, Target, Home Depot) in the region and the state has signaled a major shift in our retail economy, which was historically centralized to serve only the needs of the immediate community. The big box stores, so named for their size and exterior design, are often called category killers because they put similar retail operations out of business, so much so that even businesses in Monmouth are affected by Augusta and Lewiston-Auburn area stores. Typically, only small convenience stores or specialty shops seem able to maintain a presence in the face of this level of competition.

Local Economic Development Priorities & Strategies

Monmouth has an excellent school system, agriculture, historic architecture, and a diverse mixture of artists and cultural amenities. Outdoor recreation of running, biking, boating, snowmobiling and sportsman activities are all part of the quality of life that Monmouth offers. The Town utilizes all of these amenities in the way that it markets itself, and the Kennebec Valley Chamber of Commerce underscores the same in its marketing materials related to Monmouth.¹⁹

[19] See: <https://www.augustamaine.com/regional-info/our-communities>

Local interest in promoting economic growth led to the formation in 1998 of the Monmouth Economic Development Committee. The Committee went dormant in the 2010s but was reestablished in 2022, with a focus on analyzing business tools that the town can offer to incentivize economic growth. The Committee is focused on both job creation and attracting investment in order to protect the Town's tax base and ensure that municipal services can continue to be offered at the current level. The Committee will also recommend business marketing tools and resources for the Select Board to consider implementing.

Recent efforts include:

- **Downtown Strategic Plan:** Committee members worked with Kennebec Valley Council of Governments (KVCOG) to update the Downtown Plan, which was completed in 2017 and has inventories and strategies for the development of the downtown area of town (generally, the boundaries of the Main Street Tax Increment Financing District).

- **Façade Grants:** 50/50 grants are available to businesses within the Main Street Tax Increment Financing District.
- **Revolving Micro Loans:** Up to \$5,000 in Revolving Micro Loans are available. New business ideas requiring start-up funding are particularly welcome.
- **Project Canopy:** Monmouth received a Project Canopy Grant to inventory the trees on Monmouth and North Monmouth Main Streets and several side streets. This project includes the EDC and the Town's Conservation Committee and students from Monmouth Academy's Envirothon Group and serves to underscore our commitment to the environment.
- **Broadband:** The EDC is working with KVCOG to develop stronger broadband for the town and is a member of the Maine Broadband Coalition.
- **Inventory of Available Properties:** The EDC gives assistance to anyone looking to locate or start a business in Monmouth by communicating property that may be available.

Tax Increment Financing

As referenced above, the Town utilizes tax increment financing (TIFs) to encourage development in the Growth Areas designated within the Town's most recent (2007) Comprehensive Plan. The Main Street Omnibus TIF District, adopted by the Town in 2013, encapsulates approximately 403 acres along and immediately adjacent to Main Street. At the time of plan drafting, the Town was considering adoption of the Monmouth Omnibus Route 202 TIF District including 19 properties totaling 96.21 acres on Route 202.

Public Services/Utilities

Public services and utilities are discussed in greater detail in the Public Services section of this Plan.

Regional Economic Development Priorities & Strategies

The strength of the broader, regional economy has a significant impact upon growth locally. Likewise, trends impacting the region have the potential to impact Monmouth as well. Though Monmouth is part of the Augusta Labor Market Area, it is close enough that the Lewiston/Auburn Metropolitan Area also significantly influences the town. The Lewiston/Auburn LMA has a different market profile. While Augusta is dominated by state government, Lewiston-Auburn has a more traditional service-and-manufacturing economy.

A regional perspective is most valuable when it comes to economic development efforts. Marketing and business solicitation on a regional level is far more cost-effective than when done by individual towns, and the impacts of economic development seldom are confined inside a town's boundary.

The numbers in this section demonstrate the importance of the regional economic development picture to the residents of the Town. KVCOG's 2022-2026 Comprehensive Economic Development Strategy (CEDS) identifies the following goals for regional economic development within Kennebec, Somerset, and western Waldo counties:

- Grow and stabilize the population of the region, especially those between the ages of 16-44
- Support resident labor force participation
- Increase the overall number of employed people within the region
- Increase the number of college-educated adults in the region
- Increase the per-capita and median income to exceed inflation rates
- Increase the number of employers in the region

These goals will also be important locally as well.

Barriers & Opportunities

Opportunities for more significant growth in the community may include agriculture, wood products, precision machining, and other similar industries. It is also expected that people will continue to work from home, taking advantage of high-speed internet connections and new technology. This could mean good things for service-oriented businesses currently operating or who may be looking to operate in Monmouth, as it means a larger proportion of potential customers are in-town during the workday.

As demographic trends (explained further in the Population & Demographics section of this Plan) suggest, the number of jobs in the education sector may subside or remain stable, but those in the healthcare sector are expected to increase significantly as the baby boomer generation ages.

In terms of new commercial development, there are a variety of infrastructure and political constraints that may have the effect of limiting commercial development. The Town does not designate certain areas for new commercial growth through zoning. Most of the community allows both residential and commercial uses. This can raise the possibility of intense public opposition to specific business development proposals. The watersheds of Monmouth's lakes and ponds present some additional development constraints with respect to phosphorus and stormwater management. Further, the

Town lacks municipal sewer and water outside of Monmouth Center and North Monmouth areas, limiting development options.

However, unlike many Maine communities of Monmouth's size, three-phase power (which provides higher transmission of electricity at a lower amperage, making it preferable for commercial, industrial, and higher density residential development) is available in Monmouth Center and along many of the major roadways.

Rural Economic Resources

Overview

Monmouth's rural resources (agriculture, forest management, gravel extraction, and other resource-based activities) are essential to the Town's history, its rural character, and its economic future. Though times have changed since most of the population owned a farm or worked in the woods, rural and suburbanizing towns like Monmouth still value the traditional land uses that keep our community healthy and productive.

Agriculture

Farming in Monmouth is a vital and continuing part of the community. Agriculture formed the backbone of the Town's economy until very recently. A combination of changes in the nature of farming, competition, demand for suburban land, improvements in transporting food and other factors have contributed to a tremendous drop-off in local agriculture. There are, however, signs of a transition in farming, such as a focus on high value specialty products that require less land but more intensive effort.

Between 2012 and 2022, Kennebec County went from 299 full-time farmers to 276 and total farm acreage dropped from 78,050 acres to 69,638 acres, an

11% decrease. This number has dropped almost 38% since 1987. The average size of farms decreased slightly from 129 acres in 2012 to 122 in 2022. The number of farms has also decreased slightly, from 576 in 2012 to 569 in 2022. Yet, the market value of products sold grew by more than 28% in that same 10-year period. In other words, farms have become smaller, yet more profitable.²⁰

While some of Monmouth's farms cater to the traditional commodities of dairy, potatoes, or apples, several others have found niches that contribute to household income and are compatible with small-scale living. Principal farms in Monmouth (as of 2024) include:

Name	Location	Product
Beautiful Day Farm	Tillson Road	Eggs, meat, vegetables and herbs
Friends' Folly Farm	Norris Hill Road	Wool and fleece
Stevens Farm & Greenhouses	Main Street	Bedding plants, produce and flowers
Snafu Acres Dairy Farm	Tillson Road	Dairy, meat and eggs
Elmcrest Farm	Norris Hill Road	Apples and produce
Frederickson's Tree Farm	Prescott Hill Road	Christmas trees
Clemedow Farm	Route 132	Dairy
Chick's Apple & Berry Farm	Main Street	Apples and berries
The Milkhouse Farm & Dairy	South Monmouth Road	Organic dairy, meat
Bluuma	Sanborn Road	Flowers & greenery

Figure 1: Monmouth Farm Inventory, 2024.

[20] 2022 USDA Census of Agriculture, https://www.nass.usda.gov/Publications/AgCensus/2022/Full_Report/Census_by_State/Maine/

Highmoor Farm

A testament to Monmouth's rich heritage and strong agricultural suitability, Highmoor Farm, the University of Maine Agricultural Experiment Station, is located in town. Highmoor Farm specializes in research and technical support for apple, fruit, and vegetable research and development. Encompassing 278 acres on Route 202, the farm maintains 17 acres of orchards and 5 acres of tilled fields for small fruit and vegetable research.

The campus, first established in 1909, contains two laboratories, two large barns, cold storage, two hoop houses, a greenhouse and a shop.

The staff of Highmoor Farm work with various organizations within the state including the Maine Organic Farmers and Gardeners Association, the Maine Chapter of the American Chestnut Foundation, Maine Vegetable and Small Fruit Growers, and the Maine State Pomological Society.

Soils

As shown on the map on the following page, prime farmland soils occur throughout Monmouth, in many cases with active, viable farms located upon them. The most extensive are gently sloping Buxton, Paxton, Paxton-Charlton, and Woodbridge soils. Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is

available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas.²¹ Prime farmland soils are also among those best suited and easiest to develop, however, placing competing values upon a limited resource. Such soils are both an opportunity, if we want to encourage rural development, and an asset, if we want to preserve farmland.

Protective Measures

In this era of labor-intensive farming, the quality of the farming support systems may be just as important to successful agriculture as the quality of land and soil. Support might come in the form of usable roads, to marketing assistance, to allowing equipment dealers and other agriculture support businesses to locate in close proximity. This is particularly true for the new generation of farmers, who are looking for niche markets and local sales to sustain them.

The Maine Department of Agriculture provides support through publicity, events, and marketing strategies for small farms. Other organizations (such as the University of Maine Cooperative Extension, the Maine Organic Farmers and Gardeners Association, and the

[21] Note: Generally, farmlands of statewide importance include those that are nearly prime farmland (but which don't technically meet USDA criteria for that designation) and that will still produce high yields of crops when treated and managed according to acceptable farming methods.

Maine Farmland Trust) also aid farmers across the state through advocacy work at all governmental levels.

In fact, Maine Farmland Trust now holds easements on two active farms in South Monmouth, The Milkhouse and Meadowview Farm. Together the properties encompass around 380 acres of fields and forest that will remain permanent open space.

Within the region, the Kennebec Land Trust (KLT) works cooperatively with landowners and 21 communities across central Maine (including Monmouth) to conserve the forests, lakes, streams, wetlands, fields, and wildlife that help define the area. They also work with partners to support sustainable forestry and farming in central Maine.

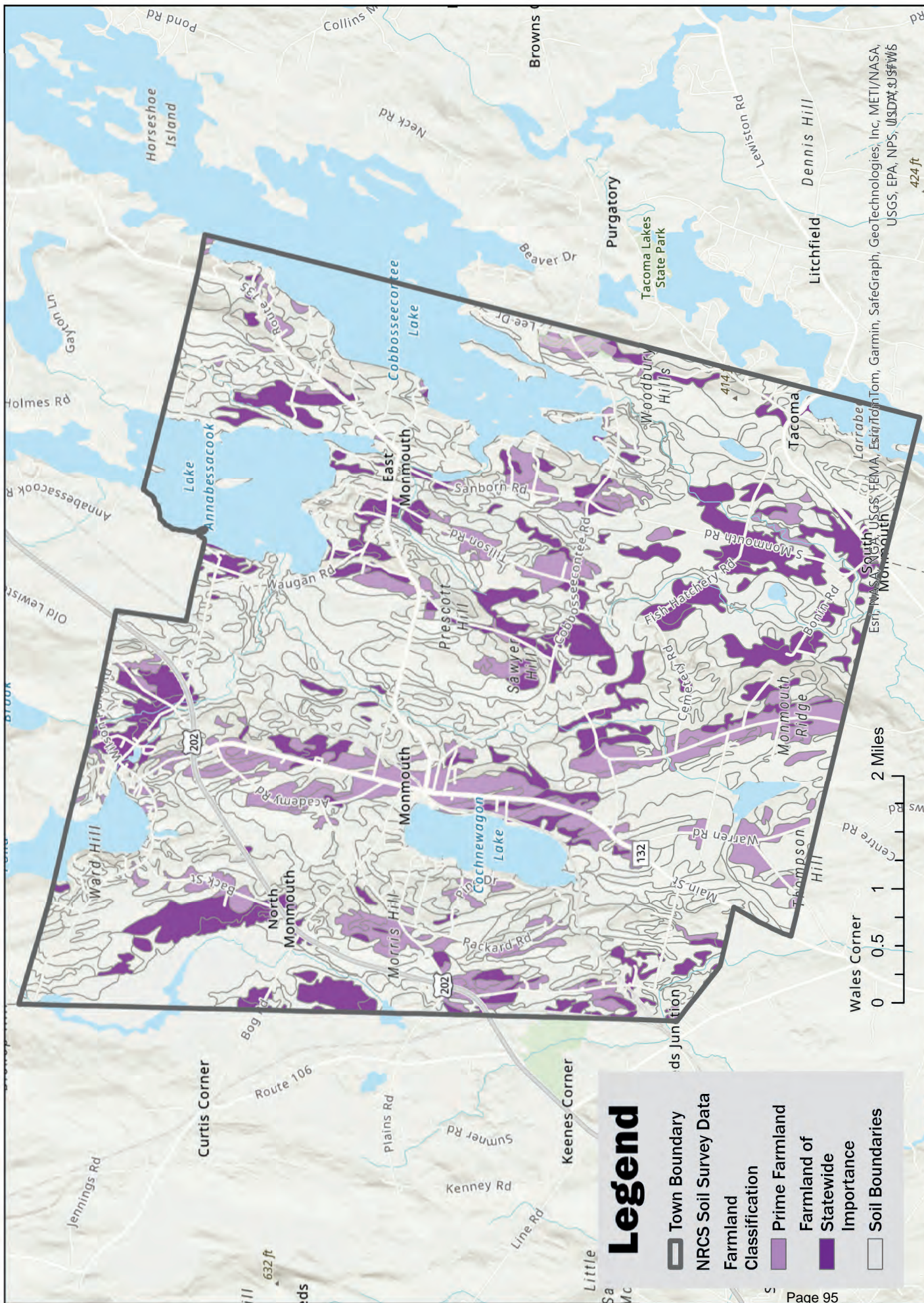
Finally, the Town provides support to farming through multiple channels. The use of the state's Farmland Tax Law Program is encouraged locally. A total of 69 farm parcels in Monmouth benefit from this program (as of 2022), reducing property valuations and taxes on 2,492 acres of farm- and woodland. To qualify, designated farmland must consist of at least five contiguous acres and produce gross agricultural income of at least \$2,000 annually (in at least one out of the last two years or three out of the last five years).

At the 2018 Town Meeting, Monmouth voters also approved a local tax break program for which some Monmouth

farmers could apply for a 75% tax refund if they commit to conserving their land for 20 years. As much as 3% of Monmouth's total taxable land is potentially eligible for the program. The adoption of this program clearly shows that Monmouth residents continue to value local agriculture, as they have throughout the town's past. With that said though, no farms have participated in this program at the time of plan drafting in 2024.



Monmouth Soils Classification



Forestry

Forests contribute to the community in many ways. They provide a source of pleasure and income to landowners and residents and provide a plethora of environmental benefits. In addition, they provide outdoor recreation and habitat for wildlife.

Small-scale forestry activities are the norm in Monmouth. While forestland comprises about 2/3 of the land cover in Monmouth (or about 12,000 acres), only a small portion of that is commercial forest. State-Certified Tree Farms and forestland registered under the Tree Growth Program make up what is generally recognized as working forests. However, the State allows all parcels of land over ten acres with commercial tree species to be classified as “working forests,” considerably increasing Monmouth’s inventory (even though there are no large forestry operations in town).

Timber Harvesting

Because wooded land is so extensive throughout the State, people tend to take its presence for granted. However, forests add another important dimension to the local economy. The clearest example is in the harvesting of timber. According to landowner reports to the Maine Forest Service, between 1991 and 2016, Monmouth landowners averaged 14 timber harvest operations per year. Each operation averaged about 27 acres. Most harvests were a selection of individual or small groups of trees; 5% were clear cuts. Most of the land was left to grow

back into forest; “change in land use” (usually associated with new construction or development) was the reason for cutting in only 4% of cases.

It is worth noting that the last significant clearcut harvest in Monmouth occurred in 1998 when 130 acres were harvested using clearcut measures.

Protective Measures

Enacted by the Maine Legislature in 1972, the Tree Growth Tax Law helps Maine landowners maintain their property as productive woodlots and incentivizes the designation by reduced valuation and tax burden.



As of 2022, 34 parcels in Monmouth are enrolled in the Tree Growth program, totaling just over 1,600 acres. The Town gets reimbursed for most of the property tax reduction from this program. While the smaller wood lots in Monmouth may not qualify for Tree Growth classification, some forest owners find the Tree Growth Program to be too onerous because of its penalties or requirements for management plans. To address this, landowner outreach is needed.

Kennebec Land Trust, mentioned above, was also a founding partner, along with the Maine Forest Service, of the Kennebec Woodland Partnership and Local Wood WORKS. Local Wood WORKS has the stated mission of advancing forest-based local economies and supporting the long-term conservation and sustainability of Maine's woodlands. Meanwhile, the goal of the Kennebec Woodland Partnership is to promote forest stewardship by providing landowners with tools and strategies that will help them make informed decisions about their woodlands for the benefit of both present and future generations.

groundwater aquifers and lake watersheds, the town must be sensitive to any future development of open pits, for gravel, topsoil, or other resources.

The Town does not currently have any publicly owned woodlands under active management.

Mineral Resources

In Monmouth, mineral extraction generally means gravel extraction. However, the Town is not heavily dependent on its gravel resource. The 1990 "Land Cover Map" depicted only half a dozen small gravel pits in Monmouth, most of them clustered on glacial terrain south of Annabessacook Lake.

The occurrence of gravel pits is limited to areas of gravel-bearing soils. These soils are usually either glacial formations or outwash plains. These occur in a few locations in Monmouth, south of Annabessacook and east of Ridge Road. Because of the lack of significant gravel-bearing soils, gravel pits are a relatively small issue in Monmouth. Nevertheless, due to the potential for impact on

Barriers & Opportunities

The public's appreciation of the value of locally raised healthy food has boosted the market for the commodities produced on Monmouth farms. Accordingly, grocery stores and supermarket chains are offering more local produce and related goods for sale. The region's growing population could become a larger market for dairy and crops raised within Monmouth in the future. Due to this and to the rise of niche farming, the agricultural sector has potential for further growth in the future.

However, there are currently no farmer's markets or community-supported agriculture areas in Monmouth. The closest farmer's market is located in Wayne, though farmers in Monmouth travel as far as Brunswick, Lewiston, Hallowell and Augusta to attend markets. The Town could play a role in remedying this by allowing for farmer's markets or investing in marketing the role of local agriculture, such as through the Development Program of the existing Downtown TIF District.

Further, the Town could work to protect farms from development sprawl by providing more incentives to develop land in already dense areas of the community. Development impacts farming by driving up land values in competition with farmers, increasing service demands and taxes, fragmenting land ownership into small parcels difficult for farmers to lease and use, driving out agriculturally supportive businesses, and increasing

nuisance complaints for standard farming practices. While local, regional, and statewide support efforts, like those currently underway in Monmouth, are helpful to preserve the important agricultural industry, a more active approach will need to be taken by the town if much of the remaining farmland is to be protected from development.

Finally, farming alone is no longer an economically viable means to keep existing farms going. Maine Farmland Trust releases information about how communities across Maine can work to be more "farm friendly." Specifically, Maine Farmland Trust recommends that municipalities recognize that farm enterprises are often hybrids of several different land uses, and regulations should allow farm businesses increased flexibility to adapt to rapidly changing markets.

Natural & Water Resources

Overview

The rural character of Monmouth is defined by its wealth of natural resources, from its plethora of lakes and ponds to the ridges and valleys offering scenic views of Mount Blue, to the wetlands offering habitat for critical species like the Great Blue Heron.

Four of the largest lakes and ponds in Monmouth are part of the Cobbossee Watershed. They are also each considered threatened due to pollution and development pressures. Monmouth's lakes and ponds are linked by a network of streams and brooks, providing habitat for waterfowl and aquatic species.

The watershed feeds significant wetlands, which provide habitat for wildlife, clean water of pollutants, and help recharge aquifers. Ecosystems like Dismal Swamp also provide refuge for endangered species. Monmouth, due to its lowland nature, has several large wetland areas and many smaller wetlands, both forested and non-forested.

[22] For more information, visit the Friends of the Cobbossee Watershed District website [here](#).

Major Bodies of Water

Lakes and Ponds

A portion of the northwest side of Monmouth drains into Bonny Pond and Bog Brook and then flows into Androscoggin Lake, while the southwest corner of town drains into the Dead River, which flows into Sabattus Pond. The remainder (and vast majority) of land in Monmouth falls within the watersheds of five lakes in the Cobbossee chain.

Five lakes and ponds in the watershed complex are currently on the state's Priority Watershed List, which indicates that they have significant value from a regional or statewide perspective and have water quality that is either impaired or threatened to some degree from non-point sources of water pollution (such as sediment runoff). The Cobbossee Watershed District (CWD) manages the quality of the water bodies associated with Monmouth, monitoring water quality levels and flood risk. A Citizen's Group known as the Friends of Cobbossee Watershed work in tandem with the watershed district aiding in outreach, water quality education, and monitoring of invasive species.²² The Monmouth Water Association (MWA) imports water from the Winthrop Water District, whose primary source is Narrows Pond.

Annabessacook Lake lies in the north central part of town and is shared with the Town of Winthrop. It is the second largest water body in Monmouth and has a watershed area of more than 6,000 acres, draining most of the center of

Monmouth (including the village area). The shoreline is developed on the southern and western shores, but less developed in comparison on the east.

Cobbosseecontee (Cobbossee) Lake is the largest lake located in Monmouth, covering the most acreage and lying along the eastern boundary of town. The lake drains Annabessacook Lake, and the watershed area within Monmouth covers 7,300 acres. Roughly a third of the lake rests within Monmouth's borders, with the rest located in neighboring towns. Both the shore frontage and the larger watershed of Cobbosseecontee are moderately well-developed, making it sensitive to further development.

Cochnewagon Lake is a relatively shallow lake located in the center of town, bordering Monmouth Center. While portions of the shoreland have been developed, the presence of wetlands and railroads act as a buffer around growth along much of the lake. Due to its small size, shallow depth, and steep watershed, Cochnewagon Lake is sensitive to phosphorus runoff.

Wilson Pond lies upstream from Annabessacook, partly in northern Monmouth and mostly in Wayne and bordering Winthrop. The watershed of Wilson Pond covers 1,828 acres in Monmouth. The pond has had good water quality in the past but has been steadily declining. The Maine Department of Environmental Protection (MDEP) determined the watershed is at risk due

to a high probability of development, and the CWD concluded that of all the lakes in Monmouth, Wilson is the most likely to decline in water quality. MDEP lists this pond as impaired due to the low dissolved oxygen and nutrient loading issues.

Sand Pond is a part of the Tacoma lakes chain, extending into Litchfield from the adjoining Woodbury to the north and Buker Pond to the south. Both ponds exhibit moderate water quality. The watershed of the Tacoma lakes, including Little Purgatory, which is entirely in Litchfield, covers 443 acres in Monmouth. The CWD predicts the ponds will be able to withstand development without undergoing degradation if phosphorus runoff from existing land uses and new development are managed.



Legend

- Municipal Boundary
- Watershed Boundaries

Streams

Several tributaries feeding into Monmouth's lakes begin outside of the Town's borders, meaning at least a portion of their maintenance is not within Monmouth's jurisdiction. This includes Jock Stream, which begins in Wales and drains into Cobbossee Lake from the southeast. Jock Stream is listed by the state as an impaired stream due to pollution, likely from both agricultural and roadway runoff.²³

All streams located solely in Monmouth are classified by MDEP as "Class B" waters, meaning they are general-purpose waters that must be managed to retain good water quality. Discharges to these streams are not likely to cause adverse impact to aquatic life, and water quality can support indigenous aquatic species without change to the resident biological community.



[23] Maine Department of Environmental Protection TMDL Summary of Jock Stream: <https://www.maine.gov/dep/water/monitoring/tmdl/2016/statewide-nps-tmdl/Final-App6-12-JockStream.pdf>

Wetlands

In addition to providing habitat for waterfowl, amphibians, and critical species, wetlands in the community act as a natural barrier for nearby infrastructure by storing excess water and minimizing erosion with their extensive root systems. Monmouth, due to its lowland nature, has several large wetland areas boasting large tracts of undeveloped land, such as Monmouth-Leeds Bog.

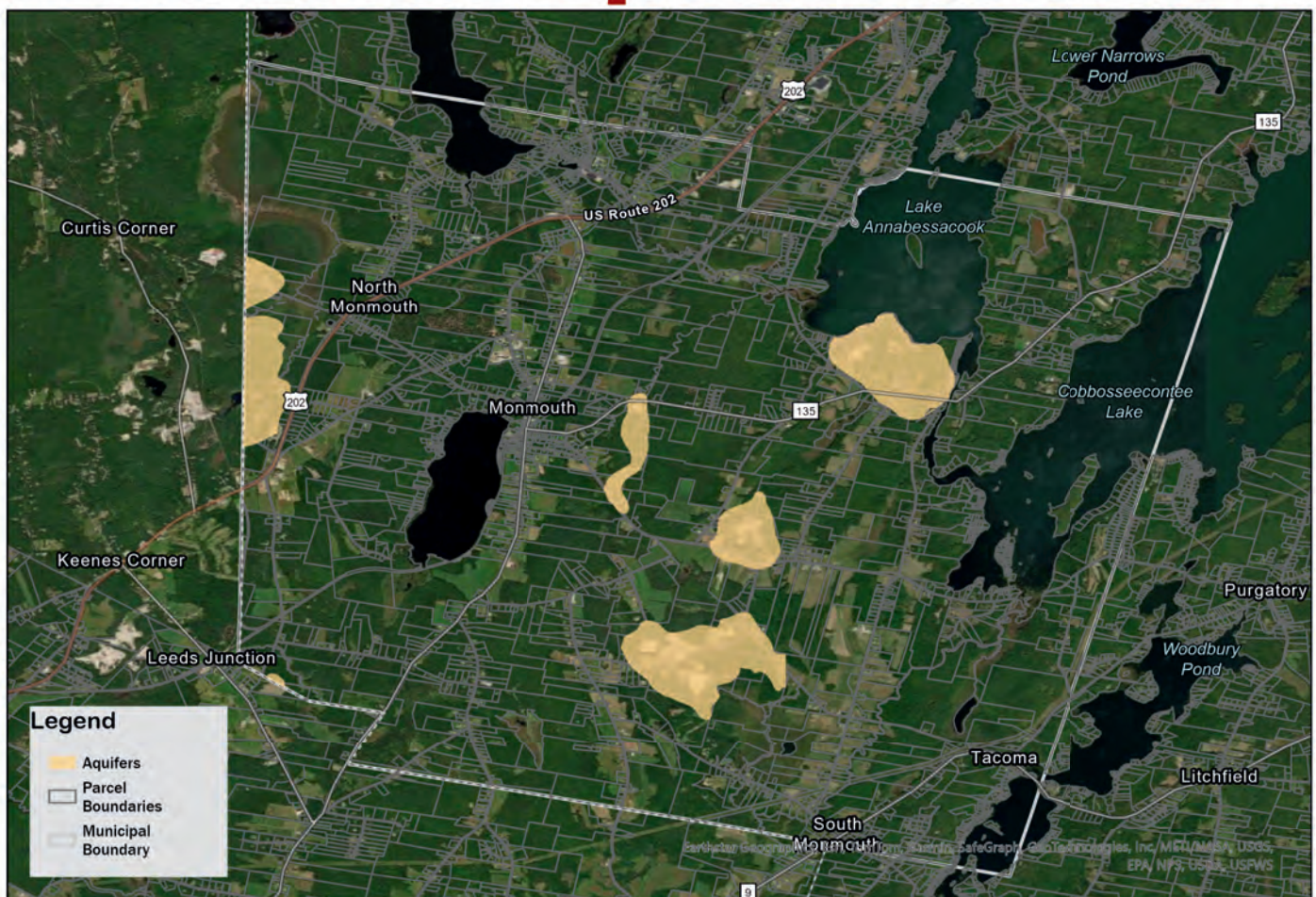
Monmouth's wetlands and water bodies are sensitive to pollution and sediment runoff. Further, despite the efforts of the CWD and Town, invasive species continue to propagate in major water bodies like Cobbosseecontee Lake. Additionally, the presence of Per-and Polyfluorinated Substances (PFAS) found in water sources in North Monmouth has raised concerns about both public and environmental health. The MWA is researching the feasibility of expanding its water main to provide uncontaminated water to North Monmouth, detailed further below.

Aquifers

An aquifer is a water-bearing geological formation capable of yielding a usable amount of groundwater to a well. The locations of aquifers in Monmouth are shown on the map below.

The primary threat to aquifers is overuse as a consequence of development. If private wells deplete an aquifer faster than they can be replenished through groundwater seepage, underwater reservoirs will start to empty. The presence of PFAS (described in detail below) is of significant concern to aquifer quality, as it creates a threat to the health of residents who utilize a contaminated aquifer for drinking water. PFAS has been detected in multiple wells in North Monmouth near Wilson Pond.²⁴ The presence of PFAS in private wells implies the forever chemical is a threat to any underground water bodies.

Monmouth Aquifer Locations



[24] Aryan Rai, "Monmouth Considers Water Solutions amid High 'forever Chemical' Levels in Wells," September 5, 2023, <https://www.centralmaine.com/2023/09/04/monmouth-considers-water-solutions-amid-high-forever-chemical-levels-in-wells/>.

Drinking Water

Groundwater and Private Water Sources

The Drinking Water Program, overseen by the Department of Health and Human Services, implements regulatory practices and outreach to ensure safe drinking water and promote public health. The Drinking Water Program promotes the establishment of wellhead protection plans for water supplies. New wells are recommended to maintain a minimum 300' radius of restricted land uses around their wellhead (more for larger systems). The State also requires a 100-foot setback between wells and septic systems. While they appear to impede development within the immediate vicinity, these setbacks exist to protect drinking water sources from both pollution and eutrophication (a process where an excess of nutrients dumped into water bodies triggers algal blooms that kill off aquatic life and impede drinking water quality).

There are four private water supplies in Monmouth:

- A pair of bedrock wells serving Tex-Tech Industries in North Monmouth. One of these wells is 185 feet deep, the other is 203 feet deep. While these supplies show no current water quality problems, the DWP classifies them as having a high risk of future chronic contamination due to both the nature of the business and the fact that Tex-Tech does not control the land within a 300' radius of the wells.
- A pair of deep bedrock wells serving Cobbossee Colony Golf Course. The

quality of these wells is good. Because the golf course owns all the land within 300' of these wells, the DWP regards the risk of future contamination as low.

- A bedrock well serving the West Village Mobile Home Park on Route 202. Because of the proximity to Route 202 and the lack of landowner control over the area surrounding the well, the DWP rates this as being at high risk of future contamination.
- Camp Kippewa and Camp Cobbossee also collect water through intakes on Cobbosseecontee Lake. This water is filtered and used only seasonally. Because of the size of the lake and conditions surrounding the intake, the DWP rates the susceptibility of this water source to pollution as low.

