

AGENDA
CITY COUNCIL OF THE CITY OF BATH, MAINE

Regular Meeting

Wednesday, August 2, 2017 6:00pm
City Council Chambers, Bath City Hall

We encourage your comments and views, and appreciate your participation in your local government.

A. Pledge of Allegiance

B. Roll Call

Proclamation recognizing "Kindness Day" on August 19, 2017.

C. Public Hearings:

1) Bond Ordinance: Authorizing up to \$700,000 of the City's General Obligation Bonds to finance the acquisition of a rescue pumper fire truck. (second passage)

2) Ordinance: Chapter 17. Vehicles and Traffic, Article 6. Stopping, Standing and Parking, Section 17-259. Parking Restrictions, High Street – West Side (Morse High School) (second passage)

D. Consent Agenda:

(Items as marked with an asterisk () on the agenda shall be considered routine matters not requiring debate. In the case of items marked with an asterisk, the motion as stated in parenthesis following the items on the agenda shall be considered to have been passed by the City Council as part of the Consent Agenda. Any Councilor wishing to have any item so marked with an asterisk removed from the Consent Agenda shall have the unlimited right to do so at any time prior to the vote by Council on the Consent Agenda. If such an item is removed from the Consent Agenda, it shall be dealt with in the normal course of the meeting.)*

***3) Minutes of the previous meeting of July 5, 2017 Council Meeting (motion to Accept as Presented)**

E. Time Devoted to Residents to Address the City Council:

F. Orders, Ordinances and Resolutions:

4) Order: Approving Bid and Contract for