Municipal Drinking Water

The Monmouth Water Association (MWA) maintains the utility lines and reservoirs of the municipal water supply, which is sourced from Narrows Pond with Maranacook Lake in neighboring Winthrop. Neither water bodies are impaired, although they are considered sensitive to sediment erosion and are on the MDEP watchlist as they are sources of drinking water.²⁵

[25] Maine Department of Environmental Protection priority watershed list:
https://www.maine.gov/dep/land/watershed/nps_priority_list/Lake%20NP%20Priority%20Watersheds%20List%202022.pdf

The MWA has an ongoing interlocal service agreement with the Winthrop Utilities District for contract operation service. The District provides all general operations and maintenance services as well as all customer service support including billing, cash receipts and collections of water payments, and all customer records. Water is purchased from the Winthrop Utilities District at 90% of the District's published highest volume consumption tariff water rate.²⁶

The MWA maintains 39,574 feet of water mains of varying size throughout Monmouth, most of which were originally installed in 1966 and are more than 50 years old. Additional infrastructure includes 42 fire hydrants, a 250,000-gallon storage tank on Academy Road (also built in 1966), and a single pump station on US Route 202 (constructed in 2001). The Monmouth Water Association has a water pipe replacement schedule to replace 24,000 feet of water main by the year 2195.²⁷ Since 2003, 1,000 feet of 6-inch diameter water main, 2,156 feet of 8-inch diameter water main and 200 feet of 1-inch diameter pipe have been replaced. The MWA plans to replace 2,450 feet of 8-inch water main in the next 20 years. The condition and ages of existing private water supply wells in the proposed North Monmouth service area have not been evaluated.

[26] Monmouth Water Association's Preliminary Engineering Report dated January 18, 2023: https://monmouthmaine.gov/vertical/sites/%7B5A531869-23E9-4160-B9EE-E251D8379D47%7D/uploads/North_Monmouth_PER-FINAL.pdf

Monmouth's population has been steadily growing since the 1940s until leveling off in the last 10 years. Even if the population does not continue to grow as anticipated, the decline in the average household size will likely still increase demand for single-family homes that will need water access. In addition to quantity, the recent discovery of PFAS contamination in private well sources has made water quality a primary concern to the Town.

To meet anticipated needs while addressing health concerns, the Monmouth Water Association has been exploring the feasibility of expanding municipal water service to North Monmouth.²⁷ The Town funded a study to evaluate the cost and feasibility of a new water main installation to provide public water service to the entire North Monmouth area. This would provide access to uncontaminated water and improve capacity for hydrants and other fire suppression methods.

The proposed water main extension would be constructed within existing paved roads and road shoulders along North Main Street, Old Lewiston Road, New Street, Highland Terrace, Wilson Pond Road and Blaisdell Road, with connections to the existing Route 202

[27] Monmouth Water Association's Preliminary Engineering Report dated January 18, 2023.

water main at the Blaisdell Road, Old Lewiston Road and North Main Street intersections.²⁸ The January 2023 report put the total cost estimate at \$5,953,020, but an update in July 2023 revised the cost estimate to approximately \$7,000,000; this total may continue to change due to the price fluctuations observed in construction costs in recent years.

The Monmouth Water Association has applied for a \$1,000,000 grant from the Northern Borders Regional Commission's Catalyst Program and has identified additional sources of funding from the Maine Community Development Block Grant program, the National Rural Water Association's PFAS Cost Recovery Program, and the Maine Drinking Water State Revolving Fund. Surveys of residents indicated interest in connecting to Town water as long as costs are not too high; the water main extension report estimated the current average cost to a household at \$430 a year.²⁸

[28] Monmouth Water Association's Preliminary Engineering Report dated January 18, 2023.

Significant Natural Resources

Conserved Lands & Scenic Views

The map at the end of this section shows the location of conserved land as well as habitat areas within Monmouth. Of particular interest is the Monmouth/Leeds Bog, bisected by Bog Road and the Monmouth/Leeds town line. The 2,100-acre bog is the largest block of undeveloped land in Monmouth.

Within the Town of Monmouth, there are almost 1,400 acres set aside as conservation lands (within either easements or as owned land). The largest share of these conserved lands is contained in the Woodbury Bird Sanctuary, at just over 390 acres. Otherwise, a significant portion of land conserved in Monmouth is not Town-owned, but rather in the hands of private landowners and organizations like the Kennebec Land Trust and the Small Woodland Owners of Maine. Most recently, the Kennebec Land Trust accepted the donation of a conservation easement over 276 acres of fields, forest, wetlands, and shorelands along the Macomber Road. This easement assures protection of scenic views from the public road. A detailed list of organizations owning conserved open space in Monmouth can be found in the Recreation Chapter.

The Town performed a Visual Resource Inventory as part of the 1991 Comprehensive Plan, which identified the following roads as areas with particularly scenic views of untouched woodlands:

- Prescott Hill Road
- Pease Hill Road
- Macomber road
- Route 135

Additionally, the following roads contained scenic views of Monmouth's lakes and ponds:

- Ridge Road
- Norris Hill Road
- Wilson Pond Road
- Cobbosseecontee Road

Due to development and shifting ecosystems, the nature of these views has likely changed, making this an opportunity to provide an updated inventory on Monmouth's most scenic areas.



Ecosystems of Significance

The State defines critical natural areas as those containing plant and animal life or geological and ecological features worthy of preservation in their natural condition or of significant scenic, scientific, or historical value.

One notable wetland is Dismal Swamp along the southern portion of Cobbossee Lake, which provides habitat for both Least Bittern and the Eastern Ribbon Snake, detailed below. Significant wetlands also cover the western shore of Annabessacook Lake, fed by Wilson Stream, providing habitat to wading waterfowl. The watersheds of Mud Mills Stream and Dilnow Brook also provide a substantially sized wetland and aquifer system. The Monmouth-Leeds Bog contains an unpatterned fen ecosystem, a peatland known for its importance in providing nutrients for diverse wildlife.

Barren Strawberry also grows in an area along Route 132 between Pine Hill Road and Warren Road. The site is small but it sustains a vigorous and sizable growth. The Barren Strawberry is very rare throughout its range and there are few reported incidences in Maine. Annabessacook Lake is also notable for its Water Stargrass habitat in the southern reaches, near the outflow to Jug Stream, which aids in the natural maintenance of water quality.

Finally, Mud Pond's flow into Jock Stream to the south eastern end of Cobbossee is a habitat for waterfowl including ducks, herons, and other birds, as well as numerous mammal species such as beaver, muskrat, otters and weasels.



Species of Significance

There are a variety of species of significance in Monmouth. For example, bald eagles were considered an endangered species in Maine until 2009 and are still a species of concern protected by the federal Bald Eagle-Golden Eagle Act of 1963.²⁹ Bald eagles are known to nest along the eastern shore of Cochnewagon Lake, just south of the Center village. Because they typically nest along bodies of water, they are especially sensitive to the same pollution risks of Monmouth's water bodies.

There are two known habitats of the endangered Least Bittern in Monmouth: the Wilson Stream inlet to Annabessacook Lake and the Jock Stream inlet to Cobbosseecontee Lake. These small, heron-like birds are relatively scarce in coastal and inland wetlands. They occupy fairly scattered nests in both freshwater and brackish marshes with tall aquatic vegetation such as cattails and other reeds. Least Bitterns winter in the southernmost coastal areas of their U.S. range, specifically southern Texas and Florida, as well as in Mexico, the Caribbean, and Central America.

[29] "Forest Management Recommendations for Bald Eagles," (Maine Department of Inland Fisheries & Wildlife).

Their nests are platforms in nature, created by the male bending down marsh vegetation and building a platform with grasses and sticks on top. As such, nests are rarely more than 10 yards from the edge of the reed bed.

Eastern Ribbon Snake habitat is found at the southern fringe of Cobbosseecontee Lake, in an area centered around the intersection of Cobbossee and Maple Ridge Roads. Eastern Ribbon Snakes are not classified as endangered but remain a species of special concern that is particularly vulnerable. Eastern Ribbon Snakes are vulnerable to habitat fragmentation, and the creation of roads through their natural habitat makes them vulnerable to oncoming traffic.

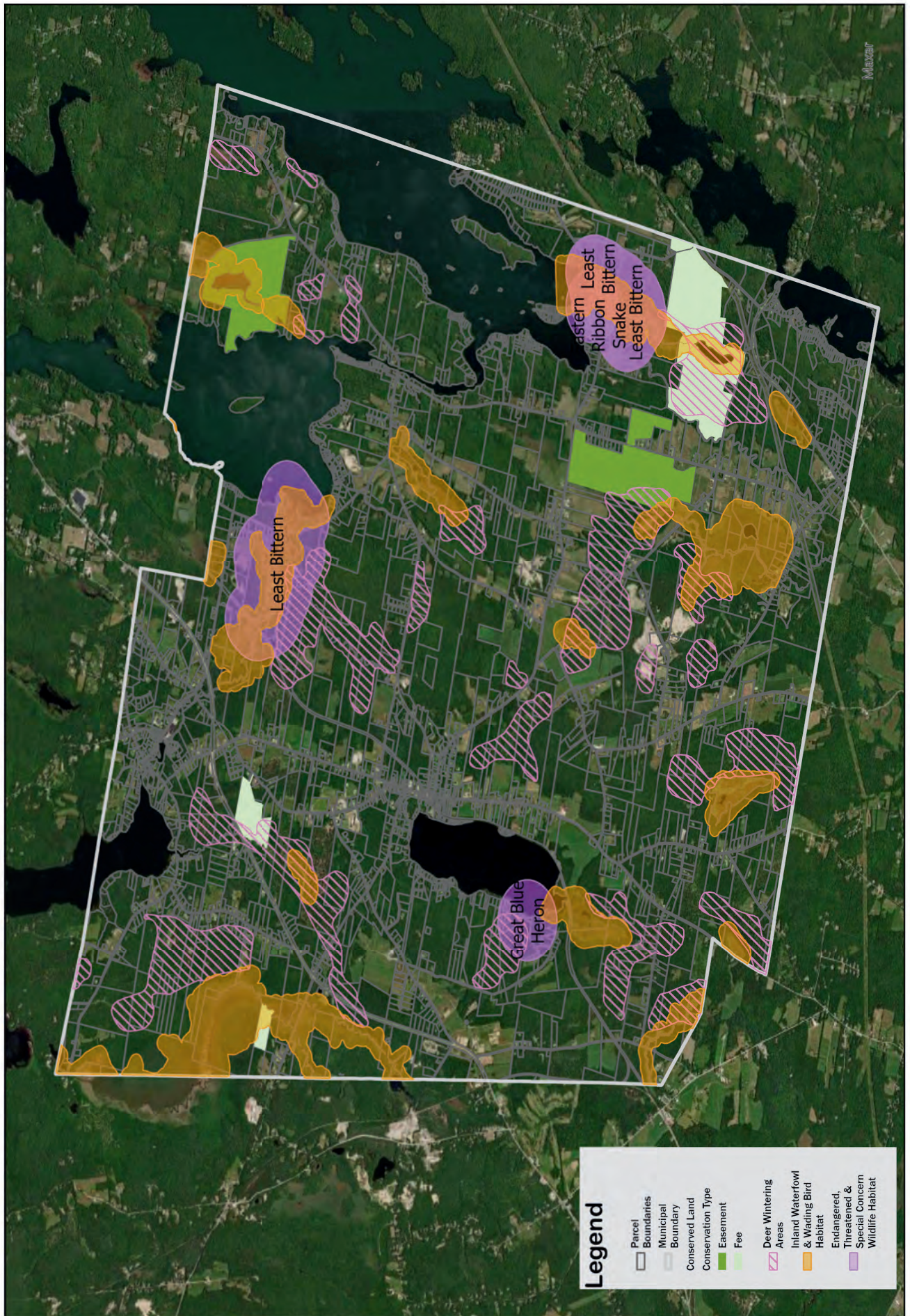
Great Blue Heron habitat is found on the southwestern shore of Cochnewagon Lake as well as the south end of Cobbosseecontee and Jock Stream. Great Blue Herons are considered a species of special concern by the State. They typically breed in colonies, most often with other great blue herons, but will sometimes mix with other wading birds. Nest siting can be highly variable but usually occurs in trees 20-60 feet above ground or water. Nests are sometimes located in low shrubs, on the ground, or even above in trees more than 100 feet off the ground.

While not endangered, Monmouth also houses a significant number of deer wintering areas. A deer wintering area is

defined by the Maine IF&W as a critical forested area used by white-tailed deer living at their range's northern fringe. Deer will rely on these areas for protection during harsh winter weather. In Maine, deer rely on these areas for anywhere between 1-4 months, depending on weather conditions and season.

Monmouth has 24 individual deer wintering areas identified by the State. The largest of these areas rest on the western shores of Lake Annabessacook, and within a portion of wetlands between Wilson Pond and Cochnewagon Lake. Two sizable wintering areas rest in wetland habitats on either side of Jock Stream. A comparison with the 2007 plan reveals that the wintering areas have remained unchanged. Roads threaten to fragment deer wintering area habitats, both reducing the range of a deer herd's winter refuge and increasing the risk of vehicle collisions. Deer Wintering Areas typically consist of softwood or mixed forests which have a winter use by deer.

Monmouth Conserved Land & Habitat



Regulatory Measures

Shoreland Zoning

The principal policy in place to protect natural and water resources from pollution is the Town's Shoreland Zoning Ordinance. The Ordinance requires all new principal and accessory structures to meet setbacks relevant to their zone, and limits expansion of existing structures located within 100 feet of a wetland, waterbody, or otherwise protected natural resource. Relocation of structures must reduce the nonconformance to waterbody setbacks to the greatest practical extent, as determined by staff and the Planning Board.³⁰

When it is necessary to remove vegetation within the water or wetland setback area in order to relocate a structure located within the shoreland zoning districts, the Planning Board shall require replanting of native vegetation to compensate for any that was removed or destroyed. Additionally, the area from which the relocated structure was removed must be replanted with vegetation. Nonconforming (sometimes called "grandfathered") structures can only receive permission to change their use by the Planning Board, which must determine whether the new use will have no greater adverse impact on the water body, tributary stream, or wetland, or on the subject or adjacent properties and resources than the existing use.

[30] Monmouth Shoreland Zoning Ordinance, as amended through June 8, 2021.

All construction and maintenance, both public and private, must also be designed to minimize stormwater runoff from the site in excess of the natural pre-development conditions. Where possible, existing natural runoff control features, such as berms, swales, terraces and wooded areas, shall be retained in order to reduce runoff and encourage infiltration of stormwater.

Floodplain Management

Monmouth is part of the National Flood Insurance Program and has adopted a Floodplain Management Ordinance to comply with the National Flood Insurance Act. Any development in a flood hazard area requires a Flood Hazard Development Permit from Code Enforcement.³¹

The permit requires a plan from a licensed Land Surveyor showing base flood at the site of any proposed new or significantly improved structures, elevations of proposed structures, the level to which the development will be flood-proofed, and a description of the extent to which any water course will be altered or relocated as a result of the proposed development. Designs must adequately prevent collapse or flooding. Construction materials must be resistant to flood damage. Any wastewater systems must be designed to minimize water infiltration or waste discharges into water bodies.

[31] Monmouth Floodplain Management Ordinance, enacted April 28, 1998.

Code Enforcement must ensure all development is safe from flooding. Flood hazard areas along the shoreline (even ponds or bodies of water) may be more susceptible to erosion. Flood hard areas near wetlands may be more susceptible to sediment runoff contamination. The Planning Board must also assure subdivisions incorporate floodplain management efforts in this ordinance during their review.

Other Ordinances

The Town also maintains a Solid Waste Flow Control Ordinance to ensure waste disposal does not adversely impact natural ecosystems or water bodies. This Ordinance designates a waste treatment site and prohibits the disposal of solid waste in any other areas. Disposal of hazardous and infectious waste is not permitted in the Town without specific licensing. Burning waste other than wood waste (such as leaves or tree limbs) is unlawful.

Motor vehicle use on Wilson Pond (except for snowmobiles or ATVs) is monitored by its own Ordinance to ensure water quality is not impaired by the presence of private campgrounds. Unless necessary to reach private camps, motor vehicles are prohibited to operate from sunset to sunrise when the lake is icebound.³²

[32] Monmouth Ordinance to Regulate Motor Vehicle Use on Wilson Pond (enacted January 30, 1991).

The Comprehensive Development Ordinance requires proposed subdivisions to prove they will not pose a significant source of pollution, affect air and water quality, or create significant strain on available water sources. Development projects that lie within 300 feet of a mapped sand and gravel aquifer must provide a hydro geologic assessment to ensure a development will not impair the aquifer. Projects that propose to utilize private wells must provide a statement from a hydrogeologist confirming any relevant aquifers have replenishment rates to accommodate anticipated water use of the proposed development.³³

Any project which requires a Stormwater Management Permit from MDEP must submit a copy of the approved permit prior to final approval. Soil erosion and sedimentation of watercourses and water bodies must be minimized by an active program meeting the requirements of Maine Erosion and Sediment Control Best Management Practices Manual, published by MDEP.

Any development must be planned, sited, and constructed to avoid impact on critical wildlife habitat or Critical Natural Areas as identified in the Monmouth Comprehensive Plan, including the habitat of endangered or threatened species. Any application for development within a

[33] Monmouth Comprehensive Development Ordinance, as amended through June 13, 2023.

Deer Wintering Area, as identified in the Monmouth Comprehensive Plan, shall be offered for review by the Maine Department of Inland Fisheries and Wildlife prior to approval by the Town. If any portion of the site has been identified and field verified as a significant vernal pool, that area shall be located outside of any proposed building envelope or area to be cleared or filled.

Barriers & Opportunities

Pollution

The threats to water quality in Monmouth come from nonpoint sources of pollution, mainly phosphorus from sediment runoff, as well as increased risk of soil erosion due to development. Further, the presence of PFAS has made itself a significant new threat to environmental and public health. Finally, the spread of invasive species directly threatens the well-being of Monmouth's significant wildlife habitats.

Wastewater from Monmouth is removed through the Greater Augusta Utility District (GAUD) "trunkline," which transports sewage and stormwater in the region to the GAUD treatment plant. Treated water is then discharged into the Kennebec River.³⁴ While there are no direct discharges of sewage in Monmouth, there are two minor outfall pipes from Tex Tech Industries discharging into Wilson Stream.³⁵ Both outfall pipes appear to discharge non-contact coolant water, which typically does not contain or come in contact with raw materials, intermediate products, finished products, or processed waste.

Monmouth's largest water bodies are considered impaired due to non-point (indirect) sources of pollution. The most common type of non-point pollution sources are contaminants carried into water bodies from stormwater runoff. Phosphorus from runoff, fertilizers, and sewage is a primary factor affecting

eutrophication, a process in which waters become so nutrient-rich, algae and plant species bloom to the point that they kill off aquatic species and impact water quality. More specific details about water body classification and threats to those water bodies are available in the Appendix as Table 1.

Annabessacook was described in 1991 as having the worst water quality in Monmouth due to high concentrations of phosphorus but has responded with aggressive treatment leading to substantially lower phosphorus concentrations and decreased algal biomass. MDEP classifies the water quality as "Poor," and lists the lake as impaired due to not fully attaining its water quality standards and having persistent algal blooms.

Cobbosseecontee Lake has been known for serious water quality problems in the past. Phosphorus loading was nearly cut in half following the 1978 restoration project and the lake has experienced fewer algae blooms since. Algae blooms do still happen in Cobbosseecontee, but they often do not occur until late summer. The CWD has focused lake protection efforts on preventing phosphorus loading from new development. MDEP has removed the lake from the impaired list due to its steady water quality improvement, the result of years of work in this watershed.

[34] Per the Greater August Utility District website: <https://www.greteraugustutilitydistrict.org/about-us>

[35] MDEP Pollutant Discharge Outfall map, available online [here](#).

Cochnewagon Lake is listed as an impaired water body by the MDEP due to its phosphorus levels and high turbidity, meaning the water contains large enough concentrations of sediment to make the water cloudy. Much of Monmouth Center lies within Cochnewagon's sensitive watershed, an issue that might impede future development within the downtown area.

As with the town's lakes and ponds, streams are at risk from the impacts of development, such as pollutants in increased stormwater runoff. While the Town's streams are considered good quality (aside from Jock Stream), any water bodies that run through developed areas are more vulnerable to increased pollutants. Mud Mills Stream, which lacks sufficient data to determine water quality, is adjacent to Monmouth Center and near Cochnewagon Lake, an impaired water body.

PFAS

The prevalence of Per- and polyfluoroalkyl substances (PFAS) is still being evaluated in Maine, but has already been detected in private wells near Wilson Pond in North Monmouth.³⁶ In 2021, MDEP requested that Tex Tech Industries voluntarily begin monitoring the presence of PFAS in an ongoing groundwater monitoring program related to historic toxic compound contamination that had occurred under the prior ownership of the facility.³⁷ In coordination with MDEP, Tex Tech Industries voluntarily commissioned a

sampling program of its water supply well along with various other wells in the North Monmouth vicinity to assess groundwater quality of drinking water supply wells.

54 wells were voluntarily sampled, and 27 were found to have levels of PFAS above the state standard maximum of 20 nanograms/liter. While the median was just under 36ng/L, the numbers ranged up to 181 ng/L, more than 9 times the allowable standard. Tex Tech Industries installed a point-of-entry-treatment system at all properties where sampling results indicated significant PFAS, which appeared to have neutralized all presence of PFAS in water post-treatment. This study showed the point-of-entry-treatment systems are an efficient method for filtering PFAS out of a household's drinking water supplies, although continuous treatment will be required unless treatment of the source water body is proposed.

[36] Aryan Rai, "Monmouth Considers Water Solutions amid High 'forever Chemical' Levels in Wells," September 5, 2023, <https://www.centralmaine.com/2023/09/04/monmouth-considers-water-solutions-amid-high-forever-chemical-levels-in-wells/>.

[37] Private Well Sampling and Treatment Summary Report, prepared by Sanborn Head for Tex Tech Industries: https://monmouthmaine.gov/vertical/Sites/%7B5A531869-23E9-4160-B9EE-E251D8379D47%7D/uploads/Sanborn_Head_Report_Private_Well_Sampling_and_Treatment_Summary_Report-No_Appendices_Attached.pdf

STOP THE SPREAD OF AQUATIC INVASIVE SPECIES



CLEAN

gear, boat, trailer, and
vehicle of plants, fish,
animals, debris, and mud.

DRAIN

bilge, ballast, wells and
buckets away from the
water before you leave.

DRY

equipment before
launching watercraft into
another body of water.



ALL IN FOR THE MAINE OUTDOORS

mefishwildlife.com/cdd

Invasive Species

Further exacerbating water quality issues has been the discovery of invasive species in Monmouth's waters. Migrating pests can disrupt entire watershed ecosystems by overhunting or outcompeting native species.

The existence of Variable Watermilfoil led the Town to close use of the informal roadside boat launch at Waugan Road bridge in 2019. Variable watermilfoil is virtually impossible to eradicate, easily spread, and impairs fishing, swimming, boating, and general water quality. In 2020, water milfoil was found in Cobbosseecontee Lake and Jug Stream.³⁸ Another strain known as Eurasian milfoil can grow thick enough to crowd out fish species and make boat travel impossible.

Cobbosseecontee Lake is currently the only public water body in Maine containing Eurasian milfoil, which divers consistently treat with the goal of eradication, but Eurasian Milfoil appears to have spread to Cobbossee Stream, which runs to Horseshoe Pond and eventually to the Kennebec River.³⁹

[38] "Another Invasive Plant Found in Central Maine Lake," July 19, 2019, <https://wgme.com/news/local/another-invasive-plant-found-in-central-maine-lake>.

[39] Susan Cover, "Divers Remove Aggressive Invasive Plant from Central Maine Lake," August 9, 2023, <https://spectrumlocalnews.com/me/maine/news/2023/08/09/divers-remove-aggressive-invasive-plant-from-central-maine-lake>.

Development

Development near a wetland can degrade wildlife habitat by increasing disturbances to birds or making habitats unsuitable for use due to stormwater runoff and sediment pollution. Physical structures, even docks and moorings, can block sunlight growth of wetland and saltmarsh vegetation. Human activity can disrupt the migratory patterns of multiple bird species, while stormwater runoff can contaminate wetland habitats with road salt, pesticides, and other toxic substances that make them unsuitable for certain species.

Increased Precipitation & Runoff

Heavy storms of 2 to 4 inches of precipitation are becoming more frequent, which increases the probability of floods that will erode infrastructure and degrade water quality in ponds, lakes, and streams. While Maine has begun to see storms with increasing frequency and intensity, it should be noted that warmer average temperatures will make flooding more prevalent by causing snow to melt earlier than it used to. Without direct action to minimize stormwater runoff sources, pollution is likely to become more common as climate change leads to increased annual precipitation rates.⁴⁰

Road Collisions

Road collisions pose a threat to the population of local species, particularly amphibians, birds, and small mammals.

In addition to increasing fatalities to local wildlife, roads provide a consistent source of runoff pollution as stormwater carries off sediments, road salt, and heavy metals directly into adjacent ecosystems. Roads also fragment habitats by creating dangerous barriers for terrestrial animals. The increased danger, as well as noise and air pollution, can indirectly hamper the use of ecosystems near areas of frequent activity as wildlife searches for more suitable locations.

Flooding & Shoreline Erosion

The land adjacent to lakes, rivers, and streams subject to inundation by floodwaters are floodplains. Floodplains carry and store floodwater during peak runoff seasons. They can also be attractive locations for development because of level ground, fertile soils, and waterfront locale. Development in the floodplain, with filling and construction, constricts the flow of water, increasing flood water velocities and increasing the likelihood of damage to both the property and downstream. Flood hazard areas occur around the Town's many lakes and ponds and along the various brooks.⁴¹ The most extensive floodplains incorporate the wetlands and lowlands along Bog Brook, Dilnow Brook and Jock Stream and lie along Jug Stream. The Comprehensive Development Ordinance includes standards for development within floodplains, which greatly reduces the risk of flooding for new development. However, older homes not built to these standards (e.g. "grandfathered" properties) are still vulnerable.

[40] Per Maine Won't Wait: A Four-Year Plan for Climate Action:

https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf

[41] For additional information on floodplain locations, see FEMA's Flood Map Service Center online [here](#).

Additionally, flooding may end up damaging low-lying infrastructure within floodplain areas.

Degradation of wetland habitats, which act as natural buffers to slow erosion, can increase a shoreline's vulnerability to flooding or landslides. In addition to threatening the integrity of shoreline structures, significant sediment runoff threatens to damage nearby habitats and release large amounts of sediment and pollutants that can significantly impact water quality. Poorly drained soils and soils with seasonally high-water tables pose problems for road construction, structures with basements, and subsurface waste disposal systems. Such soils occur most extensively in wetlands and along streams and ponds in Monmouth. Even in areas served by public sewer, poorly drained soils pose problems for roads and basements. By building in areas with better drained soils, developers avoid the chance of water pooling and erosion of structure foundations.

Soils on steep slopes are also vulnerable to erosion, whether or not they are adjacent to water bodies. Sloping ground is measured by a "gradient" percentage, with anything 20% or above being considered a steep slope. The most likely areas in town to encounter slopes of greater than 20 percent are in the Woodbury hills, in the southeast of town, or near Sawyer Hill or Monmouth Ridge. Development coupled with increasing severity in precipitation events can further exacerbate erosion issues.

Recreation



Overview

Monmouth provides a wide variety of recreation opportunities for residents and neighboring communities. The many lakes and streams allow abundant opportunities for swimming, boating, and fishing. From hunting contests to theater troupes, private institutions also provide recreational activities both in Monmouth's open space and its downtown.

The typical community in the United States has one park for every 2,323 residents.⁴² In Monmouth, there is one park for every 590 residents; when including public beaches and boat launches, there is one for every 344 residents (this figure includes only parks

maintained by the Town and does not include open spaces or trails maintained by separate entities).

While early settlers used the outlets for power generation and water supply, the lakes and streams of Monmouth now provide residents with recreational opportunities. In the summer months, residents participate in fishing, sailing, swimming, canoeing, boating, and kayaking. When waterways are frozen, residents enjoy snowmobiling, ice-fishing, skating, and cross-country skiing and snowshoeing on their surfaces.

Although Monmouth is a community that

[42] Per the National Recreation and Park Association's 2022 Agency Performance Review, <https://www.nrpa.org/siteassets/2022-nrpa-agency-performance-review.pdf>

promotes access to its land and waters, heavy reliance on privately-owned land makes public access inherently vulnerable. Residents of the community and the surrounding region benefit from extensive hiking and snowmobiling trail networks, many of which are maintained by handshake agreements with landowners rather than formal easements. This leaves those resources at risk of being lost as landowners change. Additionally, while legal access may remain guaranteed to Monmouth's water bodies, invasive species and other environmental factors threaten residents' ability to enjoy activities once traditionally available to them.

Existing Facilities & Programs

Parks and Recreation Department

The Parks and Recreation Department has a full-time Recreation Director and a Waterfront Director, as well as an advisory committee that provides decision-making input. The Recreation Director is responsible for the oversight of all recreational activities, including the hiring of beach personnel and the maintenance of all facilities. The Director also has the authority to enforce the Town's Parks Ordinance (including hours of operation, prohibiting demolition of structures in parks, and the use of Town boat access areas).

The Recreation Department provides year-round activities for youth, adults, and seniors. Notable programs include a fall soccer league, a winter basketball league, cheerleading programs, skiing

club, swim lessons and camp, and a soccer camp. In addition to traditional sports such as soccer and basketball, residents of Monmouth can participate in wrestling, pickleball, and line dancing.

The Town provides two baseball fields and one softball field on Cobbosseecontee Road, with parking and restrooms. Monmouth Academy provides facilities for baseball, softball, soccer, and tennis, all of which can be accessed by the public. Boat launches are available on Wilson Pond, Cochnewagon Lake, and Cobbosseecontee Lake, and a beach pavilion is available for use by the public year-round through appointments arranged with the Waterfront Director.

Cultural Recreation

Cumston Hall, located in Monmouth Center, houses the Monmouth Theater and the Cumston Public Library. This Town-owned property is managed by a Board of Trustees and is meant to provide space for businesses, school groups, and nonprofits. Cumston Hall offers a variety of recreational activities such as yoga, fiber arts classes, and game nights, but is probably best known for troupes such as the Monmouth Community Players and The Theater at Monmouth.⁴³ Cumston Hall estimates over 40,000 people attend their hosted events on an annual basis, bringing people from around the region and the country.

[43] For additional information, visit: <https://theateratmonmouth.org/about-us/>



The Cumston Public Library provides services including computer access areas, children and young adult areas, and an online catalog of books. The library is open 25 hours a week, including two evenings and Saturdays. The Monmouth Museum, open throughout the summer and early fall, hosts seasonal events such as Applefest and an annual community tree-lighting. They also supervise the former North Monmouth Library building. Closed to the public in 2014, the library now stores special collections, open to the public by appointment only.

Private Recreation

Youth summer camps have long maintained a presence in Monmouth. Camp Cobbossee is the nation's second oldest continually operating camp for boys. Founded in 1902, Camp Cobbossee has two camp sessions per summer. Their facilities include nine tennis courts, two baseball fields, two soccer fields, two football fields, a lacrosse field, a hockey rink, three basketball courts, a fitness center, a squash center, a fieldhouse, and a driving range. The

property also boasts a large waterfront area with a beach and docks.

Founded in 1957, Camp Kippewa is located just north of Camp Cobbossee on the southwestern shore of Cobbosseecontee Lake. Camp Kippewa operates in the same timeframe as Camp Cobbossee and also boasts first-rate facilities that include six tennis courts, athletic fields, a basketball court, an expansive beach and enclosed swimming area, an equestrian facility, a gymnastics pavilion, an archery range and a fencing facility.

Both Camp Cobbossee and Camp Kippewa are private facilities. However, while camp is out of session the facilities are available for the public to rent for a fee. Other notable private recreation facilities in Monmouth include the Cobbossee Colony golf course, located on Cobbossee Road near the Litchfield town line. This 9-hole golf course is open to the public for use, and hosts tournaments and golf leagues throughout the golfing season. In the off-season, the course may be used for walking, cross-country skiing, and other non-motorized pursuits. The private Monmouth Fish and Game Association, at the intersection of Route 202 and Bog Road, contains shooting ranges and a fishing pond, and regularly hosts hunting and fishing events.

Trail Network & Pedestrian Access

Snowmobile Trails

The all-volunteer Cochnewagon Trailblazers snowmobile and ATV club, funded through membership dues and private donations, maintains approximately 40 miles of public-use trails throughout Monmouth.⁴⁴ Members have access to the trail network and are encouraged to participate in monthly meetings, social events, and philanthropic events like volunteering in the Adopt-A-Highway program. The club also organizes group trail rides for both ATVs and snowmobiles and their revenues support trail maintenance, improvement, and expansion.

Local trails connect with those in adjacent towns and are part of the Interconnected Trail System (ITS). An ITS-numbered trail (ITS 87) loops through southern and western Monmouth and into Monmouth Center. The trails are also used by cross-country skiers, cyclists, and ATVs. Snowmobile trails run across private lands, but the club does not seek or possess easements with the private landowners providing access. Instead, each year, the club must obtain permission from landowners to use the trails crossing their property.

[44]

<https://www.mainesnowmobileassociation.com/cochnewagon-trailblazers-snowmobile-atv-club/>

[45]

<https://www.exploremaine.org/newsite/bike/kennebec/capital.shtml>



Cycling and Walking

While walking and hiking trails are available at the Woodbury Sanctuary, there are no paths near the Town's village areas. Sidewalk access is also scarce and only exists on a limited basis in Monmouth Center's and North Monmouth's village areas. Cycling on the many local roads is relatively popular and MDOT's Capital Area bike loop utilizes Cobbosseecontee Road and Route 135 to complete a 42 mile loop that also includes visits to Hallowell, Gardiner, Manchester, and Augusta. However, it should be noted⁴⁵ that there are no formalized bicycle lanes along this route, and some of the roads have no shoulders for cyclists to use.

US Bike Route 1, also referred to as the East Coast Greenway, crosses Monmouth during its 1,500-mile course from Florida to Maine. The portion in Monmouth is fully on-road, entering Town through Route 202,

Norris Hill Road, Cobbossee Road, Fish Hatchery Road, South Monmouth Road, and Route 9.⁴⁶ Roughly 4 miles of Central Maine Power's corridor on the southeastern side of Town is generally open for public use, including off road walking and cycling.



Access to Waterbodies

The Town maintains a beach on Cochnewagon Lake (known as Center Beach) and on Wilson Pond (known as North Monmouth Beach), and the Recreation Department supervises a lifeguard program and provides swimming lessons. Center Beach is located on the northeast shore of the lake on Beach Road, sharing parking with the Cochnewagon Lake boat launch. North Monmouth Beach, accessed off Town Beach Road, contains a 15-space natural parking lot and picnic area.

Residents can fish in Monmouth's water bodies, both in its largest lakes and in the smaller streams and ponds.

Cobbosseecontee Lake, Cochnewagon Lake, and Wilson Pond are all stocked annually by the Maine Department of Inland Fisheries & Wildlife. Along with the larger lakes and ponds in Town, many residents choose to fish Monmouth's smaller ponds and streams. Particularly popular is the access provided by the Martin R. Hovey Memorial Dam located at the Jug Stream outlet of Annabessacook Lake. The area has parking and a boardwalk on top of the dam that provides public access.

Boating

Monmouth has three public-use boat launches and one hand-carry launch. While Sand Pond is located within Monmouth, public access is provided by ramps in Woodbury and Buker Pond, adjacent water bodies located in the neighboring town of Litchfield. The Waugan Road boat launch at Annabessacook Lake was closed by the Town in 2018 due to rising concerns regarding the spread of variable-leaf water milfoil. Please refer to Table 2 in the Appendix for a detailed inventory of amenities for all public water access points.

[46] Per the 2013 United States Bicycle Route 1 Map Book of Maine:
<https://www.maine.gov/mdot/bikeped/docs/USBR%201%20Mapbook%20DRAFT.pdf>

Conserved Open Space

Open space in Monmouth is primarily maintained by private or regional landowners. A significant amount of recreation occurs on private land traditionally open for the public's recreational use, such as the Cochnewagon Trailblazers' trails mentioned above. Landowners allow their property to be used for snowmobiling, hiking, and hunting through annual "handshake" agreements.

Private organizations also maintain some of the largest public open space land in Monmouth, including the Woodbury Sanctuary, a 401-acre wildlife sanctuary located primarily in Monmouth owned and maintained by the Stanton Bird Club of Lewiston. The original 160-acre sanctuary was deeded to the Stanton Bird Club in 1929 by members of the Woodbury family who had farmed in the 1800's. Another example is Highmoor Farm, an agricultural research station maintained by the University of Maine on Cressey Road. The private farm is an example of recreational use through informal agreement, as owners grant access to residents who ask for permission on a case-by-case basis.⁴⁷

The Kennebec Land Trust also owns portions of the Monmouth-Leeds Bog, including 23 acres within the Monmouth boundary. The Leeds portion of the bog contains the Curtis Homestead

Conservation Area, accessible from Monmouth by Route 202. While not outright owned by the KLT, they also hold a conservation easement on the Jacobs-Stanley Conservation Area, donated in 2021. It should be noted that the easement does not allow for general access by the public, however.

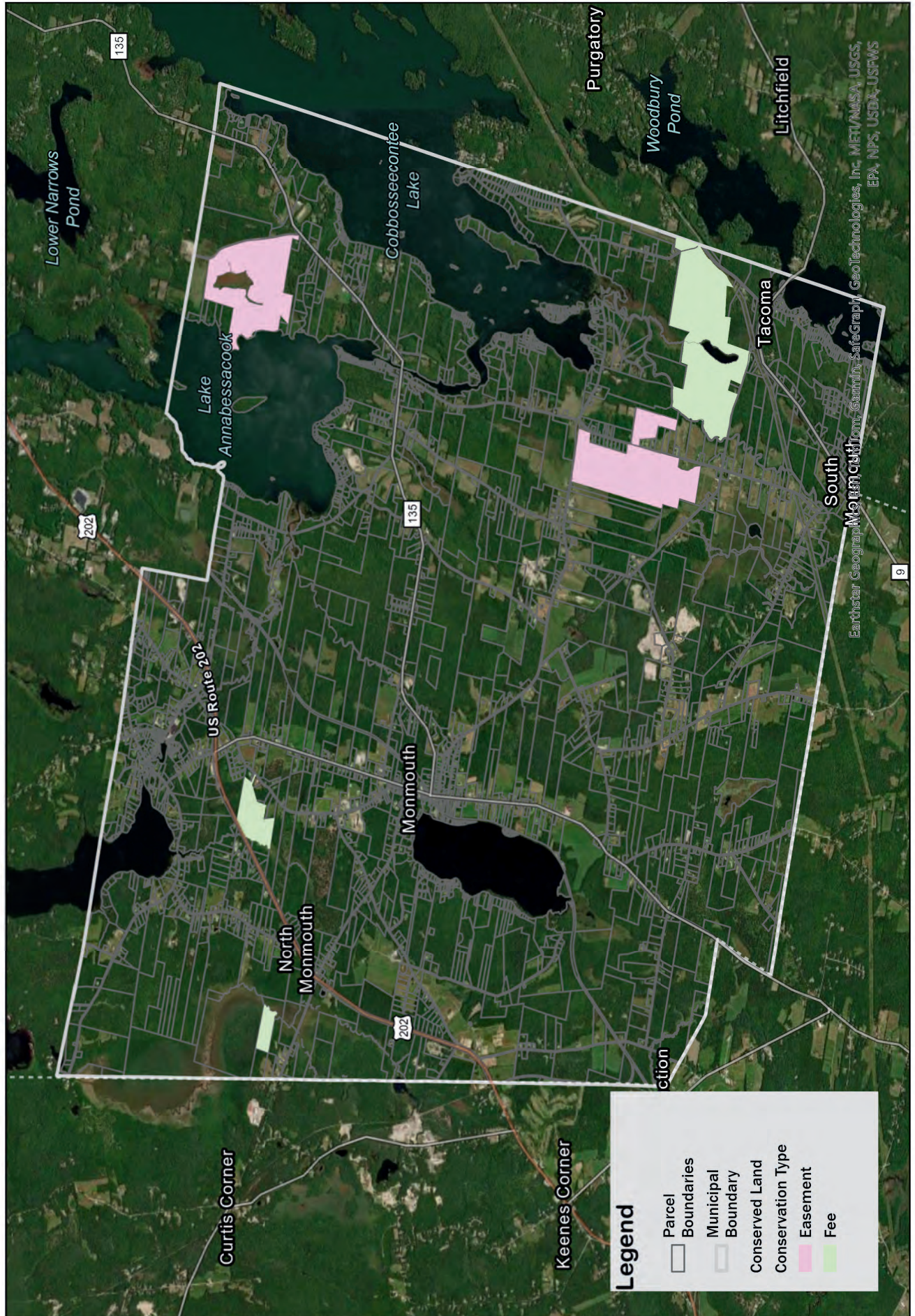
The Town's Conservation Commission maintains a 1.4-mile walking trail in Whittier Woods, a town-owned parcel of forested land. The Conservation Commission and Trails Committee are also jointly working to establish a multi-use recreational trail with guaranteed public access for residents.

Property	Size	Owner	Allowed Uses
Woodbury Sanctuary	401 acres	Stanton Bird Club of Lewiston	Hiking trail Snowshoeing Cross-country skiing Picnic areas
Woodcock Acres	65 acres	Small Woodland Owners Association of Maine	Hiking Hunting Snowmobiling Birding
Whittier Woods	65 acres	Town of Monmouth	Hiking Snowmobiling Dog walking Boat launch
Monmouth / Leeds Bog	2,185 acres	Kennebec Land Trust, Monmouth Fish and Game Club, Town of Monmouth	Hiking Skiing

Figure 1: Description of Monmouth's Conserved Lands. Source: Monmouth Assessing Records; relevant organization websites.

[47] <https://umaine.edu/highmoorfarm/>

Monmouth Conserved Land



Barriers & Opportunities

Invasive species

Invasive species are a growing concern in the region. Plant and animal species that migrate impact the population of native species by overhunting or outcompeting them. Large population changes in native species can significantly disrupt an ecosystem, which can affect recreational activities such as hunting, fishing and boating. Migrating pest species can also introduce new public health risks to residents enjoying outdoor activities.

In 2020, the invasive plant water milfoil was found in Cobbosseecontee Lake and Jug Stream.⁴⁸ Cobbosseecontee Lake is also currently the only public water body in Maine containing Eurasian milfoil, an invasive plant which can grow thick enough to crowd out fish species and make boat travel impossible.⁴⁹ Divers consistently treat the milfoil with the goal of eradication, but Eurasian Milfoil appears to have spread to Cobbossee Stream, which runs to Horseshoe Pond and eventually to the Kennebec River.

Migrating pest species can also introduce safety risks to people utilizing hiking trails. The Town was affected by a bloom of Brown Tail Moth caterpillars in 2021.⁵⁰ In addition to damaging trees and public property, the caterpillars' and moths' poisonous hairs cause rashes and irritation. Please refer to the Natural Resources Chapter for a full inventory of invasive species identified in Monmouth.

Facility Capacity

As noted in the Population and Demographics section, Monmouth has seen a decrease in both population and average household size since 2010, with the average age of Monmouth residents projected to skew older in the future. However, the chapter also estimates 818 seasonal occupants on a given summer day, not including private campgrounds. As the number of housing units used for seasonal stays has increased by 17% since 2000 (from 310 to 365), it appears demand for recreational areas in Monmouth will likely increase. Monmouth will likely see further strain on parking access for its Town-owned beaches. While youth sports programs will likely see lower enrollment, recreation programs geared toward older residents will likely see higher participation given projected population trends.

Public access along water bodies is available, but demand will likely increase in the future. The popularity of Monmouth's recreational areas implies growth in the entire region will increase demand and usage, which may increase the need to expand parking and provide additional methods of reaching the public beaches.

[48] "Another Invasive Plant Found in Central Maine Lake," July 19, 2019, <https://wgme.com/news/local/another-invasive-plant-found-in-central-maine-lake>.

[49] Susan Cover, "Divers Remove Aggressive Invasive Plant from Central Maine Lake," <https://spectrumlocalnews.com/me/maine/news/2023/08/09/divers-remove-aggressive-invasive-plant-from-central-maine-lake>.

[50] <https://www.newscentermaine.com/article/news/local/as-seen-on-tv/new-communities-impacted-by-browntail-moth-caterpillars-in-maine-kennebec-knox-lincoln-waldo-county-outbreak-maine-cdc-agriculture-conservation/97-fa56d159-fb0b-44c9-865c-8897bc168da6>.

The issue of capacity is amplified by the lack of alternative modes of transportation in the community. By connecting neighborhoods and green spaces through sidewalks or bicycle lanes, the Town could reduce demand for parking and improve the safety of pedestrian travel in Town.

Public Access

Since Monmouth has only a small amount of publicly owned land, most dispersed outdoor activities such as hunting and snowmobiling take place on private land, relying on the good will of landowners. This includes virtually all of the trails maintained by the snowmobile club; as there are no easements in place to protect trail use, private ownership must always be confirmed. Relying on unofficial access to private lands is risky, as landowners have the right to withhold access at any time. Additionally, whenever landowners sell, a lack of any easements means there is no guarantee the new property owners will continue the tradition of allowing public access. New owners who may post signage against trespassing threaten to fragment the now contiguous trail systems. The multi-use trail proposed by the Conservation Commission provides the Town with the opportunity to develop trails with guaranteed public access in perpetuity.



Transportation

Overview

Rural towns like Monmouth depend heavily on their roads, both local networks to connect the Town and state systems that facilitate travel between communities. Aside from motor vehicle transportation, the Town has limited sidewalks offering safe pedestrian access in Monmouth Center. The Town maintains no bike lanes, and the nearest public transportation terminals are an airport and bus station in Augusta, with no shuttles connecting Monmouth to these systems.

While traffic deaths overall are in a decline, the number of pedestrians killed in vehicle collisions has been steadily increasing across Maine, and traffic-related injuries have been steadily increasing annually after a temporary drop-off during the COVID-19 pandemic, when many vehicle commuters shifted to working from home. Monmouth has not seen a fatal collision in decades, but preventing future deaths requires active monitoring of high-crash areas. This is particularly important along roads intersecting Route 202, the busiest stretch of road in the Town.

Monmouth has a Street and Road Ordinance dictating standards for road construction, with the aim of ensuring lower maintenance costs in the future, and enabling enough room for future improvements to the right-of-way such as



pedestrian access, drainage improvements, and street trees. The Public Works Department collaborates with Maine Department of Transportation (MDOT) to ensure upkeep of state roads and bridges, and independently oversees the plowing, maintenance, and ⁵¹ improvements of all Town roads. The high cost of maintaining local roads, coupled with unusually rapid deterioration of certain state bridges, could pose significant risks to the Town's ability to ensure safe transportation systems into the future.

[51] Monmouth Street and Road Ordinance, adopted May 1996.

Infrastructure Overview

The Maine Department of Transportation (MDOT) classifies roads by the role they play in the overall transportation network. There are 3 principal classifications of public roads:

- **Arterials** are the most critical travel routes in the state. Arterial Roads are designated for their use and capacity to carry large volumes of traffic efficiently between commercial areas or service centers. To preserve mobility function, MDOT regulates new driveways or road openings onto an arterial and requires applicants apply for a permit to allow new entrances, known as a curb-cut. Two arterials cross through Monmouth: US 202 and State Route 9. MDOT plows and maintains these roads.
- **Collectors** connect traffic from areas of lower population density to arterials and service centers. Collectors are further divided into “major” and “minor,” depending on the proportion of federal and state money available for upkeep.
 - The only **major collector** in Monmouth is Route 132. While the Town is responsible for plowing, all other maintenance and improvements are the responsibility of the state.
 - Route 135, Cobbosseecontee Road, and Maple Street are all **minor collectors**. While improvements may be funded by the state, the Town must contribute matching funds. Plowing is also the responsibility of the Town.

- **Local Roads** are any road not classified as an arterial or a collector. They provide direct access to residential neighborhoods, local businesses, and agricultural properties or timberlands, and usually carry low volumes of traffic. Local roads are maintained by municipalities or are owned and maintained by a private entity, such as a Road Maintenance Association.

Local Roads

Of the 82 miles of public roads, 59 miles are local roads. Of those, 11 miles are classified as seasonal town ways, meaning that they are not maintained during the winter. The remaining 48 miles are town ways maintained year-round. The Public Works Department is in charge of maintaining, plowing, and upgrading public local roads.

The remaining 23 miles of road in Monmouth are private. Such roads are typically maintained by a private entity with their own fundraising mechanisms (such as a Road Maintenance Association or a Homeowner’s Association).

While this has not happened in recent years, private roads can sometimes be proposed to be accepted by voters as public roads, which would then be maintained by the Public Works Department. Monmouth’s Street and Road Ordinance, described below, provides procedures and design standards for roads proposed to be accepted by the Town.

The Town of Monmouth has a policy to repave roads on a 7-year rotation. The Town has a reserve account to budget for certain road improvements (such as road resurfacing/repaving), though major improvement projects are typically funded through bonds. In 2018, the Town voted to borrow an additional \$990,000 to reconstruct parts of Gilman Road and Packard Road. As of FY2025, the current remaining debt sits at \$113,000. The Town also is paying off a bond for sidewalks on Academy Road (approximately \$16,000 for the next 4 years) and a bond for a new culvert on Wilson Pond (approximately \$11,000 annually for the next 7 years).⁵²

The Town's 2024 budget allocated \$711,611 for the Public Works Department. Approximately \$125,000 of that was for direct road maintenance including road salt, gravel, paving, and culverts.⁵³

Bridges

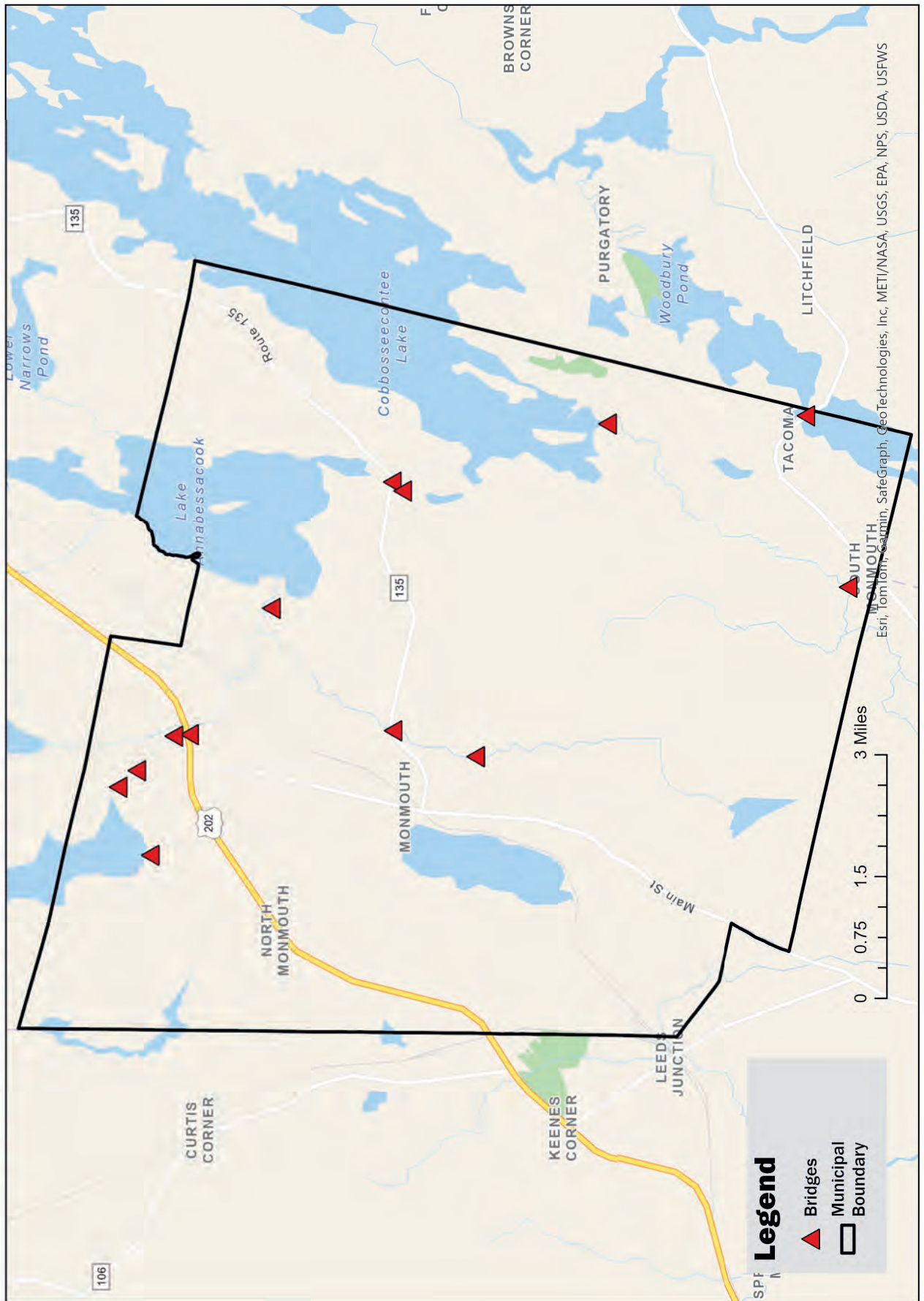
To reduce cost burdens to municipalities, all bridges over 10 feet long are, for the most part, inspected and maintained by the state. If major work is necessary, municipalities may be asked to contribute matching funds. MDOT maintains 13 bridges in Monmouth (including 6 culvert bridges). Bridge locations are shown on the map on the following page.



[52] Per the Town's FY2025 Capital Improvement Plan: [https://monmouthmaine.gov/vertical/sites/%7B5A531869-23E9-4160-B9EE-E251D8379D47%7D/uploads/FY2025_CIP\(1\).pdf](https://monmouthmaine.gov/vertical/sites/%7B5A531869-23E9-4160-B9EE-E251D8379D47%7D/uploads/FY2025_CIP(1).pdf)

[53] Per the Town's FY2025 Draft Operating Budget: [https://monmouthmaine.gov/vertical/sites/%7B5A531869-23E9-4160-B9EE-E251D8379D47%7D/uploads/FY2025_DRAFT_Operating_Budget_20231207\(1\).pdf](https://monmouthmaine.gov/vertical/sites/%7B5A531869-23E9-4160-B9EE-E251D8379D47%7D/uploads/FY2025_DRAFT_Operating_Budget_20231207(1).pdf)

Monmouth Bridge Locations



Public Transportation

Rail service in Monmouth is limited to freight, though there are no known local users shipping or receiving rail freight in Town. The Maine Central Railroad ended passenger service in Monmouth in 1949. Trains run through Monmouth on average six times daily on weekdays (three eastbound, three westbound), with fewer trains on the weekends. The Pan Am Railroad's "Springfield Terminal" (formerly Maine Central) main line passes north/south through Monmouth Center. The tracks also cross several camp roads in Town where there are no signal lights. A \$35,000,000 MDOT project to upgrade the north/south bound freight line is currently underway.⁵⁴

The nearest Concord Coach Lines interstate bus station is in Augusta. The Kennebec Valley Community Action Program (KVCAP) has a demand-response service and volunteer drivers to pick up and deliver people with special needs to medical appointments. However, there are no regularly scheduled routes or pick-ups in Monmouth, and riders must either have

MaineCare or qualify for the KVCAP Van service.⁵⁵

The closest airport to Monmouth is the Augusta State Airport, although the majority of passenger flights in Maine are based in either the Bangor or Portland airports. The Augusta State Airport maintains no ground transportation, and the Kennebec Explorer intercity bus line does not have a stop at the airport. The nearest public transportation option for the Bangor international Airport and Portland International Jetport is the Concord Coach Lines bus terminal in Augusta.

[54] Source: Maine Department of Transportation Railway Improvement Plan:
<https://www.maine.gov/mdot/grants/crisi/docs/NARRATIVE.pdf>

[55] For more information see:
<https://www.kvcap.org/transportation/non-emergency-transportation/>



Pedestrian and Bicycle Network

Currently, most Town sidewalks are available within Monmouth Center. The locations of existing sidewalks are shown on the map on the following page. Some of the curb ramps are non-compliant with ADA standards due to lack of detectable warning pavers. While there are no separate bike paths in town, MDOT does publish Explore Maine by Bike, a set of bike paths and touring loops in the state. In Monmouth, one loop comes into town via Route 135, crosses through Monmouth Center, then turns east on Cobbosseecontee Road before heading into Litchfield through Route 9. Route 9 is also a part of the East Coast Greenway, a designated set of on-road and off-road bicycle routes that connect Key West, Florida with Eastport, Maine.

In the past, Monmouth has considered a plan to expand the pedestrian and bicycle network in the community, in particular connecting schools, recreation areas, public facilities and places of employment. The 2016 Downtown Revitalization Plan devotes a chapter to pedestrian and bicycle infrastructure and makes several recommendations for improvements to the network, including a now completed expansion of the sidewalk up Academy Road.

Legend

- Sidewalk Locations
- Curb Ramp Compliance
- Compliant
- Not Compliant

Scale: 0 0.25 0.5 1 Miles

North

Monmouth

Route 135

Berry Rd

Main St

Maple St

Welch Ave

Academy Rd

North Hill Rd

Blue Rd

Cochrane Dr

Robinson Dr

Beach Rd

Cochrane Lake

1 Miles

0 0.25 0.5 1 Miles

MMR, Inc.

Disclaimer: This map is for informational purposes only. It is not intended to be used as a legal document. The data is derived from aerial photography and is subject to change. The accuracy of the data is not guaranteed.

Infrastructure Quality

Roads

MDOT grades state roads in regard to condition, service quality, and safety on a scale of A-F.⁵⁶ Most state roads in Monmouth have a safety score of B due to their crash history. However, the portion of Cobbosseecontee Road crossing Mud Mills Stream as well as the portion of Waugan Road around the southern shore of Lake Annabessacook Bridge are both rated F due to poor bridge quality, discussed further in the bridges section. A significant portion of Cobbosseecontee Road leading towards neighboring Litchfield maintains an F rating due to crash history; this is the same for Route 135, which drops from an A safety rating to D as it approaches the Winthrop Town Line. The portion of Route 132 on the southeastern side of Cochnewagon Lake has a C rating; MDOT has identified the narrow width of the road as a safety concern in addition to its high crash history.

Similar to safety, degraded bridges are the cause for the Town's lowest condition state roads; the portion of Cobbosseecontee Road along the Bailey Flat Bridge has an F condition rating, while the portion of Waugan Road along Waugan Bridge maintains a D condition. The portion of Route 202 crossing Wilson Stream maintains a C rating, also due to the quality of the bridge. Otherwise, the majority of Monmouth's state roads have an A rating for condition, except for the majority of Route 202, where paving quality has been highlighted as an issue.

Both arterials and the portion of Route 132 leading north from Cochnewagon Lake are rated A for service. Route 135, Maple Street, Cobbosseecontee Road, and the portion of Route 132 leading south from Cochnewagon Lake are all rated C for service as they are more likely to be damaged during freeze/thaw action in the spring. As such, these roads are typically "posted" roads (where weight restrictions are imposed in the springtime to prevent damage).

Bridges

MDOT inspects bridges on average every three years and rates them on a number of criteria, such as the condition of the decking, superstructure, and associated culverts. The state of each component is used to determine its overall "sufficiency rating," a federal measurement from 1-100 of the bridge's condition.

The bridge of greatest concern in Monmouth has been Waugan Bridge, which crosses Wilson Stream on the Town-owned Waugan Road. Its last sufficiency rating listed it at 46, with advanced deterioration of the substructure. The rate of deterioration is abnormal as the bridge itself is less than 50 years old. As identified by MDOT, this is likely due to substandard conditions when built and high traffic volume (Waugan Bridge possesses a single lane but serves a two-lane road). Additionally, the underlying soils in the

[56] For addition information, see Maine Department of Transportation's Asset Mapping Tool: <https://www.maine.gov/mdot/about/assets/search/>

area contain soft clays that can settle on the bridge and cause further deterioration of pavement.⁵⁷

Also of note is Bailey Flat Bridge, where the culverts underneath the structure have sustained significant damage. This is possibly due to the abrupt angle at which Mud Mills Stream crosses the bridge, which can hinder water movement during flood events, leaving the structure more vulnerable to erosion.⁵⁷ Similar to Waugan Bridge, the structure degraded unusually fast; while Bailey Flat Bridge is older than Waugan, its sufficiency rating fell from 83 to 52 in the span of a few years. Replacement of both Waugan Bridge and Bailey Flat Bridge are anticipated as part of the MDOT's current work plan, with replacement slated to be performed between 2024-2025.



[57] Source: Maine DOT, <https://storymaps.arcgis.com/stories/91fc599100a548d29f8c7b94d29880ad>

Traffic & Crash Information

Historic traffic count data is recorded and provided by MDOT for a number of public roads in Monmouth and is available on the map on the following page. Traffic counts are expressed in Average Annual Daily Traffic (AADT), which is the average number of vehicles to pass over a counting point in a day. It does not differentiate between cars and trucks. AADT can show both traffic volumes and the direction of vehicles, allowing observation of trends in traffic over time.

The most heavily used public road is Route 202, with average trips peaking at 7,000 trips along the northern portion of the road leading to Winthrop. The other busiest roads counted an average estimate of around 3,000 trips a day in two locations: Route 126 leading from Wales into Litchfield, and a portion of Main Street intersecting with Pleasant.

Many of these numbers were recorded in 2021, when the pandemic still significantly affected all conditions such as daily traffic. It is possible that as Monmouth returns to pre-pandemic conditions, traffic counts will return to or exceed the 2014 trip volumes. Whether looking at pre- or post-pandemic data, Route 202 remains the busiest road in Monmouth, with trips rising closer to the Winthrop Town line. This is likely driven by a number of motorists commuting to Augusta each day for work or services.

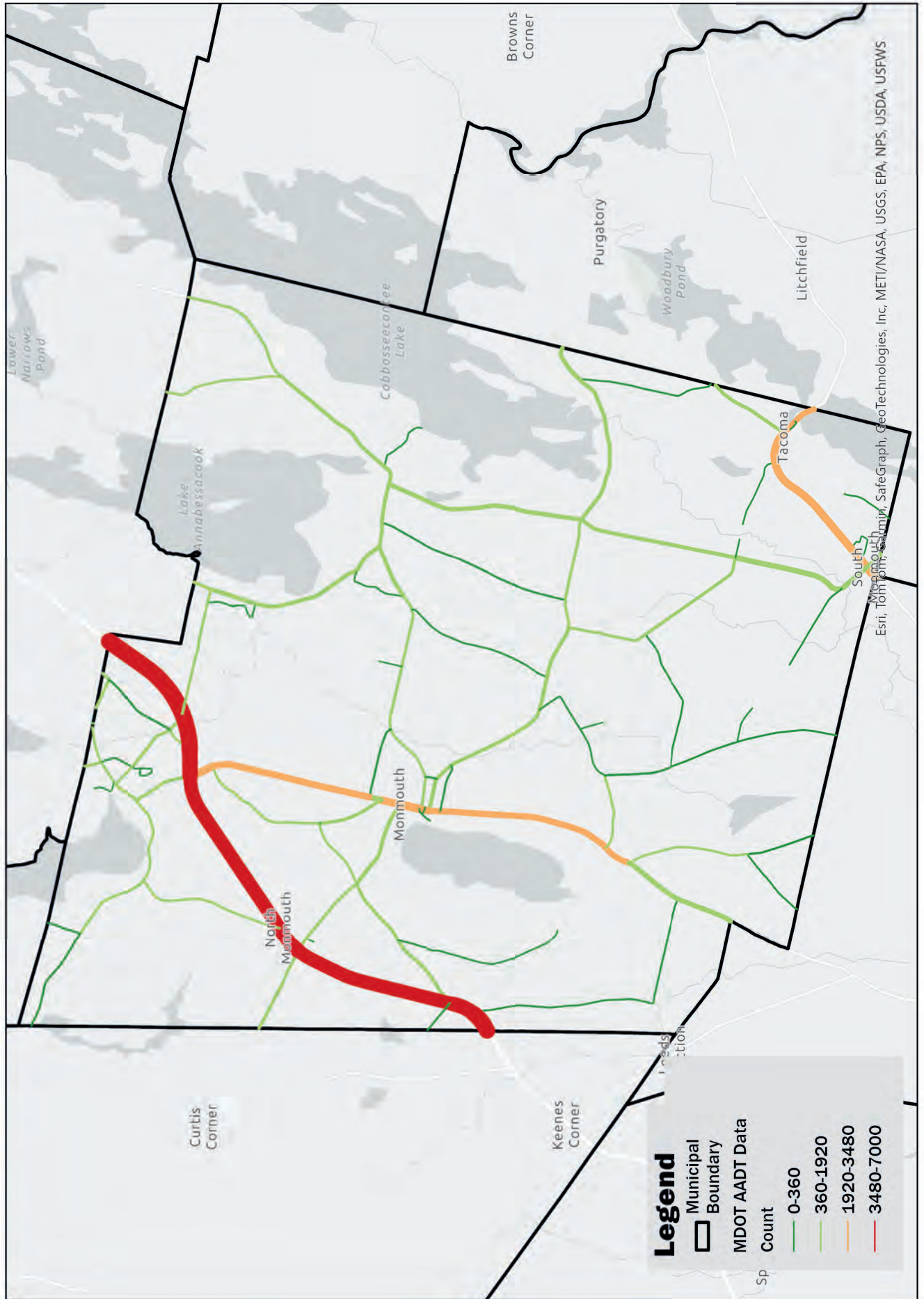
[58] Maine Department of Transportation Public Crash Query Tool: <https://mdotapps.maine.gov/mainecrashpublic/PublicQueryHCL>

MDOT tracks accident data on the highway system, which it uses to identify high crash locations in every community. The DOT defines a high crash location as a roadway intersection or segment which experiences 8 or more accidents in a 3-year period. The intersection of Blaisdell Road and Main Street with Route 202 was identified as the highest crash intersection between 2021-2023, with 13 reported collisions and 6 injuries. The only other high crash location was along the intersection of Sanborn and South Monmouth Road along Cobbosseecontee Road, with 9 crashes and 1 injury. No high crash areas resulted in fatalities in the 2021-2023 period.⁵⁸

One previously noted high crash area was the intersection of Route 202 and 132, which was identified as far back as the 1991 comprehensive plan as a local problem area. In addition to adding a yellow flashing warning light, an MDOT analysis recommended adding a left-only turn lane, widening pavement along the ROW, and clearing vegetation to improve sight lines. The area was not indicated as a high-crash area in the 2021-2023 period, and has not been since 2016.

There is one other high crash location identified in town: the intersection of Route 202 with Blue and Bog Road. There have been 19 crashes at this intersection between 2013 and 2018, and the area was designated as a high crash area from 2020-2023. The problem here appears to be visibility; an analysis by MDOT recommended changes to intersection controls (paint and signs) to allow cars to come further out towards 202 for better sight lines.

Average Annual Daily Traffic (AADT) Counts



Road Standards

A majority of serious crashes can be attributed to vehicles entering and exiting the road at intersections and driveways. MDOT has an active program for controlling the number, location, and design of driveways onto state roads, and Monmouth has adopted a local version of those standards in their Comprehensive Development Ordinance. All new development is required to abide by these standards, which should provide safer entering and exiting the roads.

Monmouth's Street and Road Ordinance sets the standards for all streets and is meant to ensure any roadway is safe and well-constructed.⁵⁹ Design standards listed in the Ordinance include minimum right-of-way width, drainage standards for stormwater management, erosion control methods, and timelines for stabilization of roads. This Ordinance applies to new public town rights-of-way and all proposed private streets, whether or not they are part of a subdivision. The Ordinance also lays out standards for proposed modifications and improvements of existing roads. The voters at Town Meeting are provided evidence of proper road construction before they vote to accept or reject it.

Performance guarantees are required for new streets, including a certified check providing assets or a verifiable letter of credit from a bank or reputable lending institution. While not required, the Planning Board may also require a

guarantee for a proposed subdivision or site plan. Such a guarantee provides a Town with enough assets held as collateral so that they may reasonably complete any proposed ROW or street improvements in the instance that a private developer is unable to complete required improvements. After being created or paved, streets have a 5-year moratorium on any utility installation. Where pavement cuts are made the entire rebuilding may be requested of the responsible party and a sharing of the costs negotiated.⁵⁹

Additionally, The Town's Subdivision Ordinance requires that proposed dead-end streets end in a cul-de-sac. The Ordinance has verbiage requiring new streets make provisions for the connection to adjoining lots "where conditions allow."

[59] Per the Town's Street and Road Ordinance, adopted May 1996.

Parking

Parking Requirements

Monmouth's Comprehensive Development Ordinance provides standards for quantity and design of off-street parking based on the size and use of development. This includes requiring sidewalks along road frontage when development is proposed on streets that are currently served or are adjacent to sidewalks. Ordinance standards apply to all new and expanded development and changes of use; however, in Monmouth Center and North Monmouth, the planning board is authorized to modify standards for existing structures.

Identified Parking Issues

The 2018 Downtown Parking Plan provides additional detail regarding the existing parking supply in the village. On-street parking is available, though stalls are not individually delineated. There are roughly 118 spaces available, based on 22 feet per space. On individual properties (both public and private), there are 228 parking spaces, including 35 at the town beach lot and a number of businesses with just enough parking for employees.

Based on the standards of Monmouth's Comprehensive Development Ordinance, at full capacity, the downtown commercial and institutional uses would require 260 parking spaces (this does not include the church, for which there are no requirements). That means the village area contains sufficient spaces to meet

its anticipated maximum occupancy, although the spaces may not be located within easy access to the desired destination.

The chief source of parking use in Monmouth Center is Cumston Hall, particularly on performance days. The 2018 Downtown Parking Plan proposed an expansion to the parking lot for Cumston Hall, or a shuttle service to allow temporary theater parking at the beach and Town Office lots. Another recommendation to meet parking demand identified was to provide alternative methods of traveling through the village by expanding sidewalks, bike lanes, and street crossings to encourage safe pedestrian movement. As mentioned below, Monmouth's Comprehensive Development Ordinance grants the Planning Board the authority to modify certain standards for existing structures, such as parking and sidewalk requirements.



Barriers & Opportunities

Pollution

As discussed in the Natural Resources Chapter, reliance on private transportation systems can degrade habitats. Expansion of private roads can fragment critical habitats, create sources of pollution as rainwater carries salt and heavy metals into nearby waterways, and emit noise pollution which disturbs migrating birds. Fragmentation of habitats such as deer wintering areas also creates safety risks for both motorists and animals, who become more susceptible to collisions. There are several stream crossings, which have the potential to bring wildlife up onto the road, but none have been noted as problem areas.

Existing camp roads have long been a runoff issue. The Cobbossee Watershed District and Friends of Cobbossee Watershed have established educational programs and restoration efforts to alleviate runoff from these and other sources.

Safety & Reliance on Private Vehicles

Post-pandemic, the risk of vehicle collisions will rise with increasing traffic counts. This makes pedestrians even more vulnerable, as residents will still walk and bike in Town despite a lack of safe pathways along the roads. By providing pedestrian connectivity between neighborhoods, the Town can improve resident safety even if traffic counts continue to rise.

The lack of public transportation makes residents reliant on cars to get to work or reach services that only exist outside of Town. Low-income households, or residents who do not possess a car, have to rely on inconsistent ride-share services or expensive private alternatives to get around. Pursuing even partial transportation alternatives can ensure a more equitable transportation system for all residents. This would likely require regional coordination and cooperation between other rural towns in the area.

Improving Maintenance

A continuing issue for the Town is its maintenance of local roads. Though the Town has a capital improvement plan (updated during the annual budget cycle), regular maintenance is currently underfunded and could lead to increased costs in the future. Returning to its program of re-paving local roads every seven years will have higher up-front costs but will save the Town money in the long run and avoid the need to take out costly bonds for emergency repairs.

Both arterials in Monmouth are classified as “retrograde,” meaning they have higher-than-average driveway-related crash rates. Arterial roads are the most essential routes connecting Monmouth to nearby communities and services, made even more critical by the Town’s lack of transportation alternatives. This makes the

preservation of the safety and traffic carrying capacity of Routes 9 and 202 an issue of regional importance. As the largest generator of traffic in the Town, efforts to improve safety along Route 202 may also improve safety along the rest of the transportation network.

The abnormally rapid rate of bridge deterioration, especially at Waugan Road Bridge, implies infrastructure should be maintained more frequently to ensure safety standards are maintained. Because storms are increasing in both frequency and intensity, unimproved public roads are more vulnerable to being washed out. Increased precipitation can increase the rate at which bridges and riverbanks erode, especially when coupled with higher annual rates of snowmelt. While Monmouth does not directly sit along the rivers that experienced simultaneous hundred-year floods in the December 2023 state-wide storm event, any infrastructure along bodies of water can be susceptible to stronger storms and more intense flooding.

Public Facilities & Services

Overview

The growth of a community is based on the provision of public services, programs, and facilities. A healthy community can rely on a broad range of efficiently provided public services. Public services range from public works and roadway maintenance to utilities like electric water and sewer to recreation programs to police and fire protection. Primarily, these services are provided by the municipality and paid for by taxes, but there are many variations and options for where to get and how to fund services. In recent years, more services are being provided by regional groups to provide more “bang for the buck.”

General Government

Monmouth’s is a traditional Town Meeting-Selectboard-Town Manager form of government, where the Town Manager is the chief executive official, with a five member Selectboard and a legislative town meeting. Under recent changes, the budgetary part of town meeting and all voting is done by ballot vote rather than in open meeting.

The Town Manager is assisted by staff members who engage in the everyday



administration of the town and its services. The Town’s staff is currently comprised of a shared Town Clerk/Tax Collector, a Treasurer, a part-time Code Enforcement Officer, a part-time Assessor, and an administrative assistant. The offices of the town are located in the Monmouth Town Office, a modern building just north of Monmouth Center.

The range of public services offered by the Town is such that no small group of officials could manage them all. In addition to the Select Board, School Board, Planning Board, and Board of Appeals, Monmouth citizens can participate on a variety of volunteer boards and committees that are advisory in nature, providing recommendations to the Select Board and Town staff.

Public Safety

Monmouth provides comprehensive public safety and health services, including local police, fire protection, and emergency services. The Town also engages in regional planning for emergency dispatch (Kennebec County), hazard mitigation and disaster response.

Police

The Monmouth Police Department consists of a chief, a lieutenant, three full-time officers, and three reserve officers. The Department also has an animal control officer and an administrative assistant. Staffing is currently considered to be adequate to carry out the services described below.

The Police Department provides 24-hour coverage seven days a week, responding to a total of 4,039 service calls in 2023 with an average response time of approximately 7 minutes.⁶⁰ The majority of work that the Police Department undertakes is related to traffic control (general traffic stops for speeding and other traffic offenses), as well as assisting surrounding agencies and responding to citizen calls. The Department also carries out several community service programs, including school programs. The FY2024 budget for police service is roughly \$450,000 (not including the Town's share of Kennebec County Sheriff services).

[60] Monmouth Police Department Annual Reports.

[61] Per conversation with the Police Chief as part of plan drafting.

Like all town departments, cruisers and other capital improvements for the police force are included in the Town's Capital Improvements Program. The Police Station is centrally located in Monmouth Center and is in need of improvement. There is not enough space to address evidence storage and weapons storage based on current state laws. Some equipment is also in need of upgrading after going many years without upgrades.⁶¹

Fire

The Monmouth Fire Department operates on a budget of approximately \$130,000 per year. The Department consists of roughly 50 volunteers (including members, juniors, and the auxiliary group). The Fire Chief, Assistant Chiefs, training officer, clerk, and company officers all receive yearly stipends for their service. Department members receive an hourly wage for their service.

The Department operates out of a three-bay station in Monmouth Center, built in 1962, and a single-bay station in North Monmouth. Both facilities are somewhat undersized for the modern vehicles and technology that is standard today. The Department's vehicle and equipment needs are met through the Town's Capital Improvements Program, though the Town was the recipient of federal grants to upgrade equipment and gear.



The Department currently operates two 2016 Ferrara Cinder Fire Engines (Engine 81 and Engine 83), a 2011 Ferrara (Engine 86), and a 2005 Sterling Arcterra (Tank 85).

The Department responds to an average of 100 calls per year, a large percentage of which are car accidents. The number of calls has been increasing gradually over the years.

The availability of water in the areas served by the public water system is generally not an issue. Tankers are available for rural areas, where there are also scattered water sources. The largest single hazard in town is the Tex-Tech plant. Tex-Tech uses its own reservoir for water needs but needs to make improvements for fire protection.

Emergency Response

From its inception in 1979 until late 2013, Monmouth was served by the Monmouth Rescue Association, a private nonprofit (partially funded by the Town) that provided emergency medical service and transport to the area. Citing sporadic and dwindling service calls, the Association ceased its operations in 2013.

The Town now contracts emergency response service through Winthrop Ambulance Service. Along with Monmouth, Winthrop Ambulance serves the towns of Winthrop, Readfield, Wayne, Mt. Vernon, Fayette, and Manchester. Monmouth pays roughly \$40,000 per year for Winthrop Ambulance's service.

Winthrop Ambulance responds to calls 24 hours a day, 7 days a week, and has a full-time staff of six. The service also has a part-time staff of approximately 40. It currently operates out of the old Winthrop Health Center on Old Western Avenue in Winthrop, approximately 5 miles from Monmouth Center. The service station is state of the art and has enough room for 3 crews to live and work in the station simultaneously. The Town is required to participate in the development of a hazard mitigation plan, consistent with federal, state, and county guidelines.

Public Works

The Public Works Department is responsible for maintenance of local roads and other town facilities, operation of the solid waste system, and issuance of driveway permits onto local roads. The Department is located in the highway garage, located on Academy Road just north of Monmouth Center. This garage was built in 1963, with approximately 3,000 square feet with room for four trucks. An 1,800 square foot addition for a fifth bay and staff workspace was approved at the 2005 Town Meeting. The Public Works Director is assisted by full- and part-time crew.

Road Maintenance

The Public Works Department is responsible for maintaining the 59 miles of town ways, including plowing, summer maintenance and road improvement projects. Each year, the Department takes on several miles of hot top overlay, reconstruction, and culvert replacements. The total annual budget for both summer and winter operations of the Public Works Department is approximately \$711,000 (in FY2024). Yearly expenditures on road resurfacing are about \$200,000, plus special projects which come out of the Capital Improvements Fund. About 2/3 of summer maintenance and almost all of winter maintenance is funded by the local excise tax, with additional funding coming from Maine DOT. (Capital improvements are funded by separate appropriation.) Additional information on the local road system may be found in the Transportation chapter.

The Town owns a variety of highway maintenance equipment and does much of its own maintenance. Equipment is scheduled for replacement on a 10 to 15-year rotation, funded by the Capital Improvements Reserve. Though there is some concern over both the rate of replacement and the size of new equipment, the system is working well for the present.

Solid Waste

Monmouth operates its own transfer station, located on Route 135 east of Monmouth Center. The transfer station also serves the Town of Wales. In FY2024, Wales paid approximately \$120,000 of the total operating costs of about \$381,000 per year. The major expenses in the operation of the transfer station are the tipping fee and the costs to transport collected materials. The Town is a member of Maine Water to Energy and its waste-to-energy facility in Auburn. As members, the Town enjoys a reduced tipping fee.

The Town encourages recycling by offering single-sort recycling at the transfer station. The recycling program is operated in conjunction with ecomaine, a large-scale recycling service operated out of Portland.

The transfer station and recycling center are well-staffed, with regular hours and no known issues.

Water & Sewer

Water

The Monmouth Water Association (MWA) is a private entity serving approximately 200 customers in the town. It was initially formed in the 1960's in response to groundwater pollution problems in Monmouth Center. It has now expanded and serves a broader area (shown on the map below). Water supply and quality are not an issue in the service area. The water system does not, however, extend into North Monmouth. The town's largest industrial water user, Tex-Tech Industries, uses its own surface water supply for industrial and fire protection purposes.

The initial supply for the MWA system was a series of bedrock wells north of the village. In the late 1990's, the Association began to experience supply problems and decreasing yields. Tests showed high levels of Arsenic. After an unsuccessful search for alternate sources of water near the village, the Association agreed to purchase and pipe water from the Winthrop Utility District (WUD). The District has agreed to supply up to 150,000 gallons per day of water (more than twice Monmouth's current daily usage) through a supply line running down Route 202. The WUD supply is treated surface water.

As a private association, the MWA has limited planning and expansion capability, and limited eligibility for grants. The prospect of merging it with the Monmouth

Sanitary District to form a public entity has been discussed, as has the possibility of forming a regional district including Augusta.

The most likely areas for extension of the water system include North Monmouth and along Blue Road and Academy Road north of the Center. Both areas could enjoy greater development opportunities if served by public water.

Sewer

The Monmouth Sanitary District (MSD) was organized in 1971 and began operations in 1976. It is part of a regional system, including Winthrop and Manchester, which pumps its waste via a trunkline to the Augusta treatment plant. Sewer is available in Monmouth Center and North Monmouth, as shown on the map below.

Monmouth is allocated 21% of the trunkline capacity, which is roughly 540,000 gallons per day. In 2018, Monmouth contributed 118,000 gallons of wastewater per day, just 22% of its allocated capacity. Monmouth's pipes, especially in the Center area, would actually benefit from increased flow rates.

The sewer system serves approximately 1/3 of the households and more than half the businesses in Monmouth. The service area is larger than the water system, and includes much of North Monmouth, including Tex-Tech. Tex-Tech was once

the largest user of the public sewer system, accounting for roughly 50% of the total yearly wastewater flow in Monmouth. However, in 2018, Tex-Tech accounted for just 9% of Monmouth's wastewater contribution. As a result of Tex-Tech's declining use of the sewer system (and associated decline in revenue), costs of the sewer district are being absorbed by residents. This issue is expected to worsen.

MSD is responsible for the system of collector sewers in town as well as three pump stations. MSD is also liable for a percentage of any capital costs on the trunkline to the Augusta treatment plant.

Current issues for the MSD include the age of the facilities and low flows from Monmouth Center. Much of the system is over 30 years old; several of the pumps will need replacement soon. Low flows from Monmouth Center have created anaerobic conditions in the pipes and must be addressed by expensive chemical treatment.

The Town requires new development within 200 feet of an existing sewer line to connect to the system but there is currently no systematic plan for expansion of the collectors.

Septic Systems

Monmouth's private septic system rules follow the State of Maine Subsurface Wastewater Disposal Rules and the State Plumbing Code. Septic systems must receive a permit through the Local

Plumbing Inspector. Domestic septic tank waste is removed by private haulers at the sole cost of the property owner.

Additional information on septic systems, including the location of overboard discharges in the community, is provided in the Natural & Water Resources section of this Plan.

Stormwater Management

Stormwater in Monmouth is typically managed by the roadway crown directing water to vegetated ditches adjacent to the roadway, where the ditches will then convey water to a downstream outlet. Storm drains are only available on portions of Main Street and Route 202. Otherwise, stormwater is conveyed directly to waterways and streams.

The impacts of future development on the stormwater system primarily depend on where future growth occurs in the community. Redevelopment of existing, in-town sites can reduce impervious surface coverage and integrate new green infrastructure and low impact development features. These design strategies can mitigate runoff from buildings and parking lots and improve water quality. On the other hand, development of undeveloped or rural sites will increase local runoff and decrease water quality, even if green infrastructure and low impact development strategies are employed.

Sewer & Water Line Locations



Education

In July of 2009, Monmouth joined the Kennebec Intra-District Schools (KIDS) Regional School Unit (RSU) 2, which joined Monmouth with the communities of Hallowell, Richmond, Dresden, and Farmingdale.

In Monmouth, RSU2 currently consists of Cottrell Elementary School, Monmouth Middle School, and Monmouth Academy. Monmouth is currently building a facility that will house both elementary and middle school students and exploring a reuse development plan for the Cottrell Elementary School and Monmouth Middle School.

Overall, the quality of the facilities (when considering the new school) and the instruction is very high. Monmouth has been recognized as a top-tier school system through various state measures of educational quality. Many Monmouth residents have indicated that the quality of the school system was a factor in their decision to live in this community.

In the 2022-2023 school year (the most recent year for which full data is available), system wide enrollment for RSU 2 was 1,898 students. Monmouth currently has 397 students at Monmouth Memorial School (serving Pre-K through 8th grade), and 191 students in Monmouth Academy. ⁶²

[62] Source: Maine Department of Education annual student enrollment data.

Total enrollment for Monmouth schools is just 588 students, a 16% decrease from even 2014 enrollment and a nearly 25% decrease since the year 2000. As noted in the Population & Demographics section of this Plan, this number is anticipated to continue to decline.

Monmouth's school system functions as an integral part of the community. Schools are used regularly for community meetings and functions, and school grounds are used for recreation. The school complex is located very close to Monmouth Center, and new sidewalk connections on Academy Hill Road to Monmouth Center make walking to school easier.



The schools are in an area that would be suitable for more intensive development; however, proximity to a school without good pedestrian or bicycle access is not a big consideration as nearly all students are currently bussed to school.

The current bus schedule includes 6 routes. Bus 78 operates a route on the western side of Cochnewagon Lake. Bus 88 operates a route around Monmouth Center. Bus 87 operates a route around South Monmouth. Bus 75 operates a route in North Monmouth. Bus 79 operates a route from North Monmouth to an area around the Bog Road. Bus 77 operates a route that starts in South Monmouth and bisects Monmouth on its way to the schools.

While students who live across town from the schools may create a few more bus miles, directing development nearer to the schools is not likely to result in a significant reduction of needs for buses or labor.

[63] Source:
<https://broadbandmap.fcc.gov/location-summary/fixed>

Telecommunications & Energy

In today's world, electricity and connection to the internet are of the utmost importance in ensuring that people can effectively do their jobs, complete schoolwork, and communicate with each other. Luckily, Monmouth is well suited in this regard.

Internet

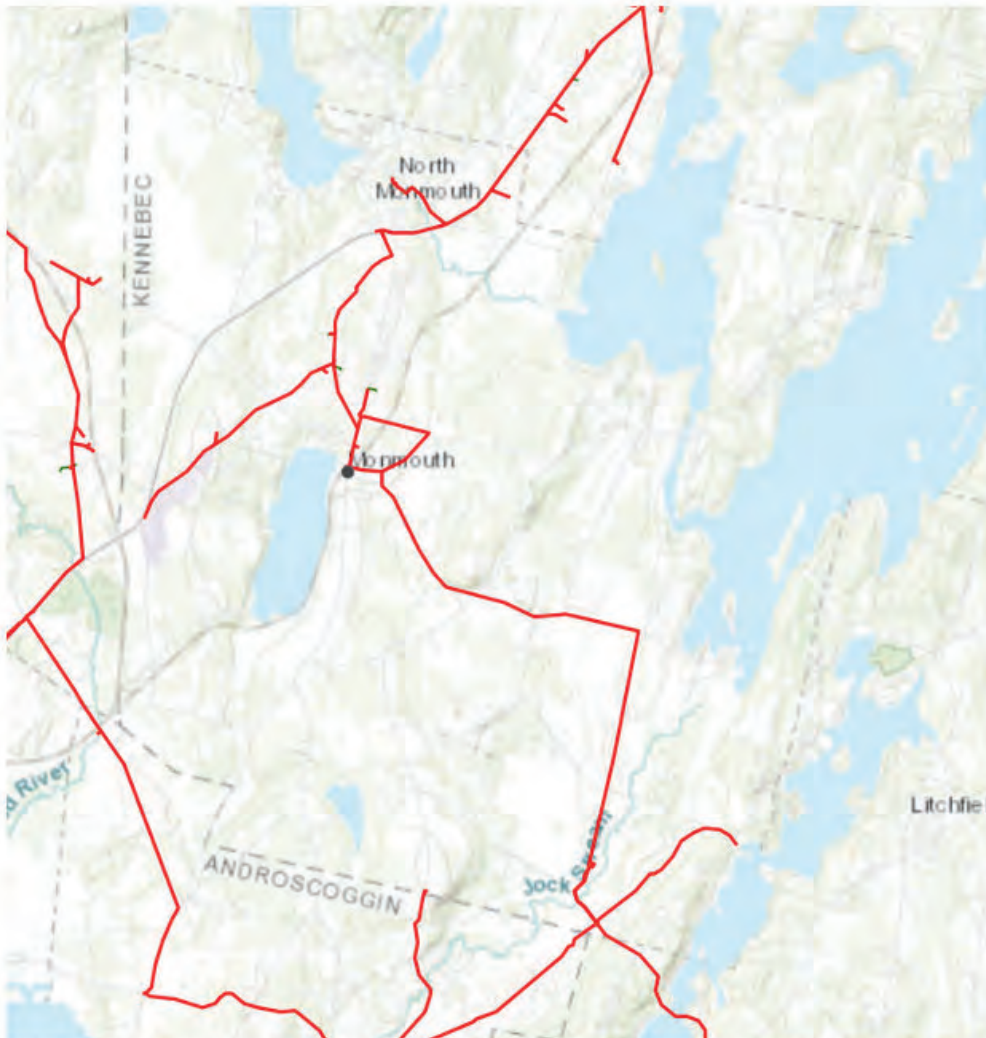
Many households require 100 Mbps service to support multiple devices streaming simultaneously (such as if two family members are both on remote video calls). Using this definition of minimum high-speed broadband, households in Monmouth are well-served by internet providers.⁶³

Electric

In deciding where commercial areas should be located in the community, a powerful driver is the availability of three-phase power. In electricity, the phase refers to the distribution of a load (either across one or three wires). One key difference between single-phase vs. three-phase is that a three-phase power supply better accommodates higher loads. Single-phase power supplies are most commonly used in residential homes (when typical loads are lighting or heating). Three-phase power is better for commercial or industrial facilities and higher density residential development, all of which require more electricity.

One other important difference between three-phase power versus single phase power is the consistency of the delivery of electricity. Because of the peaks and dips in voltage, a single-phase power supply simply does not offer the same consistency as a three-phase power supply. A three-phase power supply delivers power at a consistent rate.

Three-phase power is available in Monmouth Center and along many of the major roadways, as shown on the map below.



Source: Central Maine Power. The location of three-phase circuits is shown in red.

Healthcare & Social Services

There is one healthcare provider in Monmouth: DFD Russell Medical Center, located on Academy Road. They are a primary care provider serving a variety of populations and needs. Otherwise, Monmouth residents travel to surrounding communities for care (such as Central Maine Medical Center in Lewiston or MaineGeneral Health in Augusta).

Regional Coordination

As noted above, many public services in Monmouth are provided through partnerships with neighboring communities (e.g. sharing the costs of a transfer station with the Town of Wales) or organizations made up of representatives from several communities (e.g. Winthrop Ambulance). This regional approach allows the Town to reduce costs and improve services, since it likely would not be able to provide the same level of service alone.

Regional Coordination is discussed further on page 51 of this Plan.



Barriers & Opportunities

As noted in the Population and Demographics section of this Plan, the population is projected to stay approximately steady, but demographics are expected to continue shifting. First, additional housing units will likely be required in order to serve a population that is trending towards living alone or in pairs rather than in large, single-family homes. Second, Monmouth's population is projected to skew older in 2035, with the largest growth happening in the 50–79-year-old cohorts.

The ability of public services to meet projected changes in population and demographics will depend on where future development is located. Water and sewer capacity is more than adequate to accommodate needed changes in household size (namely, the need for additional, smaller housing units) within the areas where these services are available.

Changes in emergency response might be necessary to accommodate the varying needs of an aging population, potentially necessitating the need for increased staffing levels at Winthrop Ambulance to respond to an increase in call volume.

Other changes in municipal services, namely the types of recreation amenities offered, may also be necessary in the long term. For example, the Recreation Department may need to cater more towards recreation programs for older

adults rather than children.

Regional coordination will likely continue to play a role in Monmouth, and the Town should seek to collaborate even further with neighboring communities. For example, as referenced in the Existing Land Use section, the Town may need to bring on the services of a professional planner in order to assist the Planning Board in their review of projects and work on ordinance amendments. Many communities across the state have worked together to hire the services of a planner, creating a full-time position that is partially funded by both communities in order to be more competitive in a tight job market.

Fiscal Capacity

Overview

Community facilities and services, with some exceptions, are dependent on municipal revenues. The quality of services depends on a town's capacity to support them monetarily (such as through taxes and other revenues). As costs increase because of inflation or the provision of higher service levels, revenues must go up accordingly. "Fiscal capacity" is our ability to do this without serious financial impact.

Monmouth, like most municipalities throughout the state, possesses only a few revenue sources with a significant majority of revenue coming from property taxes. In both FY2023 and FY2024, property tax accounted for nearly 80% of the total revenue source. This follows trends from previous years as well. It is important to note that Monmouth is aware of this reliance on property taxes and conscious about identifying other sources of revenue. Although property taxes will likely remain as the primary source of revenue into the future, alternative sources of revenue (such as development review fees and excise taxes) are growing steadily.

A concerted effort by elected officials and Town employees has been made to control expenses. Education costs remain

the town's largest expense, followed by public works and general town government expenses (expenses related to operation of the town office and municipal governance). These expenses will remain a priority. Cost increases in products and materials due to inflation and supply chain disruption following the COVID-19, as well as labor issues (including labor supply and wage demands) are likely to present challenges for town budgeting going forward.

	FY2022 ACTUAL	FY2023 ACTUAL	FY2024 BUDGETED
PROPERTY TAXES	\$7,652,874	\$8,123,283	\$8,668,446
EXCISE TAXES	\$692,838	\$598,386	\$657,500
LICENSES, PERMITS, FEES	\$64,270	\$37,792	\$56,175
INTERGOVERNMENTAL	\$425,811	\$1,034,961	\$1,141,825
CHARGES FOR SERVICES	\$191,527	\$203,207	\$218,250
OTHER REVENUES	\$191,978	\$97,044	\$52,500
OTHER FINANCING SOURCES	\$6,000	\$45,225	\$85,000
TOTAL REVENUE	\$9,225,298	\$10,139,898	\$10,879,696

Figure 1. Revenue Sources by Fiscal Year. Source: Monmouth Town Budget(s).

Community Revenues & Expenditures

A municipality's budget includes its plans for spending and how it anticipates funding those plans. These plans are based on government-wide, departmental, programmatic, and community needs and goals. By putting money behind promises and commitments (or choosing not to do so!), adopted budgets reveal the priorities of the municipality.

As noted, property taxes accounted for around 80% of the total revenue for Monmouth in FY2024. State revenue sharing made up for about 6.4%, with excise tax and grants making up the majority of other sources of revenue.

As shown on the chart below, the Town's highest spending category is consistently education (part of "town-wide" expenditures, which also includes capital improvements, employee benefits, and other "fixed" expenses outside of the Town's direct control), followed by public works. These are also regional priorities and are expected to remain priorities into the future.

	FY2022 ACTUAL	FY2023 ACTUAL	FY2024 BUDGETED
GENERAL GOVERNMENT	\$468,879	\$410,811	\$652,863
PUBLIC SAFETY	\$658,232	\$598,999	\$867,987
PUBLIC WORKS	\$929,739	\$924,585	\$1,108,661
CULTURE / RECREATION	\$213,438	\$202,096	\$328,848
COMMUNITY SERVICES	\$24,421	\$26,692	\$59,212
TOWN WIDE (EDUCATION, EMPLOYEE BENEFITS)	\$7,097,288	\$7,016,326	\$8,057,940
RESERVES	\$ -	\$ -	\$204,185
TOTAL EXPENSES	\$9,391,997	\$9,179,509	\$11,279,696

Figure 2. Expenses by Category. Source: Monmouth Town Budget(s).

The Town leverages its resources by participating in regional cooperation for better services. The Town receives \$120,000 per year from Wales through a cost-sharing agreement for the solid waste facility. The Town also participates in regional dispatching of emergency services. The Sanitary District also saves ratepayers by being part of a regional utility.

Revenue Capacity & Tax Rates

Since FY2020, the average property tax mil rates in Monmouth have been hovering at about \$18.56. As shown on Figure 3 (below) there was a steady increase from FY2020 until FY2023, when the mil rate peaked at \$19.50. For context, this same year, the average mil rate in Kennebec County was \$16.66.⁶⁴ In FY2024 (the most recent year for which finalized data is available), the mil rate decreased to about the average for Monmouth, landing at \$18.73 that year.

	FY2020 (2019-2020)	FY2021 (2020-2021)	FY2022 (2021-2022)	FY2023 (2022-2023)	FY2024 (2023-2024)
STATE VALUATION	\$418,450,000	\$445,250,000	\$452,450,000	\$489,550,000	\$551,750,000
TOWN TAXABLE VALUATION	\$407,160,860	\$403,832,610	\$406,111,280	\$416,620,200	\$481,113,000
MIL RATE	\$17.65	\$18.15	\$18.80	\$19.50	\$18.73
NET ASSESS.	\$7,186,389	\$7,329,562	\$7,634,892	\$8,124,094	\$8,668,446

Figure 3. Local Tax Information Changes. Source: Maine Revenue Services Municipal Valuation Return Statistical Summary; Monmouth Town Budget(s).

Debt Capacity & Capital Investments

Monmouth has typically taken a conservative approach to funding capital investments, doing so through annual cash reserves instead of significant borrowing. This has helped the community maintain a strong fiscal position in the past.

Most future capital investments will continue to be funded with cash, but judicious borrowing will also be employed.

Monmouth has significant borrowing capacity in relation to Maine's statutory limits on municipal borrowing, as shown on the chart below.

OUTSTANDING BONDS	% STATE ASSESSED VALUE (\$692,150,000 AS OF 2024)	ALLOWABLE AMOUNT ²	Margin
\$3,362,199	0.49%	\$102,822,500	\$99,460,301

Figure 4. Source: Monmouth Town Budget(s).

Grants and TIF funds will also continue to be an important component of capital funding into the future.

[64] Per Maine Revenue Services Municipal Valuation Return Statistical Summary.

Downtown TIF

The Downtown Tax Increment Financing (TIF) District account is a special revenue fund that accounts for the revenues and expenditures related to economic development and historic revitalization in the Downtown Monmouth Area. Approved in 2013, the Downtown TIF District boundaries encapsulate roughly 318 acres, including the Central Maine Power Company property in South Monmouth and various properties immediately adjacent to Main Street. In 2016, Monmouth voters approved an addition of 5 lots (~100 acres) to the district.

TIFs allow municipalities to collect funds for certain designated infrastructure, economic development, and downtown revitalization projects. The Town captures as TIF revenues up to 50% of the increased assessed value (taxable real property and taxable personal property) over the original assessed value of the District and retains the tax revenues generated by the captured assessed value for designated economic development purposes as outlined in the approved Development Program. This also includes Credit Enhancement Agreements approved by the Select Board after a duly noticed public hearing (of which there is currently one).



Barriers & Opportunities

Sustaining the Town's fiscal health requires that there are adequate fiscal resources needed to provide services at a level consistent with community expectations. To that end, the Town must be persistent in pursuing new or enhanced revenue resources and continue to explore more efficient use of existing resources. This does not necessarily mean increases in property tax rates. Strategic growth and economic development can bolster the tax base without increasing the tax rate.

Related, the Town may wish to explore implementing a payment-in-lieu-of-taxes (PILOT) policy to recover some support for important and relevant municipal services (e.g. roads and public safety) that support the exempt tax base.

The Public Facilities section of this plan provides more information about some capital investments and infrastructure upgrades needed to maintain the level of service that the community has come to expect and keep current with state and federal laws. Addressing deferred maintenance and the capital replacement needs of existing municipal facilities requires a strategic approach. Planning for the maintenance of existing buildings and facilities can be targeted to support and encourage new investment and development in areas adjacent to those facilities. Strategic investment in capital improvements will provide the foundation for private investment and growth in

certain areas of the community. Long-term planning will be crucial in maintaining the fiscal health of the community.

Appendix

Table 1: Water Body Inventory

Note: The State has four classes for freshwater rivers and streams (AA, A, B, C), three classes for marine and estuarine waters (SA, SB, SC), and one class for lakes and ponds (GPA). Water body classification should be viewed as a hierarchy of risk, more than one of use or quality (the major risk being the possibility of a breakdown of the ecosystem and loss of use due to either natural or human-caused events). Classes AA, GPA and SA waters involve little risk since activities such as waste discharge and impoundment are expressly prohibited. Class A waters allow impoundments and very restricted discharges, so the risk of degradation, while quite small, does increase since there is some small human intervention in the maintenance of the ecosystem. Classes B and SB have fewer restrictions on activities but still maintain high water quality criteria. Finally, Classes C and SC have the least restrictions on use and the lowest (but not low) water quality criteria. Classes C and SC waters are still of good quality, but the margin for error before significant degradation might occur in these waters in the event of an additional environmental or human-made stress being introduced (such as a spill or a drought) is the smallest.

For water bodies whose borders cross multiple Towns, the table below only includes resources within the boundaries of the Town of Monmouth.

Ponds	Ecological Value	Water Body Classification	Watershed threatened or impaired ¹	Identified threats to water quality	Documented threats or invasive species ^{2,3}
Annabessacook Lake	Warm water fishery Wetland/Riparian Habitat Endangered species habitat (Least Bittern)	Class GPA	Yes	Invasive species Algal blooms Development pressures	Variable Leaf Milfoil Black Swallow Wort
Cochnewagon Lake	Cold water fishery Warm water fishery Wetland/Riparian Buffer Endangered Species Habitat (Great Blue Heron)	Class GPA	Yes	Development pressures Sediment runoff Algal blooms	None

¹ Maine Department of Environmental Protection NPS Priority Watershed List:
https://www.maine.gov/dep/land/watershed/nps_priority_list/index.html

² Maine Natural Areas Program iMap Invasives database, available [here](#).

³ Aquatic Invasive Species program list prepared by the Friends of Cobbossee Watershed District:
<https://watershedfriends.com/programs/conservation/invasive-aquatic-species/>

Cobbosseecontee Lake	Cold water fishery Warm water fishery Wetland/Riparian Habitat Dismal Swamp Wetland Endangered Species Habitat (Least Bittern) (Eastern Ribbon Snake)	Class GPA	Threatened due to development sensitivity and sediment runoff	Invasive species Pollution and sediment runoff Development pressures	Euraian Water Milfoil Asiatic Bittersweet Autumn Olive Buckthorn Climbing Nightshade Colt's Foot European frog-bit Japanese Barberry Japanese Knotweed Multiflora Rose Purple Loosestrife Variable Leaf Milfoil
Wilson Pond	Coldwater fishery Warm water fishery	Class GPA	Yes	PFAS contamination Sediment and runoff	None
Sand & Woodbury Ponds	Warm water fishery Wetland/Riparian Habitat		Threatened due to development sensitivity	Development pressures Sediment runoff and erosion	None
Bonny Pond	Wetland/Riparian Habitat	Class GPA	No	N/A	None

Rivers, Streams & Bays	Ecological Value	Water Body Classification ⁴	Watershed threatened or impaired ⁵	Identified threats to water quality	Documented threats or invasive species ^{6,7}
Jock Stream	Wetland/Riparian habitats present Significant vernal pools (adjacent)	Class C	Yes	Development pressure Pollution and sediment runoff Significant damage from erosion	None
Wilson Stream	Wetland/Riparian Habitats	Class B	No	Pollution and sediment runoff Potential PFAS contamination	None
Bog Brook	Wetland/Riparian Habitats	Class B	No	Sediment runoff and pollution	None
Dilnow Brook	Wetland/Riparian Habitat	Class B	No	Sediment runoff and pollution	Identified directly east of the brook: Asiatic Bittersweet Autumn Olive Buckthorn European Privet Honeysuckle Shrub Japanese Barberry Multiflora Rose Norway Maple Purple Loosestrife
Jug Stream	Wetland/Riparian habitats	Class B	No	Pollution and sediment runoff	None

⁴ Lake Stewards of Maine database: <https://www.lakesofmaine.org/search-results.html?DoWhat=&l=&t=Monmouth&c=&z=&m=>

⁵ Maine Department of Environmental Protection NPS Priority Watershed List: https://www.maine.gov/dep/land/watershed/nps_priority_list/index.html

⁶ Maine Natural Areas Program iMap Invasives database, available [here](#).

⁷ Aquatic Invasive Species program list prepared by the Friends of Cobbossee Watershed District: <https://watershedfriends.com/programs/conservation/invasive-aquatic-species/>

Table 2: Public Access Water Bodies & Amenities

Name	Access	Fisheries	Annually stocked?
Cobbosseecontee Lake	Paved boat launch on Launch Road. Also includes 42 parking spaces and a picnic area.	Smallmouth bass Largemouth bass Brown trout	Yes (brown trout)
Cochnewagon Lake	Town-owned beach on Beach Road. Provides 54 parking spaces, a boat launch and paved ramp	White perch Pickerel Bass Brook trout Brown trout	Yes (brook trout and brown trout)
Wilson Pond	Boat launch and beach on the northern side of Wilson Pond Road. Dirt parking lot to provide access	Bass Perch Trout	Yes (brook trout and brown trout)
Annabessacook Lake	A hand-carry boat launch is provided through the Martin Hovey Dam on Sanborn Road. Fishing is permitted on the Dam and in the lake.	Bass Trout	No
Sand Pond	Access is provided by ramps on the adjacent Woodbury and Buker Ponds.	Bass Smelt Perch Pickerel Trout	Yes (brook trout and brown trout)

Table 3: Monmouth Planning Board Permits/Decisions Issued (2011 – February 2024)

Year	Subdivision	Site Review	Shoreland Zoning*
2011	Scalia Amendment	Willette	Reed
2012			Caron Holman
2013	Blaisdell Hill Amendment	DFD Russell Medical Center Plummer	Crawford Davis Field Stanley Minkowsky
2014	Pine Hill Acres Amendment		Lockhart/Arps
2015	Painter Acres Estates		Crocker/Williams
2016		Monmouth Beach Park*	Mosher Nadeau Hill
2017			Champoux McKee Tacoma CMS LLC
2018		Main Street Property Development CMP Group LLC* RSU #2 School Dollar General	Browne Bauer Dubreuil Ricker
2019	Colonial Subdivision Amendment	CMP* Grateful Grain Amendment CMP Amendment Martin	Dionne Emmi Brunelle
2020		Michaud Pratt/Randall	Snider
2021	Warren Oaks Amendment	Longroad Development Solar Beckett Academy DFD Russell Medical Center Campgroup Cranwell	Brennan Berube CFF Properties Dupal Racine Twente
2022			Lewinski
2023	Blaisdell Hill Amendment	Acorn First Solar Reny*	Cobbossee Partners Correa Dupal/Whiting Langelier Myers Smily Snider Waliszewski
2024		Firehouse Museum*	Boule Laverdiere

Capital Improvement Plan - FY2026 Onward

Project or Equipment	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	FY2037	FY2038	FY2039		
Current Leases and Debt																
Fire Trucks	\$ 107,496	\$ 107,496	\$ 107,496	\$ 107,496	\$ 107,496	\$ 107,496										
Packard Gilman	\$ 113,262	\$ 113,181	\$ 113,095	\$ 113,005	\$ 112,915	\$ 112,829										
Academy Road Sidewalk	\$ 16,321	\$ 16,321	\$ 16,321													
Wilson Pond Culvert (Refinanced)	\$ 11,125	\$ 11,125	\$ 11,125	\$ 11,125	\$ 11,125	\$ 11,133										
Former Academy Hall \$1.5 Million Bond	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063	\$ 127,063		
Mini Excavator																
Plow/Dump Truck - 2022																
Sidewalk Plow															\$ 13,220	\$ 13,220
Used F450 Dump Truck															\$ 14,036	\$ 14,036
Police SUV																
Cochnewagon/Beaver/Woodbury	\$ 10,000	\$ 35,109	\$ 35,104	\$ 35,105	\$ 35,101	\$ 35,089	\$ 35,076	\$ 35,059	\$ 35,043	\$ 35,023	\$ 35,002	\$ 34,952	\$ 34,906	\$ 34,852		
Cumston Hall Energy Efficiency Project	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000		
Reserve Funds																
Fire Equipment Reserve	\$ 5,000	\$ 5,000														
Police Equipment Reserve	\$ 5,000	\$ 5,000														
Road Maintenance Reserve	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000											
Tax Revaluation Reserve	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000					
FY2026 Capital Improvement Plan																
Sand/Salt Shed		Hold														
Public Safety Building Reserve	*	\$ 65,000		*Setup committee before engaging consultant												
Cumston Hall Maintenance Reserve		\$ 5,000	\$ 5,000													
Police SUV-2026 (3-year lease)	\$ 18,500	\$ 18,500	\$ 18,500													
Plow/Dump Truck (3-year lease)	\$ 70,000	\$ 70,000	\$ 70,000													
Chevy 5500 HD Plow/Dump Truck	\$ 50,000	\$ 50,000	\$ 50,000													
Pickup Truck																
Compactor Trailer		\$ 150,000														
DPW Loader				\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000								
Dam Assessments					\$ 10,000					\$ 10,000						
Annabessacook Dam Repair		\$ 150,000														
TIF Expenditures																
Maple N Main Beach Sidewalks TIF	\$ 41,225	\$ 41,225	\$ 41,225	\$ 41,225	\$ 41,225											
Main Street Sidewalks TIF		\$ 50,588	\$ 50,588	\$ 50,588	\$ 50,588	\$ 50,588	\$ 50,588	\$ 50,588	\$ 50,588	\$ 50,588	\$ 50,588					
Comprehensive Plan Recommendations																
Suite of Comprehensive Development Ordinance Updates to align with Comprehensive Plan (est. consultant cost)	\$20,000															
Archaeological survey of Monmouth's prehistoric and historic archaeological resources (MHPC recommendation - GRANT MATCH ONLY)	\$10,000															

Main Street MDOT Planning Partnership Initiative to explore feasibility of context-sensitive traffic calming measures and installation of bike lanes along Main Street within	\$25,000	\$25,000	\$25,000											
Development of a Recreation and Open Space Plan			\$30,000											
MWA Water Line Expansion to North Monmouth (as referenced in July 2023 preliminary engineering report - local provision)	\$281,667	\$281,667	\$281,667											
Academy Road Sidewalk Expansion - from current end point to remainder of street (ESTIMATED COST)				\$ 65,375	\$ 65,375	\$ 65,375	\$ 65,375	\$ 65,375	\$ 65,375	\$ 65,375	\$ 65,375			
Pleasant Street and Gray Mill Rd Sidewalk (ESTIMATED COST) TIF						\$ 50,041	\$ 50,041	\$ 50,041	\$ 50,041	\$ 50,041	\$ 50,041	\$ 50,041	\$ 50,041	
Blue Road Sidewalk (ESTIMATED COST)				\$ 48,692	\$ 48,692	\$ 48,692	\$ 48,692	\$ 48,692	\$ 48,692	\$ 48,692	\$ 48,692			
Norris Hill Road Sidewalk (ESTIMATED COST)				\$ 44,226	\$ 44,226	\$ 44,226	\$ 44,226	\$ 44,226	\$ 44,226	\$ 44,226	\$ 44,226			
ANNUAL TOTALS	\$ 1,240,915	\$ 1,656,531	\$ 1,284,184	\$ 1,000,900	\$ 1,010,806	\$ 759,532	\$ 528,061	\$ 528,044	\$ 473,028	\$ 483,008	\$ 472,987	\$ 254,056	\$ 254,010	\$ 203,915
GENERAL FUND TOTALS	\$ 1,199,690	\$ 1,564,718	\$ 1,192,371	\$ 909,087	\$ 918,993	\$ 658,903	\$ 427,432	\$ 427,415	\$ 372,399	\$ 382,379	\$ 372,358	\$ 254,056	\$ 254,010	\$ 203,915

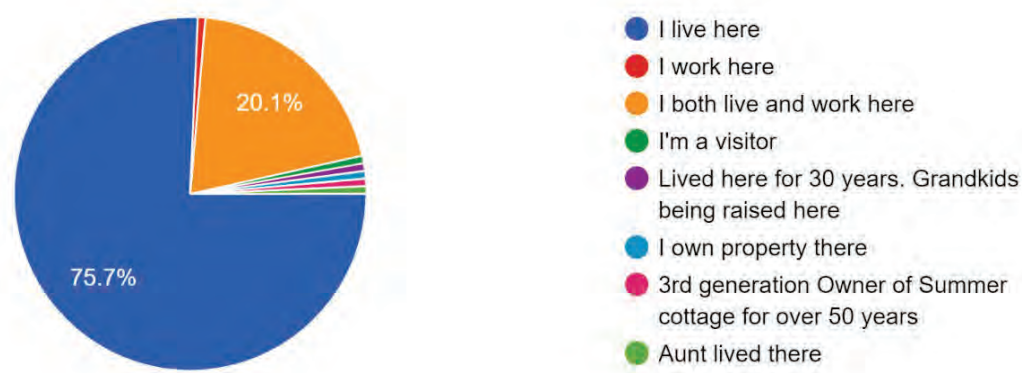
RESPONSE REPORT - 2024 ONLINE SURVEY

Part I: Demographic Questions

Question #1:

What is your relationship to Monmouth?

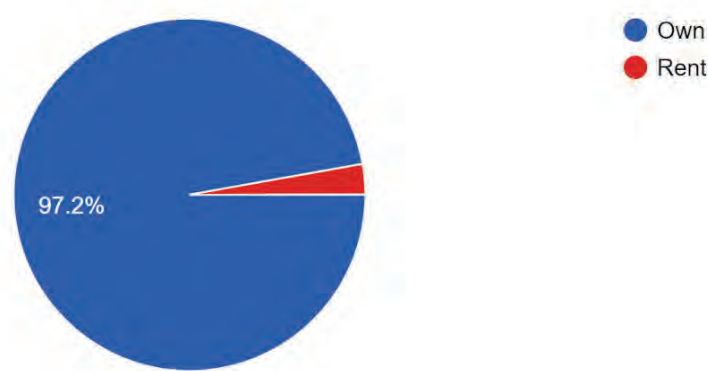
144 responses



Question #2:

If you live in Monmouth, do you own or rent your home?

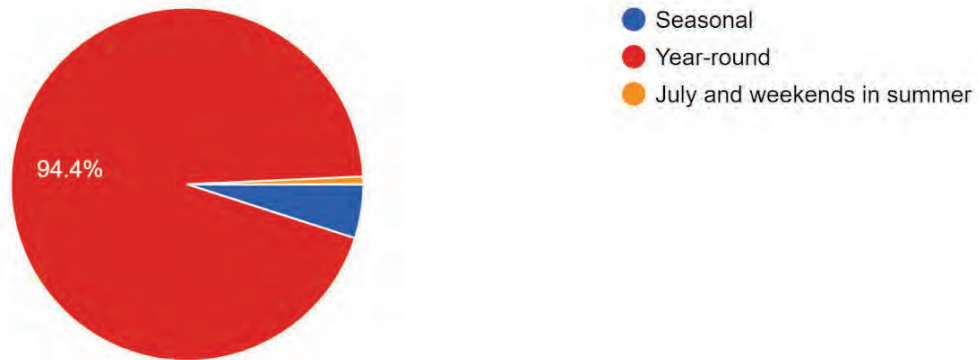
142 responses



Question #3:

If you live in Monmouth, what is your residence status?

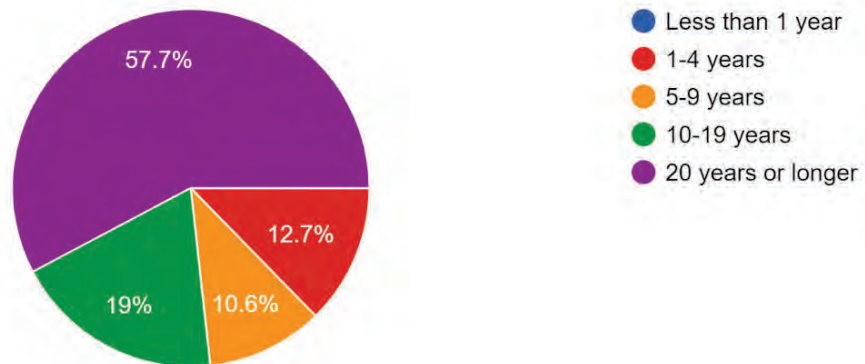
142 responses



Question #4:

If you live in Monmouth, how long have you lived here?

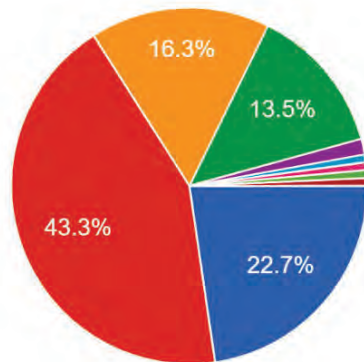
142 responses



Question #5:

If you live in Monmouth, which part of the community do you live in?

141 responses

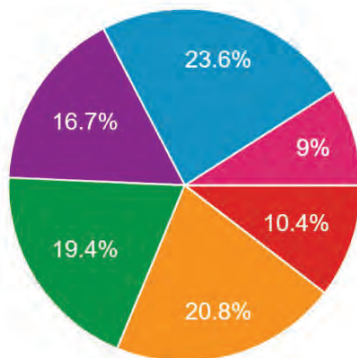


- North Monmouth
- Monmouth Center
- East Monmouth
- South Monmouth
- Ridge Rd.
- Just outside of town center
- Annabessacook
- west monmouth

Question #6:

What is your age?

144 responses

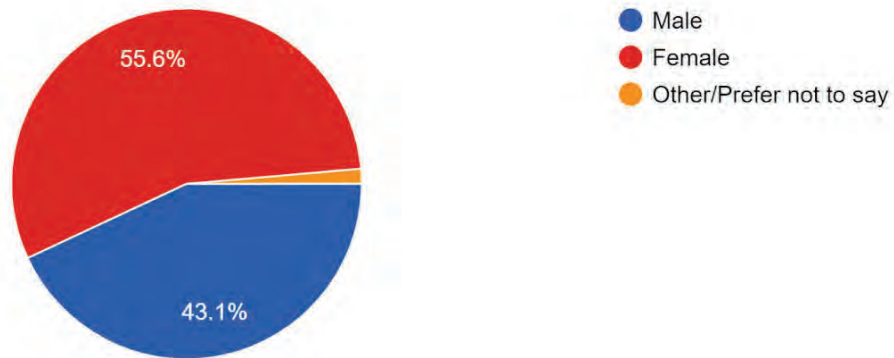


- 24 years old or younger
- 25-34 years old
- 35-44 years old
- 45-54 years old
- 55-64 years old
- 65-74 years old
- 75 years old or older

Question #7:

What is your gender?

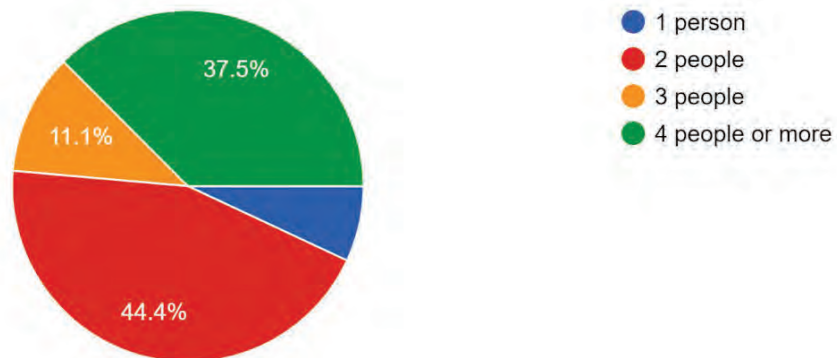
144 responses



Question #8:

How many people are in your household, including yourself?

144 responses

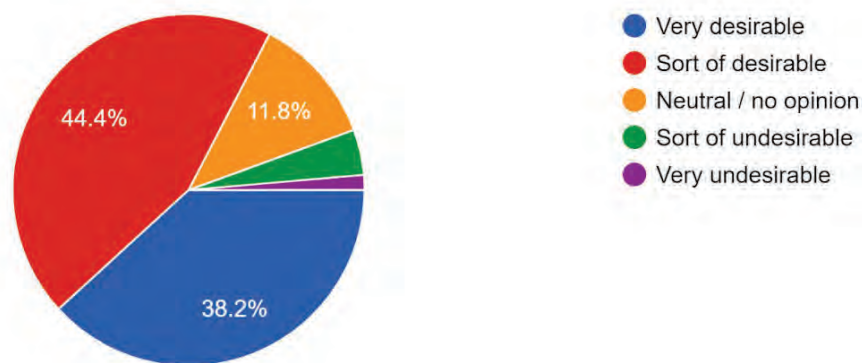


Part II: General Views

Question #9:

Do you consider Monmouth a desirable place to live and/or work?

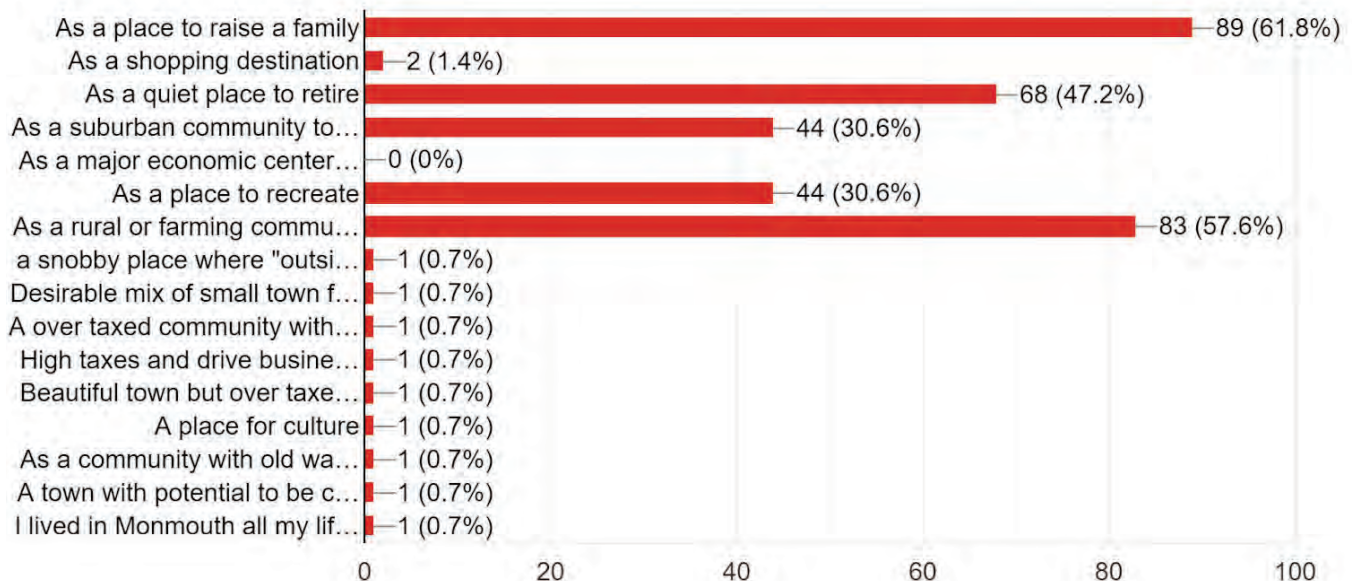
144 responses



Question #10:

How do you view Monmouth? (Please select all that apply.)

144 responses



Question #11: What I love about Monmouth is...

the sense of community; a small town
Relatively central location to more urban areas and recreational opportunities
na
Agriculture
it rural nature
Safety
the small sized classrooms
It's people
Small school and community
.
Lakes, town beach and recreational activities for children. I love the town beach party with music and fireworks.
Lakes and small town
Community involvement
genuinely quiet
The town beach and it's summer program.
Small town feel, open space/farmland/undeveloped land
The people
quiet and peaceful place to live
Has the small town feel. Feels safe, lots of community gatherings, cumston hall, schools
It's a small town and good place to raise children. The school is new and updated, the public beach is a great place to connect, and there are town events that foster a positive community culture.
One mile from my house is a live performance venue, one mile the opposite direction is a big farm, the perfect blend of urban and rural.
My home
Rural aspect
The people. Hardworking, honest and trustworthy.
The safety
Its lakes, farms.
The rural setting and history. Being in-between 2 cities, yet away from the hustle. The quiet.

Cumston Hall and its community
Small town peace and lake
Small town feel
All our ponds , lakes, Monmouth beach, stores are improving.
Less services and lower taxes than town with higher populations
The lakes
Affordability and the small quiet town feel
The updates at the town beach
Friendly, country living
Small town feel.
Cumston Hall
The small town feel, the various farms and places to visit in town.
We love being local and value our small-town feel, but take part in the greater central Maine community. We are open to anyone and willing to participate.
great history
Water access
A nice place to retire
The size of the population, easy commute
It offers a lot for a small town
Recreation (outdoor and indoor, such as Cumston Hall).
Lifelong resident
Small town.
The location and close knit community
My family lives here.
My family lives here.
Located between Augusta and Lewiston
The small town feel
Safe
It's a nice community.
Lots of lakes in the area
Schools and community

Community
location to Augusta and LA
Feeling of togetherness
Beautiful lakes to walk near, kayak on and enjoy even if you dont live on the water. A pleasant quiet community.
The town Library
Community
That is a safe community, but also close to bigger areas
The history and the people
It's beauty
a place to slow down
the rural, quiet quality
peace and quiet, no traffic
My neighborhood
I love the farming community aspect of this Town, and how it feels 'slower' to live here, if that makes sense. Since moving here, I've started a beautiful garden, enjoyed walking and hiking trails around the area, and have started my little family.
Rural setting with many lakes nearby and only one blinking light in town.
Rural / green areas not congested with houses, small schools, local farms, lakes to enjoy
Quiet small town
The lakes
It is my hometown
It is a small, safe, town.
It's community
The small town physicality coupled with being away from larger cities
The potential it has.
It being rural.
Quiet
Farms, lakes, that there is some sort of town center, although that could be livelier
The people
I have access to desirable outdoor spaces and I can walk to the beach, library gen'l store and thrift shop. I know many people and feel connected
The schools that educated my boys, Cumston Hall and the library, the beach and boat launch, the town office staff and public works, the trails, the lakes and streams.
The quiet
access to major roads, shopping, doctors, peacefull

Rural nature
Tje access to surrounding cities without the city
It is still small
Cumston Hall and Library, the lakes and friendly people.
The environment and the people who live here.
The farms
Summer programs
Year round recreational opportunities
the small town feel
Location and community
It is peaceful
Plenty of rural space. No large developments
Small, safe community
The space, the farming community feel with small access to local agriculture
M, onmouth Theater
The friendliness of the people
The beautiful scenery..
Its location to neighboring towns/cities
open spaces
Rural character and community
Quiet community close to vital services
Rural
Community
The lakes, the convenience to the interstate, and major cities.
Small town feeling
peace and quiet
Peaceful, clean environment
Lakes. Town beach. Community days
how spread out the town is and how few people there are

The lakes and the people.
The lakes,the people , and the schools
lakes
Rural
Small town but closeness to larger city's
Small
Good Police and Fire Depts, Taxes need to be alot lower.
It is peaceful for the most part.
the quiet and peaceful area
Quiet, beaches, close to both Augusta and Lewiston
The quiet dirt road I live on.
Easy access to Lewiston and Augusta, quiet community
It's quiet
Central location
its natural beauty with lakes and hiking trails
Quiet town where people is respectful and friendly, the feeling of a rural town
downtown, Cumston Hall, town beach with lifeguards (not without), access to convenience stores, proximity to L/A and Augusta
Feels like home
Town beach with life guards, proximity to L/A and Augusta, and community events
It's not the city
Beach, schools, library small community feel.
Small town
The friendly people and beautiful nature
Location, services, safe place to live, police and fire department
Very nice community close to major cities
Small friendly town
The community(sometimes)

Question #12: I think Monmouth needs more...

care in planning to preserve open space and encourage small farms.
Better government admisistration
na
Farms
small businesses
Entertainment/restaurants
activites for special neeeds and more support for families
Restaurants, businesses
Businesses
.
Bike paths, walking paths, community events
Businesses
Retail and restaurants
retail
Access to recreational facilities for people with disabilities
Good restaurants
Business
restaurants and lower taxes
Recreation
financial support to add a late bus to get children home from school activities so that more children have the opportunity to participate and build connections through shared interests. I often feel like the school activities are planned in a way that single and two working parent homes cannot juggle which is really unfortunate for kids. I also feel that Monmouth roads have been an incredible challenge with the rain and more efforts should be placed on funding and repair the significant damages as well as possibly paving roads that require a ton of car when we have wet seasons.
Businesses and apartments
Decrease in taxes (we will likely leave because of this)
Technical education in the schools, outdoor recreation
Small businesses. 25 years ago there was a walkable "downtown" area. Now the only block of buildings suitable for businesses are extremely rundown and sad. Downtown has become an eyesore. I've been looking for a place in town to start a small business, but have been unable to find an adequate space.
Business to be allowed in, we are very sleepy which creates high taxes and no growth.
Community recreation, local business, fun

Walking and ATV trails.
trails and restaurants
Sidewalks on blue road
Accountability to public services and how they spend.
Restaurants, fun for kids, mini golf
Volunteer/Non-profit/community engagement so property taxes stop rising for extra feel good town manager goals
Stores in center
More enforcement on vacant, run down, unsafe properties
Place for teens to go after school that can offer help, support, or simply to hang to stay out of trouble. Restaurants, a coffee shop off of 202 and main st. More options for small businesses to invest and grow.
Walking trails
businesses
Restaurants, and places for children
Ability to pay bills online, specifically my taxes.
Dining options. Fresh groceries. Farmers market? Entertainment options.
business opportunities, a park available for all to enjoy, m
Cleaner downtown. Restaurant, shopping stores
Community participation
Engaged community
Outside concerts at the beach
Hospitality options for visitors.
Oversight of the town depts and bring back more conservative values that built this town then businesses will actually seek to come here
No idea
Advantages for small businesses so we can move beyond museums. The old bank has been on the market for over a year. The town doesn't seem desirable for business. The downtown could use development to make it more attractive to visitors. Museums and a general store aren't enough to attract anyone.
Open space and farms
Open space and farms
Open minded people
Good sit down restaurants that aren't fast food
Sidewalks and walking areas
Recreational activities.
Businesses

Support of TAM
Restaurants, dog park, walking paths
Conservatives
Opportunities for young adults
A vibrant downtown. It needs a cafe, ice cream place, food truck---any or all--and some fun/useful shops shops.
Police patrols for speeders
Business (Example: restaurants, shopping etc
NA
Accessible trails
Diversity
business
downtown/Main street business and Rec opportunities for folks over 40 y/o
public trails, a dog park, more public green space
Sidewalks
Maybe a farmer's market? There are so many farm stands, but it's all so spread out. I think you could get a lot of interest from the produce farms and flower farms in and around Monmouth. More small businesses downtown would be great too.
More commercial businesses to help offset tax burden.
Places for kids and families to gather. A restaurant or rec center. A track for the school and community to use. More police to manage the increasing crime.
Monmouht doesnt need more of anything. We have an amazing small community
Residents and businesses
Recreation
Places to hang out for teenagers.
Tax paying properties
Shared information on ways to enjoy the town, recreational outdoors and local gems. More technology and modernization to aid the town.
Open minded changes at the town office and the ability to execute changes
Lower taxes
Repair of the dam!
lively businesses in town. Also more zoning to prevent ugly businesses ruining the countryside outside of the town center

Stores and a restaurant
affordable housing, small businesses
Local electricity generation and fast wifi. Bicycle lanes
Common sence
business, restaraunts
Business and a good cleaning to make it look more presentable.
Activities for seniors
Recreational spaces
Dining options, more community programs, library events and programming geared to younger people.
Affordable housing for beginning families
Businesses
Cottage food program
Businesses
parking
Business
Better roads
Cutting taxes
New young thinker who are willing to expand their midsets to the evolving world around them.
Recreation and community involvement eg. trails, adult sports, community events etc.
Cultural activities
trails and conservation areas
Restaurants, kids & adult rec activities (rec center)
Small businesses on our main street
access to open space for recreation
Hiking trails and protected open space
Restaurants
control over school spending
Community engagement
Recreational offering to youth. More housing.
Small town needs to show snow plow operators how to,plow,check out Wilson Pond road between Back St and the boat launch they have ruined a once beautiful access to the boat launch
quiet
Drainage funds&engineering

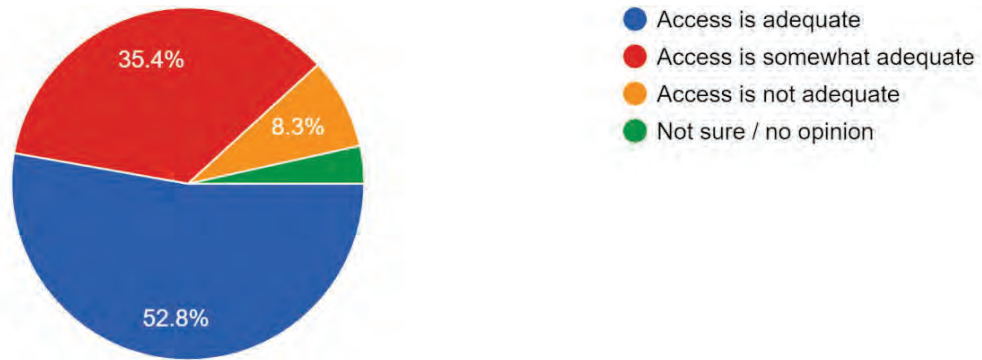
Bike paths. Recreational opportunities
activities geared towards youth
Control over the schools
Downtown shops and eateries
restaurants
Restaurants
Business
Small businesses
DPW, roads are terrible
Attention to North Monmouth, police patrols, plowed sidewalks.
restaurants
Attention to detail i.e. road conditions during storms, proactive approach to weather related events, better transfer station staff, signing, parking, more community events that are geared towards teens
Revitalizing.
INTERNET ACCESS
Drive through restaurants
Eaterys
public transportation options
Clean drinking water infrastructure.
Assurance that we will continue to invest in our recreation opportunities, particularly lifeguards at the town beach, restaurants
Beach services
Restaurants, a dog park
Less spending on nostalgia
Downtown business, recreation offerings
Recreational options good restaurants
businesses like bars and restaurants
Commercial businesses, housing, zoning to control abandoned vehicles, property maintenance etc.
commercial establishments
Senior activities
Communication. Lots of he said she said.

Part III: Recreation & Natural Resources

Question #13:

In your view, is there adequate access to Monmouth's natural resource areas (including lakes and ponds) for members of the public?

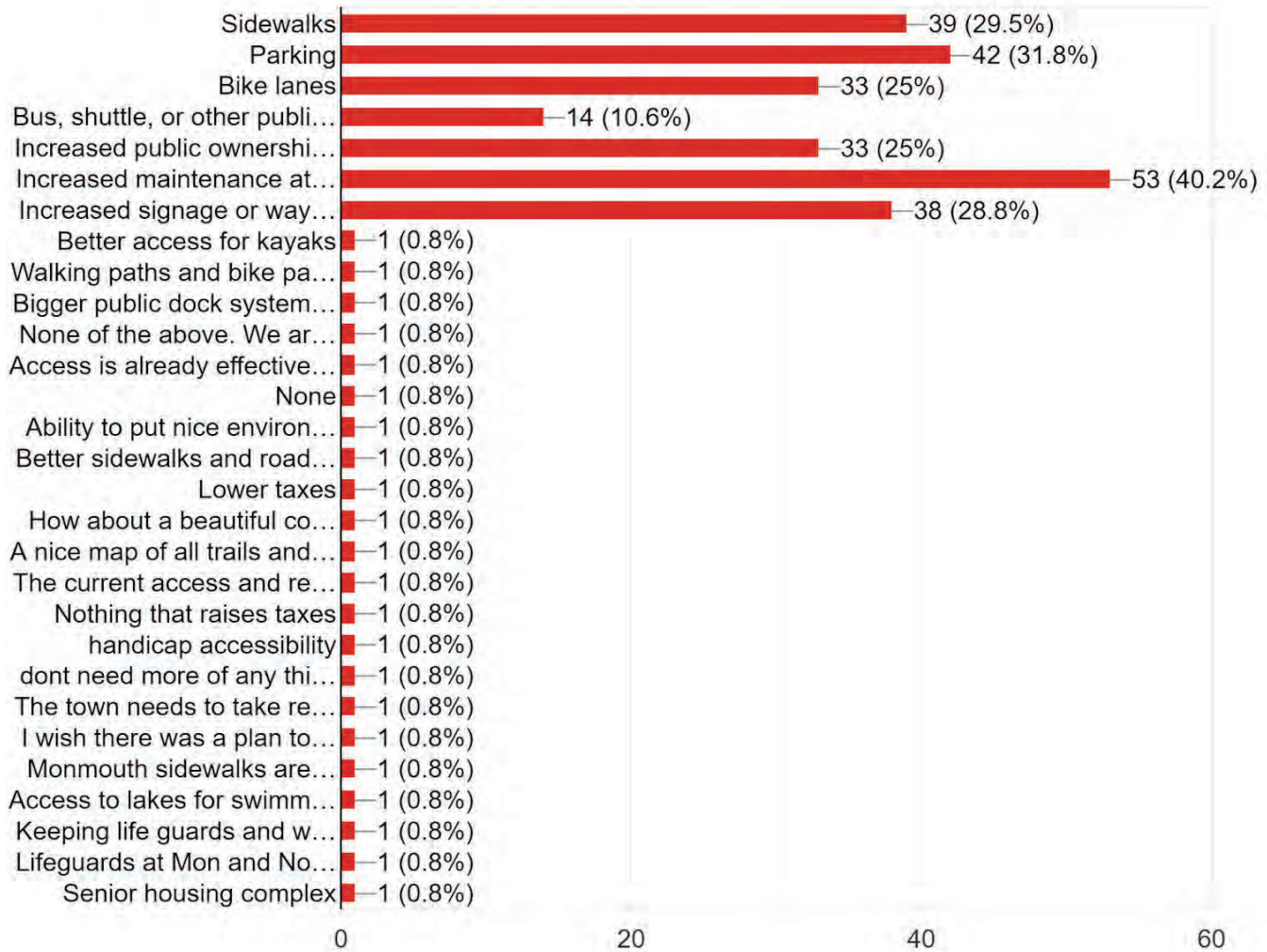
144 responses



Question #14:

What would improve your access to natural resource areas (including lakes and ponds) in Monmouth? (Please select all that apply.)

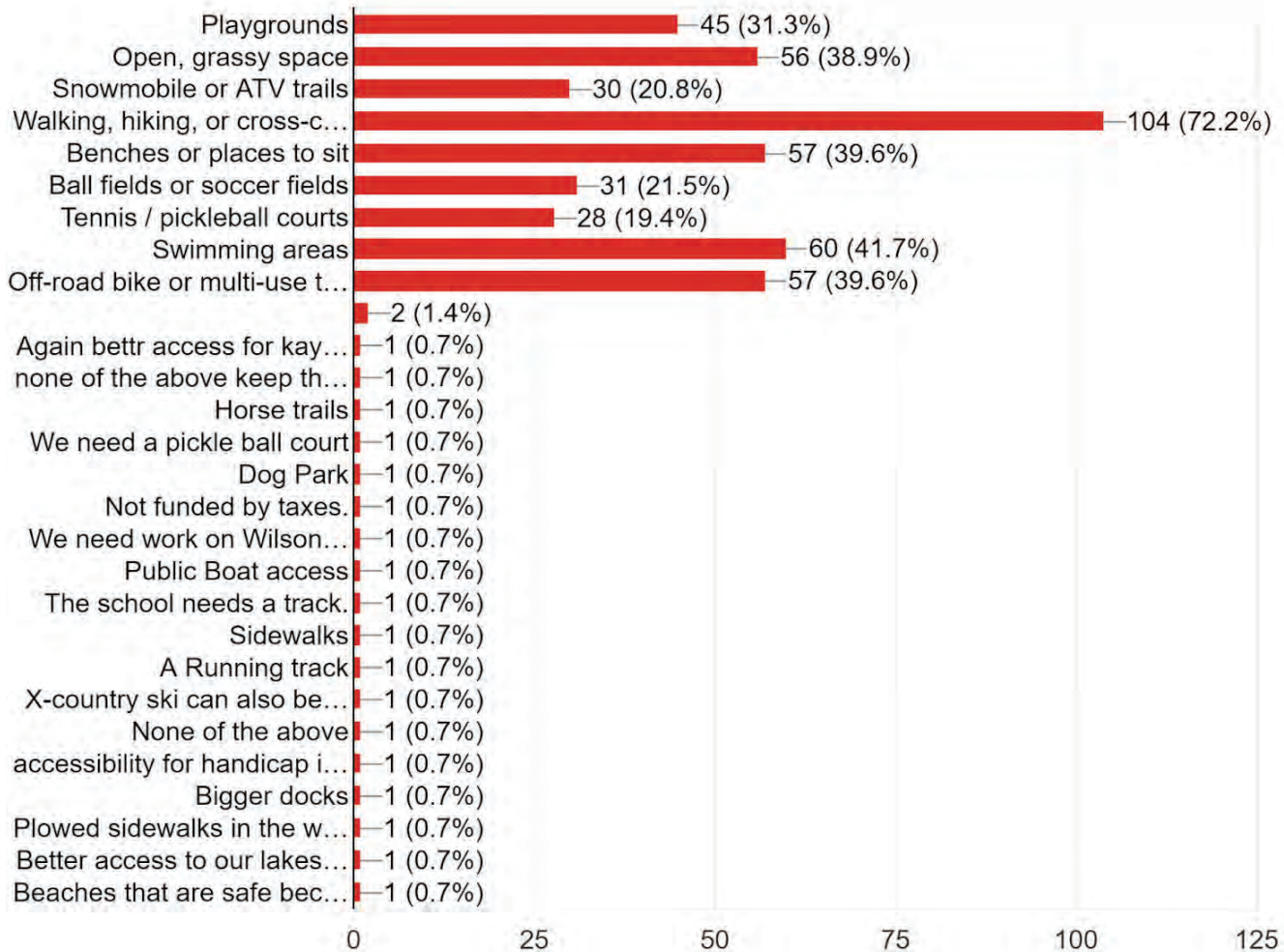
132 responses



Question #15:

In terms of outdoor recreational amenities, which of the following is most important to you? (Please select all that apply.)

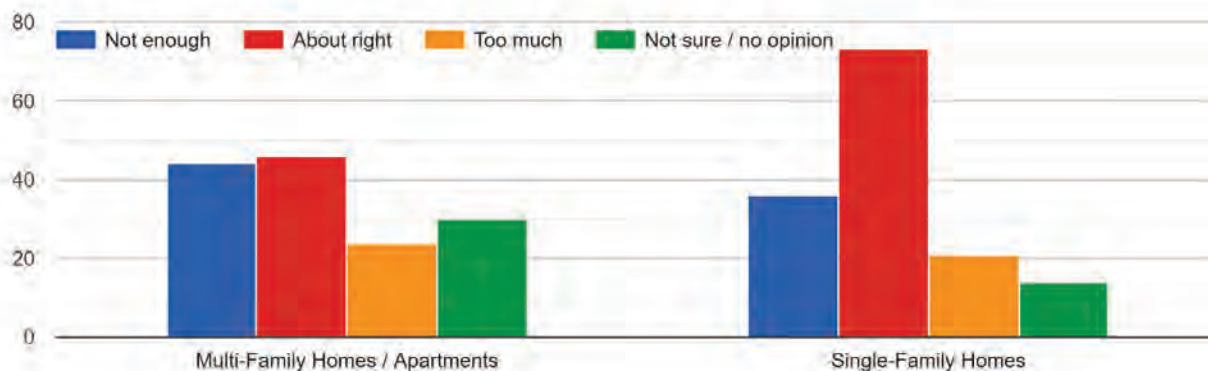
144 responses



Part IV: Housing & Development

Question #16:

How would you describe the amount of residential development within Monmouth recently (within the past 5 years)?



Question #17: What, if any, housing issues exist within the community?

rental units not maintained, by absent landlords; entry level housing for young families, single parents and young adults,
lack of affordable housing and rental units,
Seasonals lack of respect/contribution to community
Lack of
N/A
Limited buying opportunities
Plenty of existing housing now exist for low income and elderly.
26 unit sub developments on the lake. Worried about run off, lake congestion, and Monmouth losing its farming roots/hx
Need more rental units.
none
Some older buildings that arent safe need to be torn down or updated
I believe Monmouth's buildings are aging and encouraging ongoing repairs and developing of new buildings would be a positive in the long run. I often see people who already live in Monmouth having to leave due to lack of apartments and/or lack of affordable housing options which leads me to believe we do not have enough options. That said, we don't want so much that we lose that close small town feel, so I understand it's a balance. Like the rest of the state, housing costs are high and a struggle overall, so at a larger level, advocating for affordable options for all Maine people is important and having fund to assist fixed income families with home repairs and heat is also a plus.
Apartments are needed

Property taxes way too high and increasing rapidly
The possibility has been mentioned do section 8 housing, we can't meet students IEP's currently how would we when flooding the system with more high needs kids?
Like just about everywhere there's a lack of affordable housing
Housing is slim within the town
Not enough affordable housing
lack of rental space
Need more affordable renting options
N/A
There's not many apts in this town.
Many ordinance road blocks to developing downtown/center, and in turn it's cheaper for families to purchase lots on the outskirts of town that is subdividing valuable agriculture land. Also in turn makes the sewer payers pay higher maintenance cost because more homes are added off sewer than on sewer in town.
Lack of apartments for those looking for something reasonable.
Never enough affordable places.
I am not sure
pricing is putting many out of reach of owning or renting here
Lack of affordable housing
Not enough homes
Limited supply.
Prices for people to rent.
N/A
Cost is high.
Cost is high.
None
A lack of affordable housing for families negatively impacts our schools.
Not affordable due to property taxes
Fine
More rentals needed, High prices
Fair amount of homes in disrepair
Support for the elderly
vacant buildings, trash/junk in N. Mon yards allwowed to sit for years on end

None. It should stay rural.
Lack of AFFORDABLE housing
Housing is too expensive and hard to obtain everywhere in Maine.
No opinion / unsure.
Some properties need to be encouraged to clean up their yards of junk.
No acreage requirement for new housing allows multiple homes (of any type) being placed close together.
Too expensive to live here, not enough affordable housing.
More off grid homes, options for housing were okay for small town
Elderly housing is important. We have elderly right now couch surfing with no place to go.
Rents are too high
Affordability.
As with many places not enough affordable housing; need more modest housing such as Farmers Home used to provide
Zoning for fewer trailers and for more permanent residential housing.
Lack of affordable housing
Too many run down homes, some with no one living in
I know people who want to live here who can't find anything for a family/that's affordable.
Affordable homes for families
Lack of a plan
Taxes out of control
Affordable housing
Not enough for the single families rents are way to high for younger families
Housing prices in Monmouth are high and not obtainable for the average hard working family wanting to purchase a home.
Poorly maintained housing that creates a negative atmosphere.
not enough affordable housing
affordability
No affordable housing, but also sprawl
High taxes, MBUEC increasing costs
Housing is limited throughout the state.

Unnecessary tree removal is creating erosion everywhere

Lack of care for some homes

Property Taxes are ridiculous

I like it as it is

too many houses in disrepair

Better rent controls

Old dilapidated houses become eyesores

Houses being built in "Unbuildable Lots" corner of Waugan and Blake RD.

Price is out of control

Probably not enough affordable housing

Process are too high

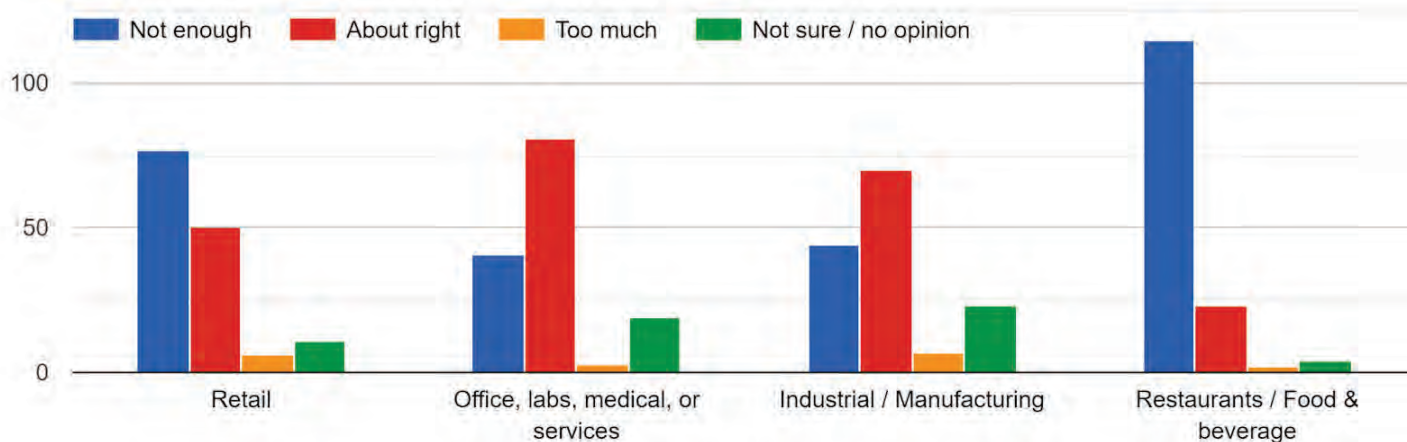
housing is an issue in all of Maine. rent needs to be affordable

Need more development

Not enough

Question #18

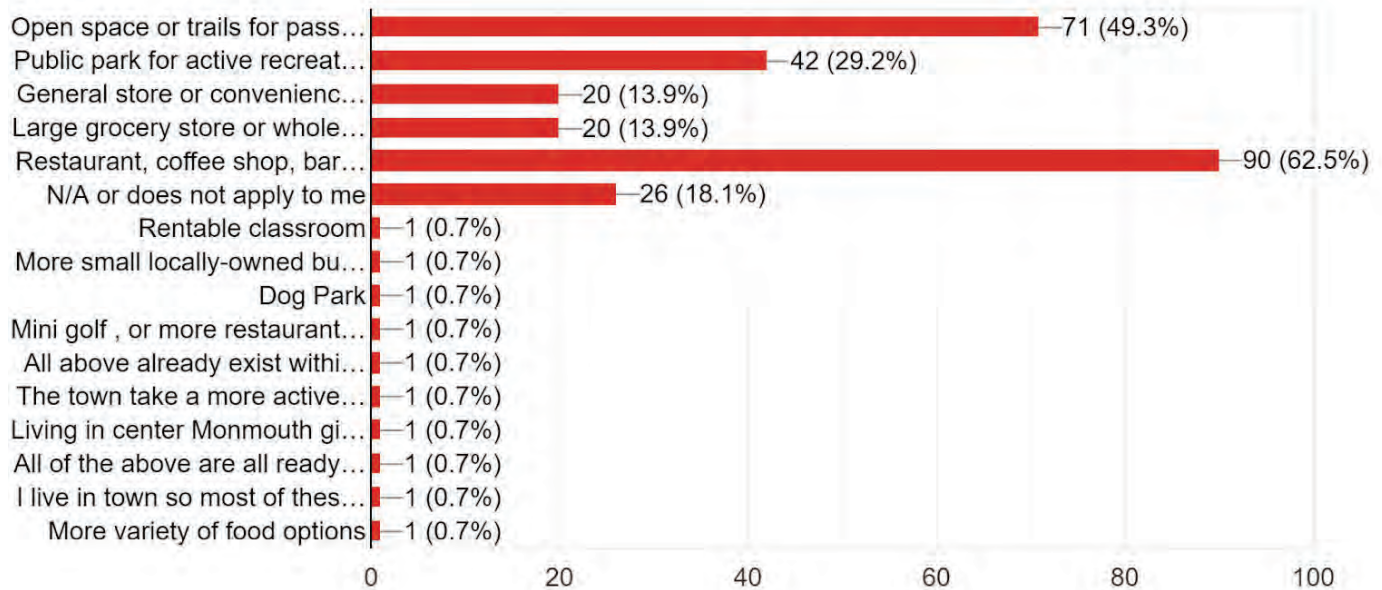
How would you describe the amount of commercial development within Monmouth recently (within the past 5 years)?



Question #19:

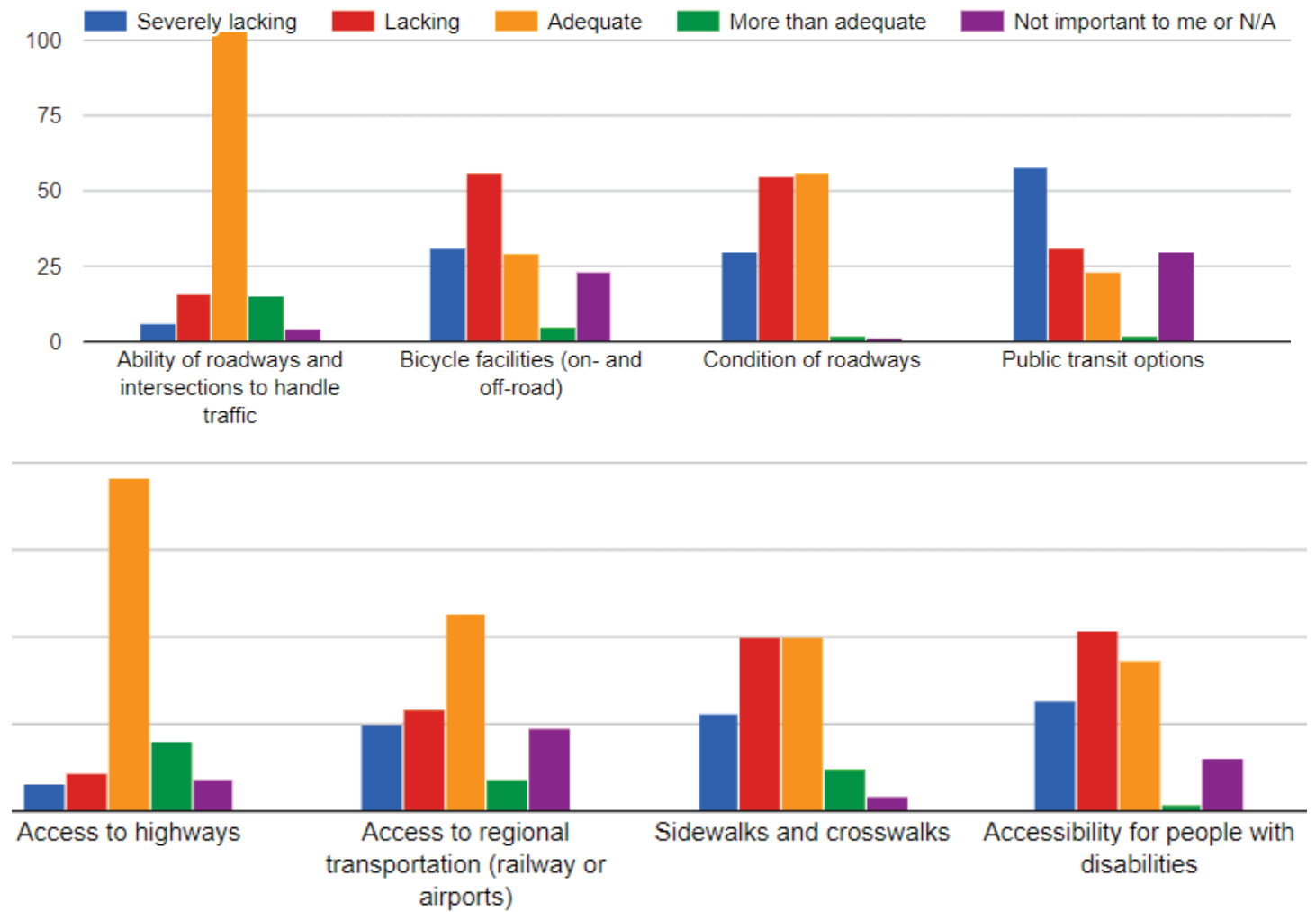
What do you wish was within a 10-minute drive from your house? (Check all that apply.)

144 responses

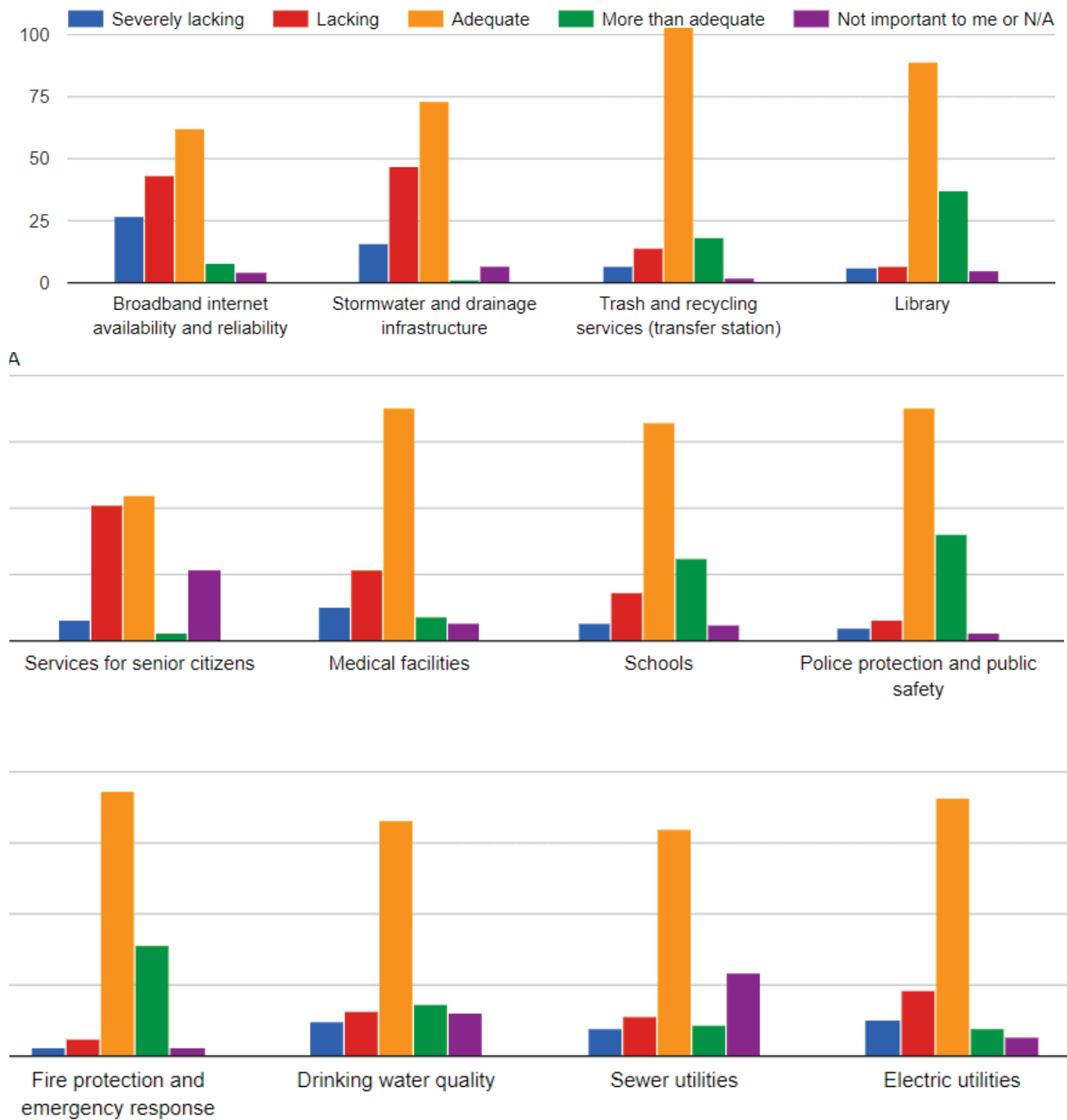


Part V: Transportation & Public Facilities

Question #20:

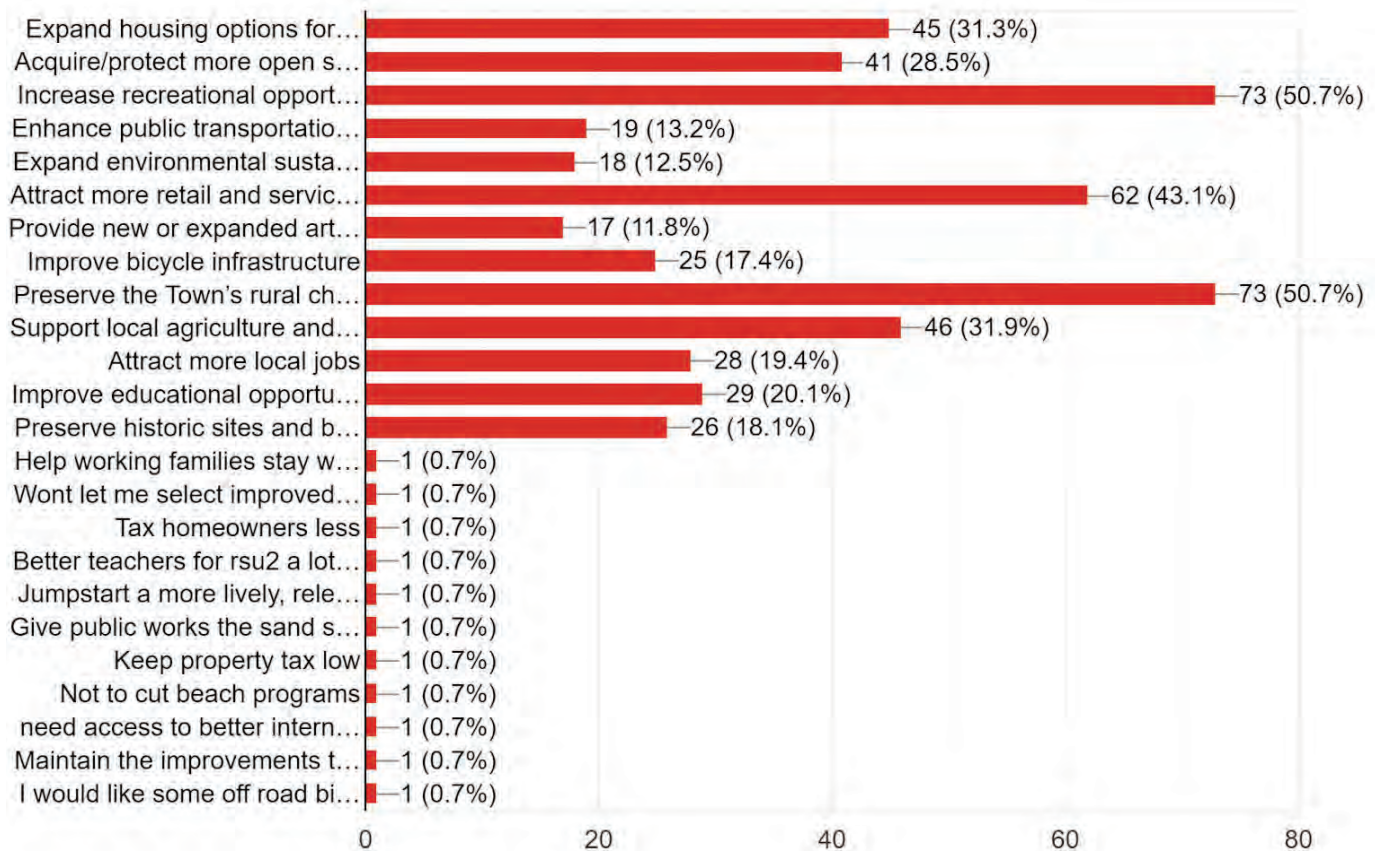


Question #21:



Please rank the top three strategies that would most improve quality of life in Monmouth over the next 10-15 years. (Please select no more than 3.)

144 responses



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Monmouth 2019 Survey

2019 Survey Results

QUESTION SUMMARIES

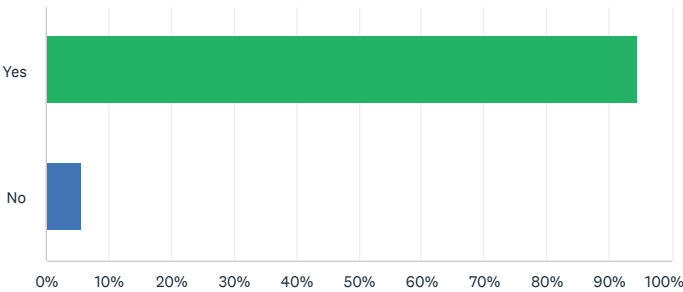
DATA TRENDS

Q1



Are you a year-round Monmouth resident?

Answered: 213 Skipped: 1



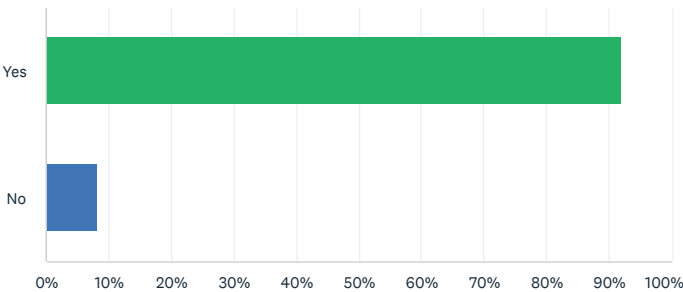
ANSWER CHOICES	RESPONSES	
Yes	94.37%	201
No	5.63%	12
TOTAL		213

Q2



Do you own your home?

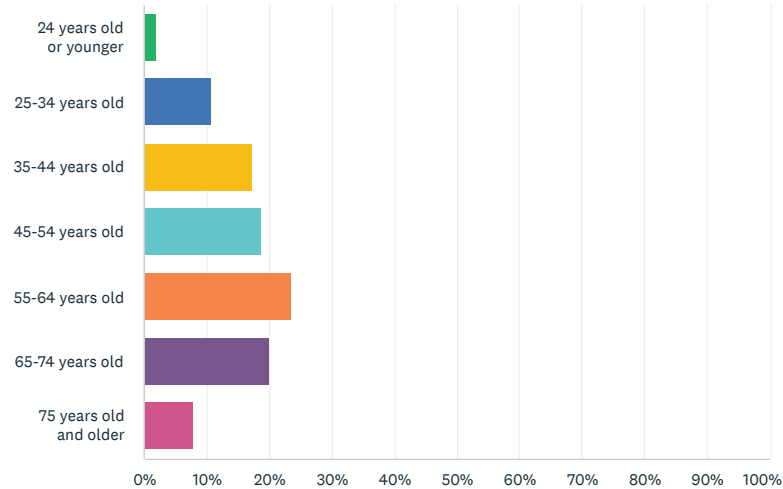
Answered: 212 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	91.98%	195
No	8.02%	17
TOTAL		212

How old are you?

Answered: 214 Skipped: 0



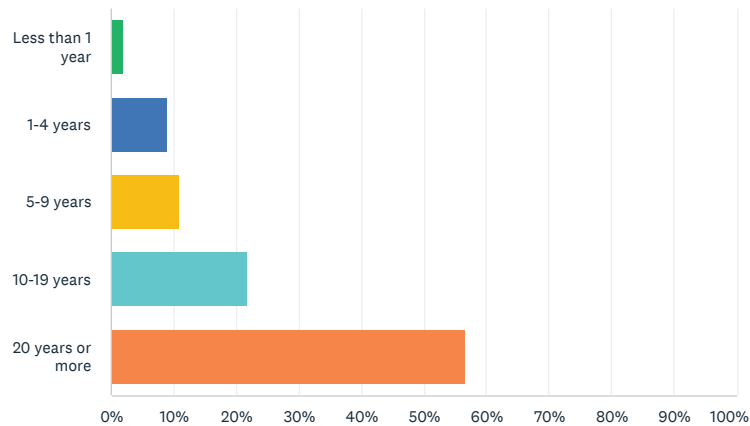
ANSWER CHOICES	RESPONSES	
24 years old or younger	1.87%	4
25-34 years old	10.75%	23
35-44 years old	17.29%	37
45-54 years old	18.69%	40
55-64 years old	23.36%	50
65-74 years old	20.09%	43
75 years old and older	7.94%	17
TOTAL		214

Q4



How long have you lived in Monmouth?

Answered: 212 Skipped: 2



ANSWER CHOICES	RESPONSES	
Less than 1 year	1.89%	4
1-4 years	10.85%	23
5-9 years	12.26%	26
10-19 years	22.17%	47
20 years or more	52.83%	112

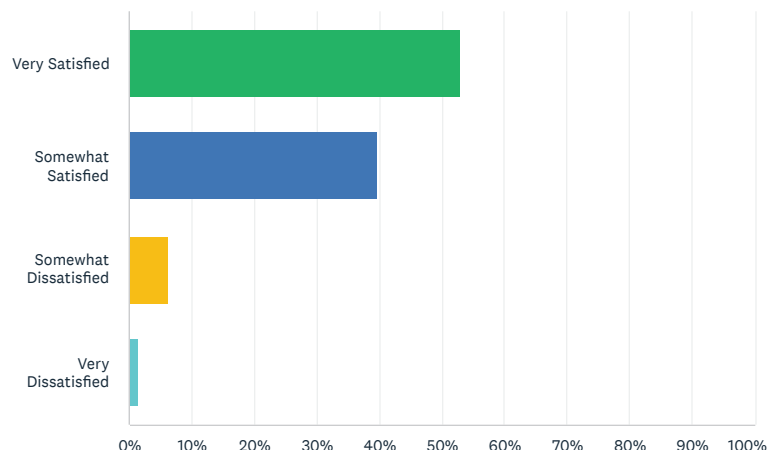
10-19 years	21.70%	46
20 years or more	56.60%	120
TOTAL		212

Q5



How satisfied are you about living in Monmouth?

Answered: 212 Skipped: 2



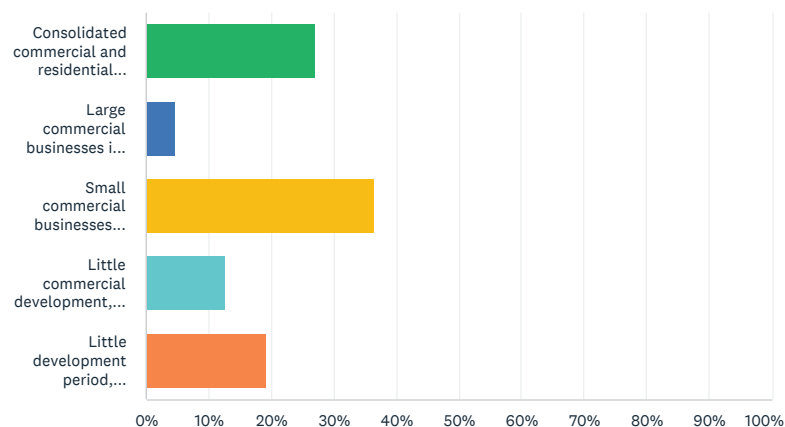
ANSWER CHOICES	RESPONSES	
Very Satisfied	52.83%	112
Somewhat Satisfied	39.62%	84
Somewhat Dissatisfied	6.13%	13
Very Dissatisfied	1.42%	3
TOTAL		212

Q6



If you had to choose a future vision for your community, which of the following would it be? (Please select one answer)

Answered: 214 Skipped: 0



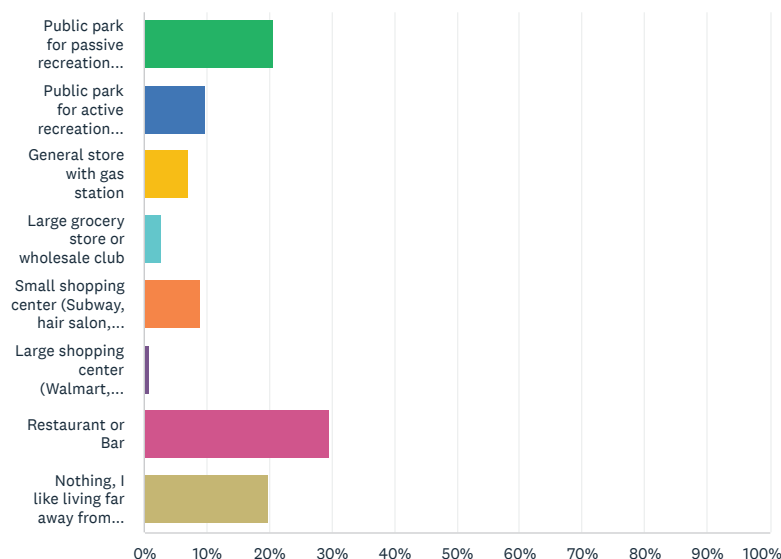
ANSWER CHOICES	RESPONSES	
Consolidated commercial and residential development in village centers	27.10%	58
Large commercial businesses in a few strip centers	4.67%	10
Small commercial businesses spread throughout the town	36.45%	78
Little commercial development, maintain and increase residential development	12.62%	27
Little development period, preserve remaining tracts of undeveloped land	19.16%	41
TOTAL		214

Q7



What do you wish was within a 10 minute drive from your house?
(Please select one answer)

Answered: 212 Skipped: 2



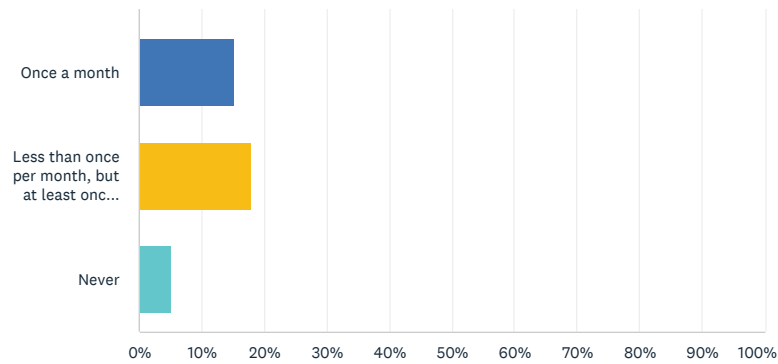
ANSWER CHOICES	RESPONSES	
Public park for passive recreation (walking trails, woods, etc.)	20.75%	44
Public park for active recreation (playground, soccer fields, etc.)	9.91%	21
General store with gas station	7.08%	15
Large grocery store or wholesale club	2.83%	6
Small shopping center (Subway, hair salon, etc.)	8.96%	19
Large shopping center (Walmart, Petco, Tractor Supply etc.)	0.94%	2
Restaurant or Bar	29.72%	63
Nothing, I like living far away from amenities	19.81%	42
TOTAL		212

Q8



How often do you enjoy recreational activities, such as fishing, swimming, snowmobiling, hiking, or biking? (Please select one answer)

Answered: 212 Skipped: 2



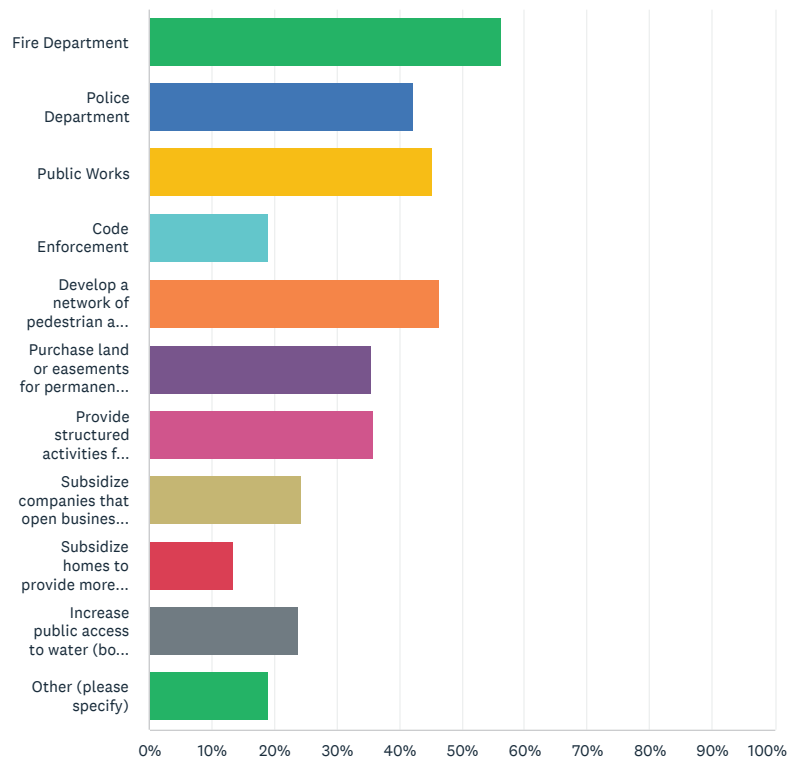
ANSWER CHOICES	RESPONSES	
Multiple times per month	61.79%	131
Once a month	15.09%	32
Less than once per month, but at least once per year	17.92%	38
Never	5.19%	11
TOTAL		212

Q9



Please select as many of the following services or programs below for which you are willing to pay increased taxes.

Answered: 201 Skipped: 13



ANSWER CHOICES	RESPONSES
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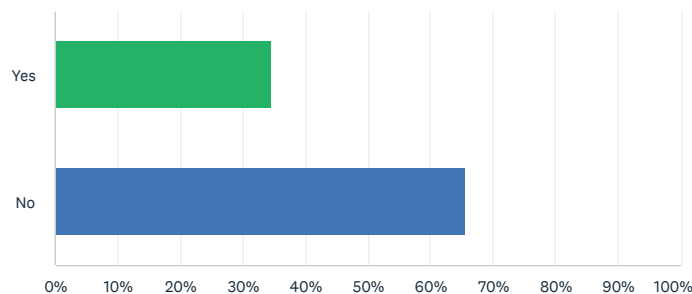
Public Works	45.27%	91
Code Enforcement	18.91%	38
Develop a network of pedestrian and bicycle trails around town	46.27%	93
Purchase land or easements for permanent conservation	35.32%	71
Provide structured activities for youth, such as a skatepark	35.82%	72
Subsidize companies that open businesses in town	24.38%	49
Subsidize homes to provide more affordable housing	13.43%	27
Increase public access to water (boat ramps, lakeside parking, docks, etc)	23.88%	48
Other (please specify)	18.91%	38
Total Respondents: 201		

Q10



Do you live on the sewer system?

Answered: 211 Skipped: 3



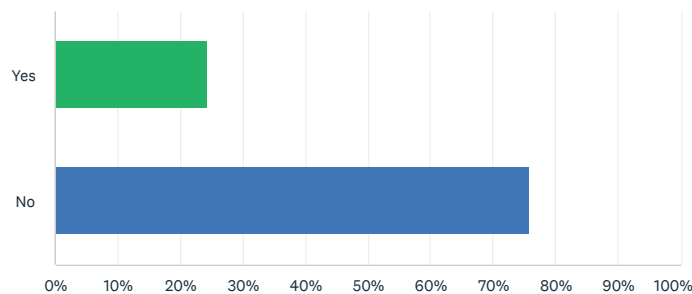
ANSWER CHOICES	RESPONSES	
Yes	34.60%	73
No	65.40%	138
TOTAL		211

Q11



Decreased commercial customer usage of the sewer system is going to impact Monmouth residents on the sewer system. Would you be willing to pay increased taxes to help offset some of the rate increase?

Answered: 206 Skipped: 8



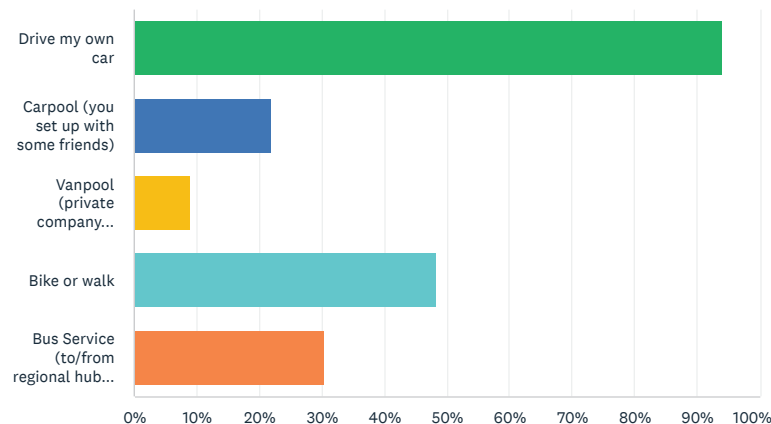
Yes	24.27%	39
No	75.73%	156
TOTAL		206

Q12



Which of the following transportation options would you consider using? (Select all that apply)

Answered: 214 Skipped: 0



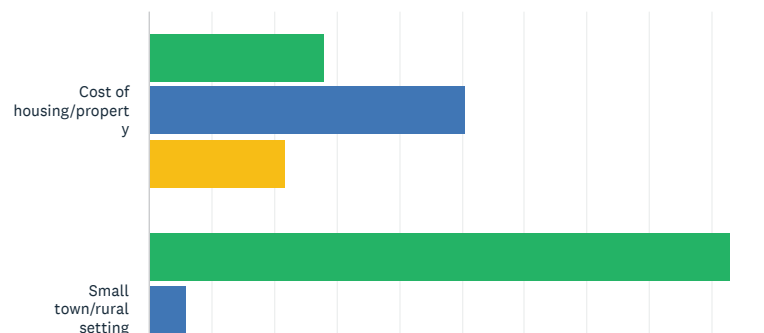
ANSWER CHOICES	RESPONSES	
Drive my own car	93.93%	201
Carpool (you set up with some friends)	21.96%	47
Vanpool (private company provides and organizes the van)	8.88%	19
Bike or walk	48.13%	103
Bus Service (to/from regional hubs like L/A and Augusta)	30.37%	65
Total Respondents: 214		

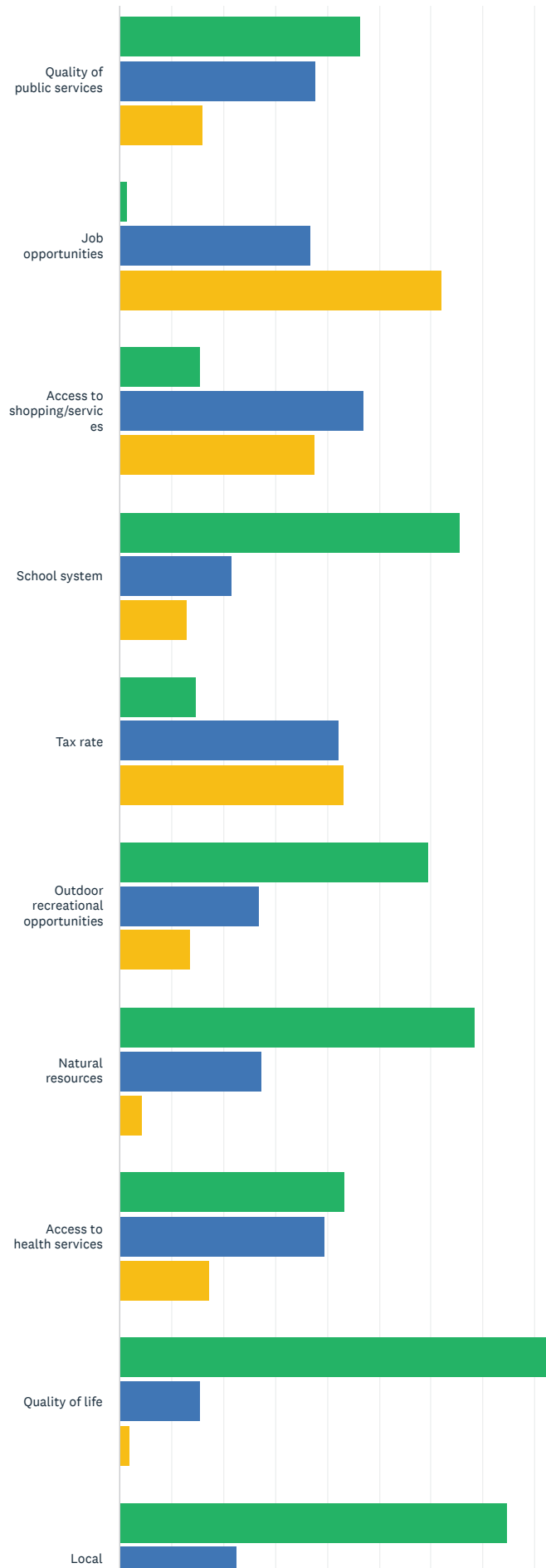
Q13

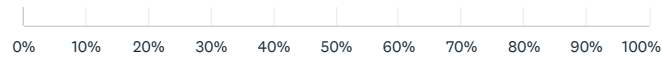


Here in Town, our comprehensive planning process is all about building on our strengths and dealing with our weaknesses. Listed below are some of the features of the town. Please tell us whether you think they are strengths or weaknesses.

Answered: 214 Skipped: 0







■ Strength
 ■ Neither
 ■ Weakness

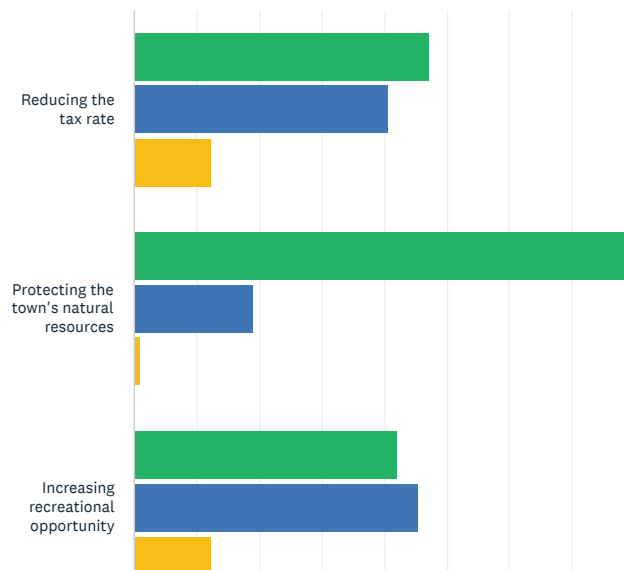
	STRENGTH	NEITHER	WEAKNESS	TOTAL	WEIGHTED AVERAGE
Cost of housing/property	27.83% 59	50.47% 107	21.70% 46	212	1.94
Small town/rural setting	92.99% 199	6.07% 13	0.93% 2	214	1.08
Quality of public services	46.23% 98	37.74% 80	16.04% 34	212	1.70
Job opportunities	1.41% 3	36.62% 78	61.97% 132	213	2.61
Access to shopping/services	15.49% 33	46.95% 100	37.56% 80	213	2.22
School system	65.42% 140	21.50% 46	13.08% 28	214	1.48
Tax rate	14.69% 31	42.18% 89	43.13% 91	211	2.28
Outdoor recreational opportunities	59.43% 126	26.89% 57	13.68% 29	212	1.54
Natural resources	68.40% 145	27.36% 58	4.25% 9	212	1.36
Access to health services	43.19% 92	39.44% 84	17.37% 37	213	1.74
Quality of life	82.63% 176	15.49% 33	1.88% 4	213	1.19
Local Agriculture	74.53% 158	22.64% 48	2.83% 6	212	1.28

Q14



Our comprehensive plan must consider many diverse issues. In Town, some will be more important than others, and we will concentrate on those. Listed below are some of these issues. Please tell us how you feel about them (If no opinion, leave blank.)

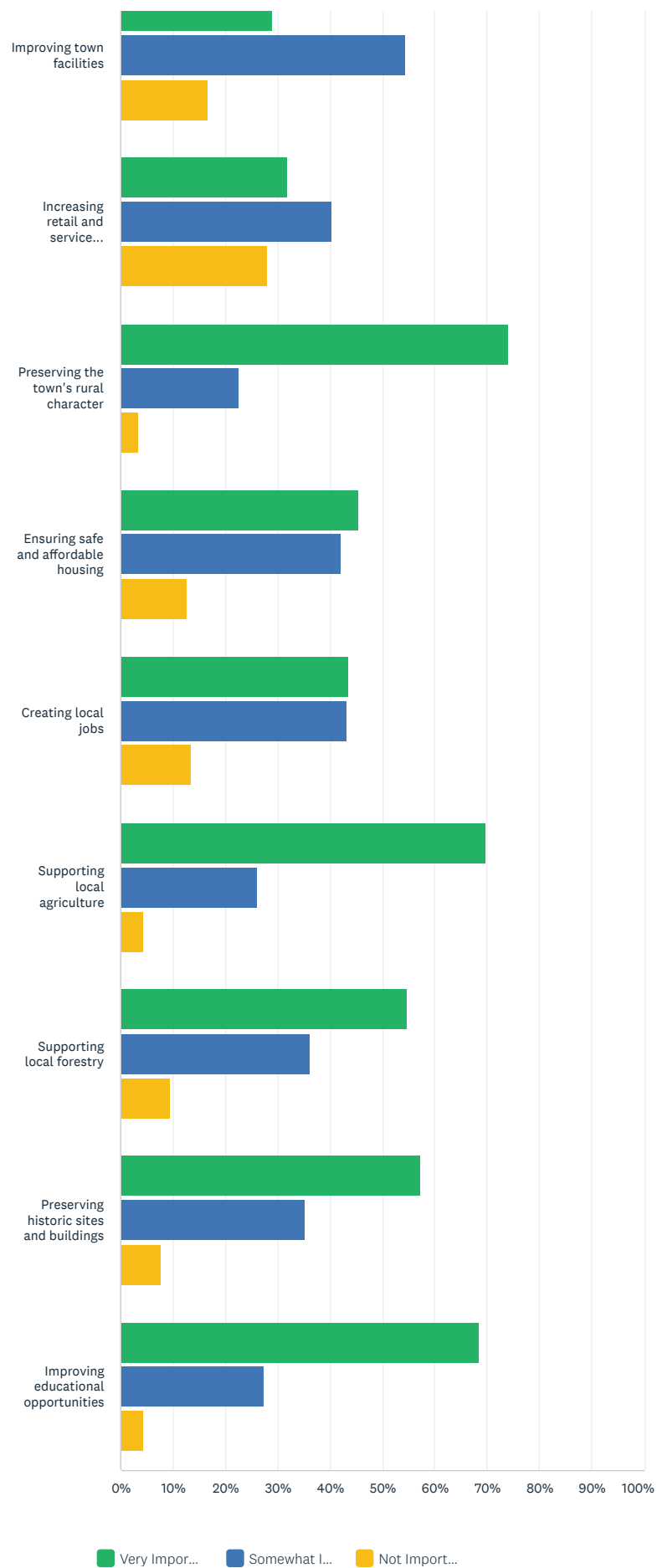
Answered: 214 Skipped: 0



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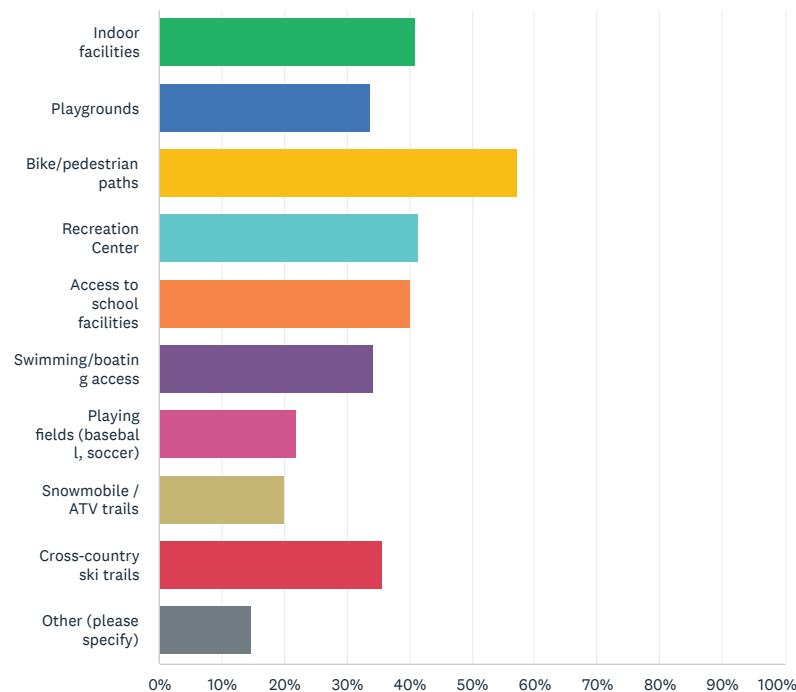
	IMPORTANT	IMPORTANT	IMPORTANT		AVERAGE
Reducing the tax rate	47.03% 95	40.59% 82	12.38% 25	202	1.65
Protecting the town's natural resources	80.00% 168	19.05% 40	0.95% 2	210	1.21
Increasing recreational opportunity	42.11% 88	45.45% 95	12.44% 26	209	1.70
Improving town facilities	28.92% 59	54.41% 111	16.67% 34	204	1.88
Increasing retail and service businesses	31.73% 66	40.38% 84	27.88% 58	208	1.96
Preserving the town's rural character	73.91% 153	22.71% 47	3.38% 7	207	1.29
Ensuring safe and affordable housing	45.37% 93	41.95% 86	12.68% 26	205	1.67
Creating local jobs	43.56% 88	43.07% 87	13.37% 27	202	1.70
Supporting local agriculture	69.67% 147	26.07% 55	4.27% 9	211	1.35
Supporting local forestry	54.68% 111	35.96% 73	9.36% 19	203	1.55
Preserving historic sites and buildings	57.14% 120	35.24% 74	7.62% 16	210	1.50
Improving educational opportunities	68.42% 143	27.27% 57	4.31% 9	209	1.36

Q15



Which of the following recreational facilities do you think we should develop and/or improve? (Select all that apply.)

Answered: 205 Skipped: 9



ANSWER CHOICES

RESPONSES

Indoor facilities

40.98%

84

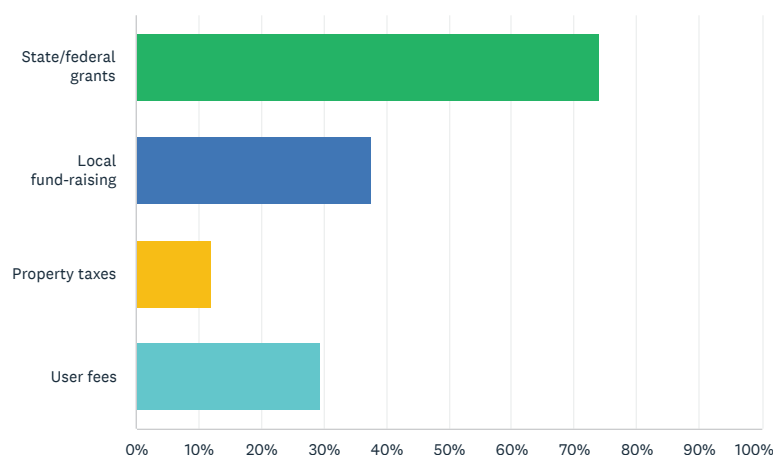
Recreation Center	41.46%	85
Access to school facilities	40.00%	82
Swimming/boating access	34.15%	70
Playing fields (baseball, soccer)	21.95%	45
Snowmobile / ATV trails	20.00%	41
Cross-country ski trails	35.61%	73
Other (please specify)	14.63%	30
Total Respondents: 205		

Q16



What do you think is the best way to pay for the improvements in Question 15? (Please select one answer)

Answered: 208 Skipped: 6



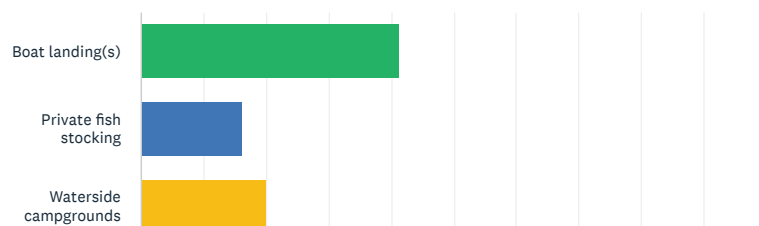
ANSWER CHOICES	RESPONSES	
State/federal grants	74.04%	154
Local fund-raising	37.50%	78
Property taxes	12.02%	25
User fees	29.33%	61
Total Respondents: 208		

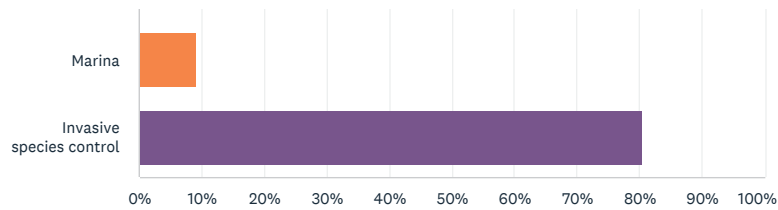
Q17



Which of the following do you think should be provided in order to enhance the town's water bodies (Select all that apply.)

Answered: 209 Skipped: 5





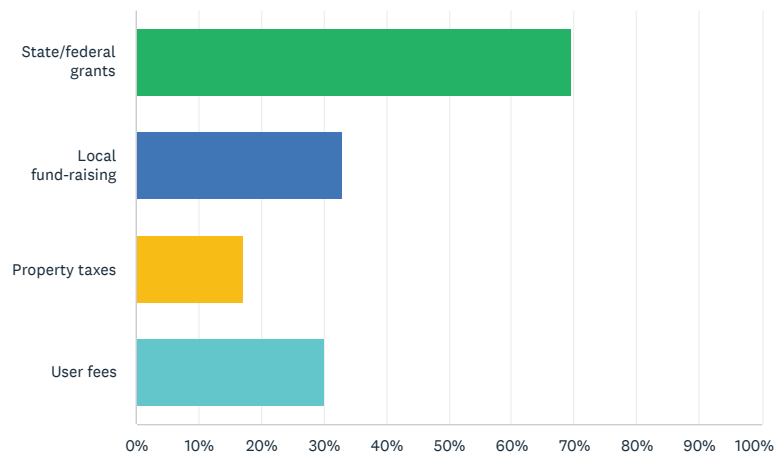
ANSWER CHOICES	RESPONSES	
Boat landing(s)	41.15%	86
Private fish stocking	16.27%	34
Waterside campgrounds	20.10%	42
Public swimming / recreation areas.	59.81%	125
Marina	9.09%	19
Invasive species control	80.38%	168
Total Respondents: 209		

Q18



What do you think is the best way to pay for the improvements in Question 17? (Please select one answer)

Answered: 210 Skipped: 4



ANSWER CHOICES	RESPONSES	
State/federal grants	69.52%	146
Local fund-raising	32.86%	69
Property taxes	17.14%	36
User fees	30.00%	63
Total Respondents: 210		

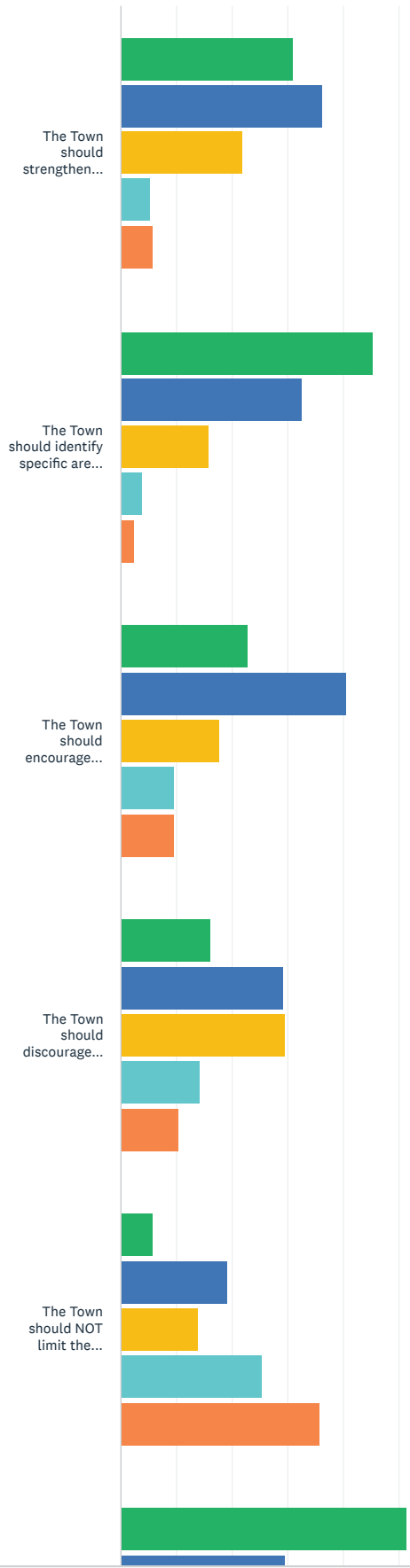
Q19

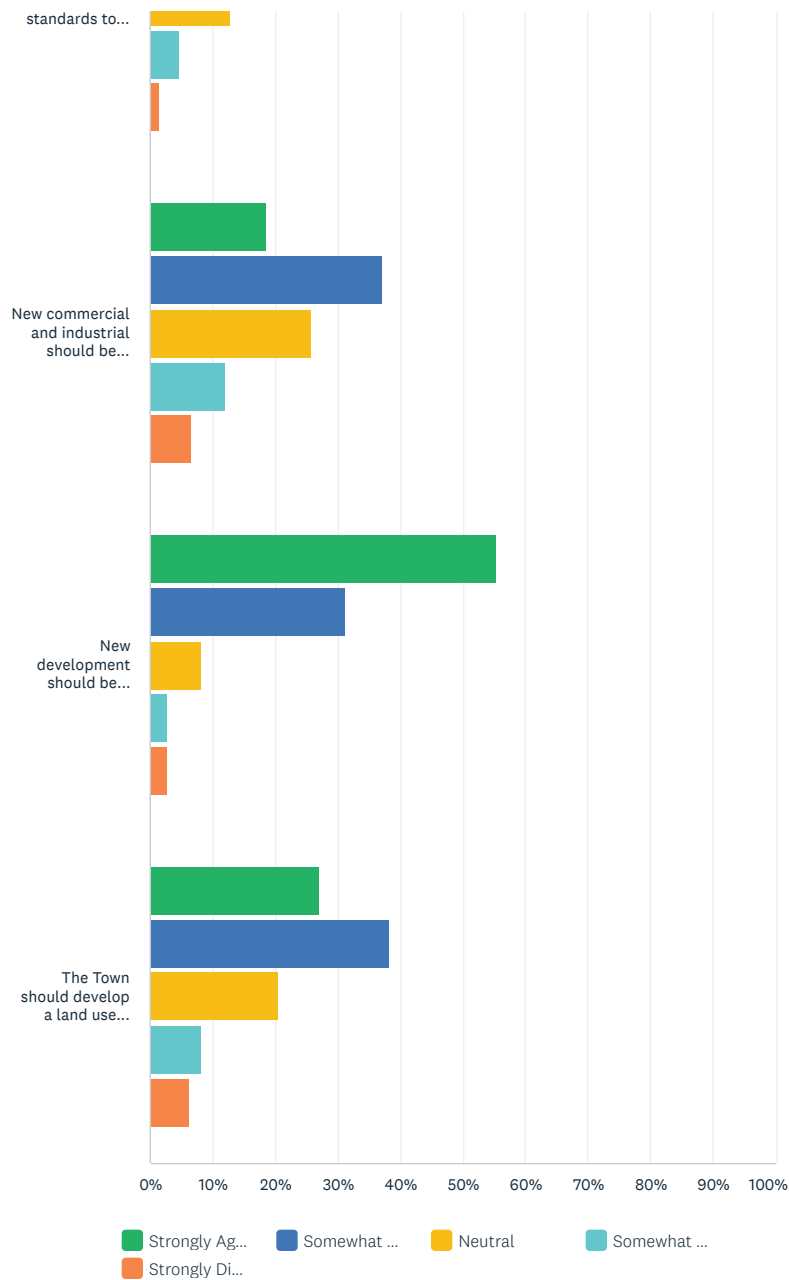


As part of the comprehensive planning process, we will develop a Land Use Plan, indicating how we wish to manage growth within our

you agree with them.

Answered: 214 Skipped: 0





	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
The Town should strengthen ordinances that manage the type and location of development.	30.95% 65	36.19% 76	21.90% 46	5.24% 11	5.71% 12	210	2.19
The Town should identify specific areas for new development	45.45% 95	32.54% 68	15.79% 33	3.83% 8	2.39% 5	209	1.85
The Town should encourage commercial development.	22.86% 48	40.48% 85	17.62% 37	9.52% 20	9.52% 20	210	2.42
The Town should discourage	16.27% 34	29.19% 61	29.67% 62	14.35% 30	10.53% 22	209	2.74

existing public utilities.

The Town should NOT limit the location of new commercial or industrial development.

5.74%	19.14%	13.88%	25.36%	35.89%	209	3.67
12	40	29	53	75		

The Town should have standards to assure that residential areas are protected from new commercial development.

51.42%	29.72%	12.74%	4.72%	1.42%	212	1.75
109	63	27	10	3		

New commercial and industrial should be limited to land adjoining state-numbered highways.

18.57%	37.14%	25.71%	11.90%	6.67%	210	2.51
39	78	54	25	14		

New development should be reviewed on a case-by-case basis and permitted wherever it will not adversely affect property values, the environment, or town services.

55.19%	31.13%	8.02%	2.83%	2.83%	212	1.67
117	66	17	6	6		

The Town should develop a land use ordinance that permits specific development in specific districts within the Town.

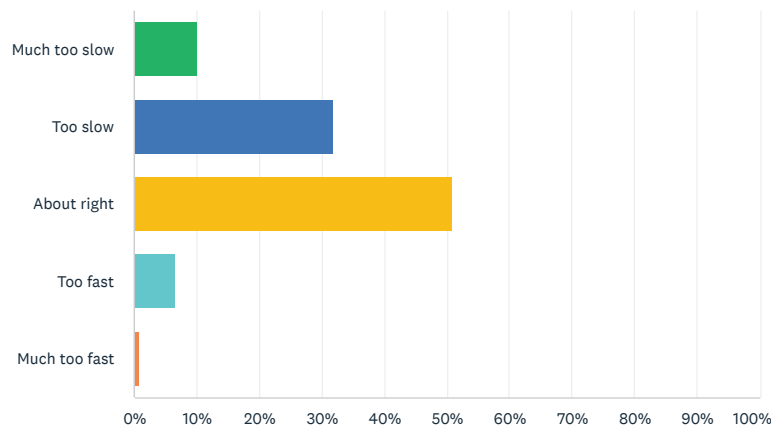
27.14%	38.10%	20.48%	8.10%	6.19%	210	2.28
57	80	43	17	13		

Q20



How do you feel about the Town's growth and development the past twenty years? (Please select one answer)

Answered: 211 Skipped: 3



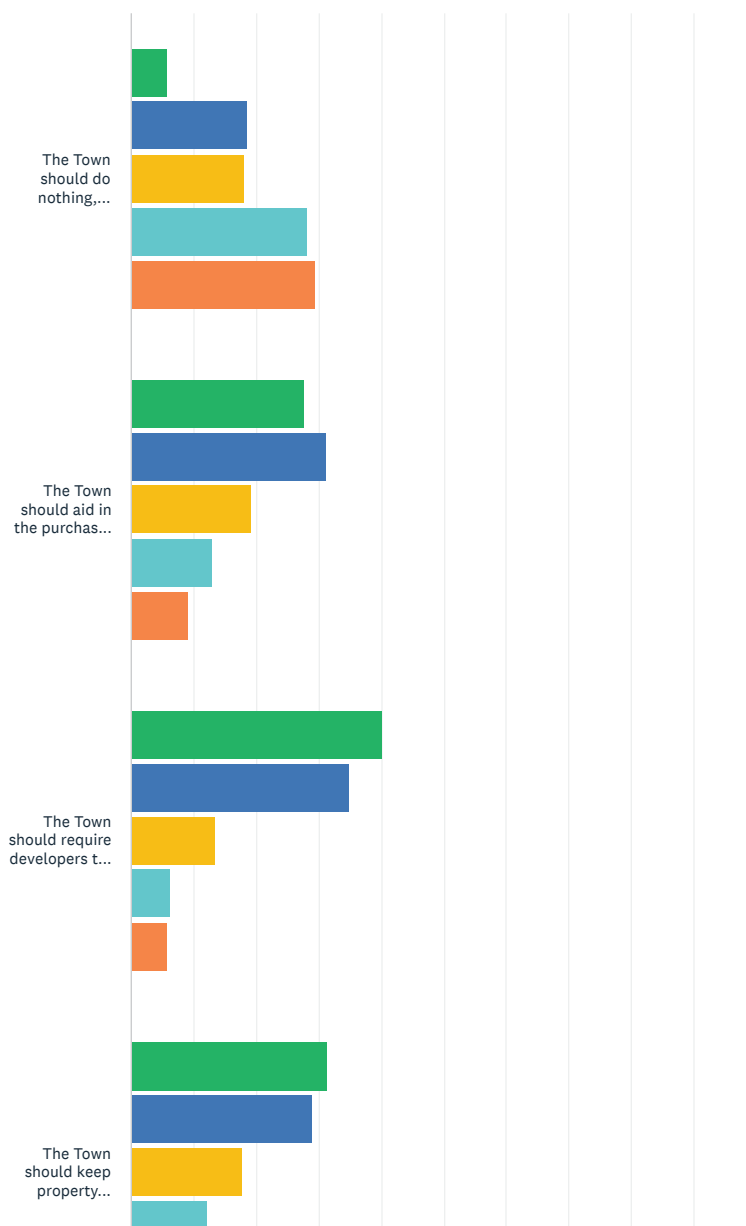
ANSWER CHOICES	RESPONSES	
Much too slow	9.95%	21
Too slow	31.75%	67
About right	50.71%	107
Too fast	6.64%	14
Much too fast	0.95%	2
TOTAL		211

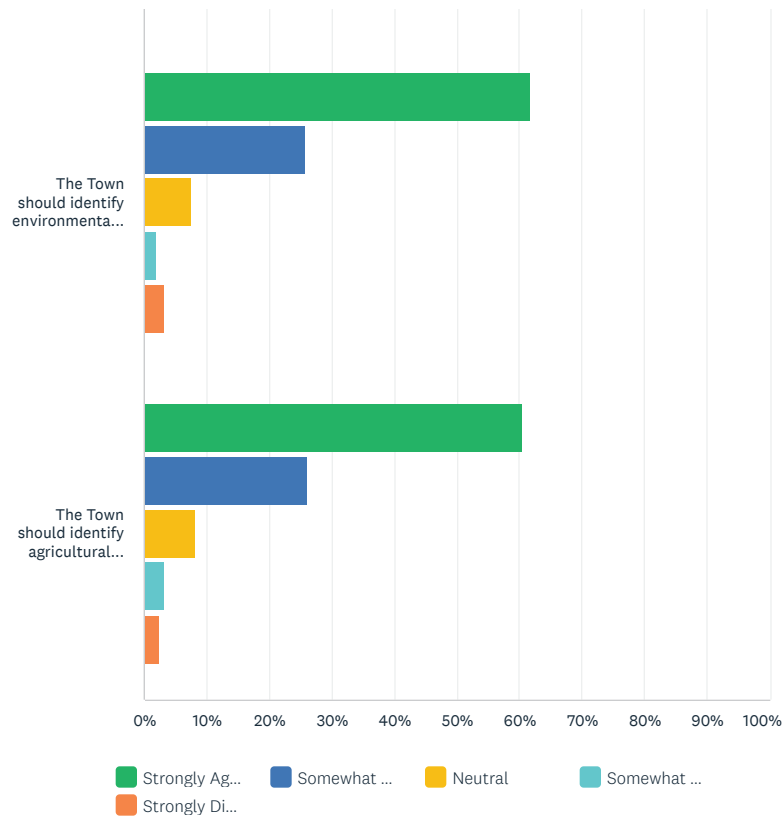
Q21



Currently, much of Town is undeveloped, contributing to our environmental quality and scenic beauty. The statements on this page suggest ways that we can encourage the preservation of farm, forest, shore frontage, and other undeveloped tracts of land. Do you agree or not?

Answered: 214 Skipped: 0





	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
The Town should do nothing, letting the real estate market decide the highest and best use of undeveloped land	5.71% 12	18.57% 39	18.10% 38	28.10% 59	29.52% 62	210	3.57
The Town should aid in the purchase of conservation easements from landowners to keep tracts as open space.	27.75% 58	31.10% 65	19.14% 40	12.92% 27	9.09% 19	209	2.44
The Town should require developers to set aside a portion of the land in new subdivisions as permanent open space.	40.00% 84	34.76% 73	13.33% 28	6.19% 13	5.71% 12	210	2.03
The Town should keep property acquired through tax liens if the land can serve a public purpose such as providing open space.	31.31% 67	28.97% 62	17.76% 38	12.15% 26	9.81% 21	214	2.40
The Town should identify environmentally sensitive areas where new development should be restricted.	61.68% 132	25.70% 55	7.48% 16	1.87% 4	3.27% 7	214	1.59

should identify
agriculturally
sensitive areas
where new
development
should be
limited.

128

55

17

7

5

212

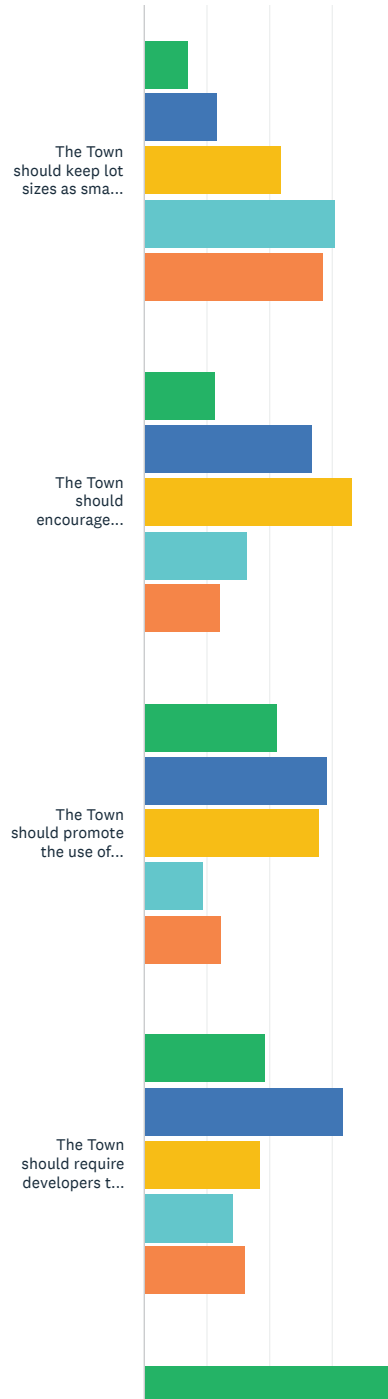
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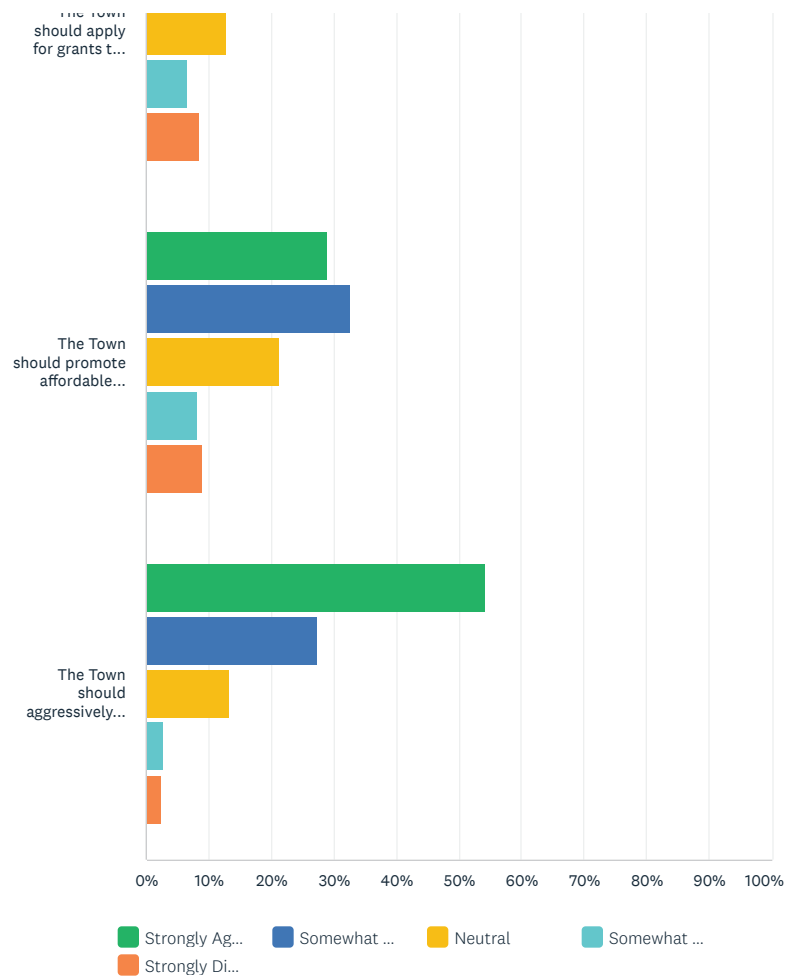
Q22



As part of the comprehensive planning process, we must also consider policies to keep local housing decent and affordable. Do you agree or disagree with the following policies?

Answered: 214 Skipped: 0





	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
The Town should keep lot sizes as small as possible.	7.04% 15	11.74% 25	22.07% 47	30.52% 65	28.64% 61	213	3.62
The Town should encourage rental housing.	11.27% 24	26.76% 57	33.33% 71	16.43% 35	12.21% 26	213	2.92
The Town should promote the use of Maine State Housing financial assistance.	21.23% 45	29.25% 62	27.83% 59	9.43% 20	12.26% 26	212	2.62
The Town should require developers to include a percentage of affordable lots/units in proposals.	19.43% 41	31.75% 67	18.48% 39	14.22% 30	16.11% 34	211	2.76
The Town should apply for grants to assist low income families in upgrading substandard housing.	39.62% 84	32.55% 69	12.74% 27	6.60% 14	8.49% 18	212	2.12
The Town	28.91%	32.70%	21.33%	8.06%	9.00%		

housing.

The Town should aggressively enforce existing laws and ordinances regarding safety and sanitation.

54.25%
115

27.36%
58

13.21%
28

2.83%
6

2.36%
5

212

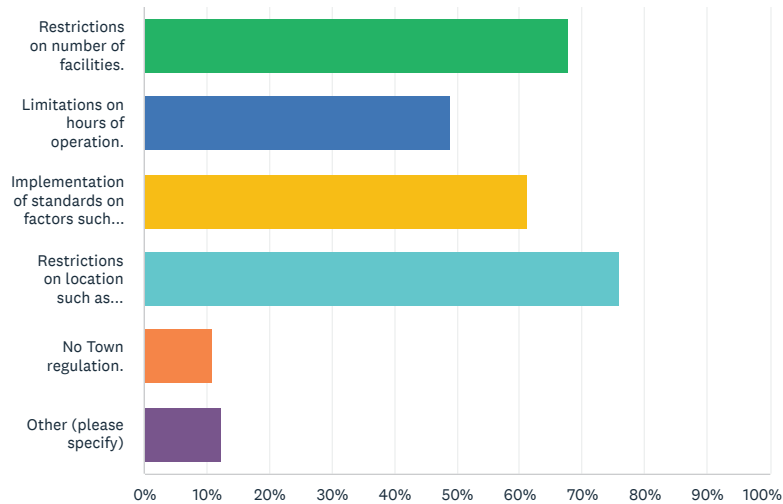
1.72

Q23



Currently the Town does not regulate the location or manner of operation of medical marijuana care providers and grow facilities. Which do you favor? (Select as many as appropriate)

Answered: 211 Skipped: 3



ANSWER CHOICES

RESPONSES

Restrictions on number of facilities.

67.77% 143

Limitations on hours of operation.

48.82%
103

Implementation of standards on factors such as parking, screening from abutters, security measures, odor control, etc.

61.14% 129

Restrictions on location such as proximity to schools, churches, playground.

75.83% 160

No Town regulation.

10.90% 23

Other (please specify)

12.32% 26

Total Respondents: 211

Q24

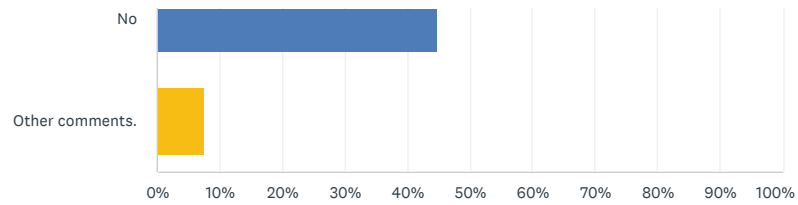


Do you favor implementation of an ordinance that would allow retail stores and retail grow facilities for adult use marijuana in Monmouth?

Answered: 212 Skipped: 2

Yes





ANSWER CHOICES	RESPONSES	
Yes	47.64%	101
No	44.81%	95
Other comments.	7.55%	16
TOTAL		212

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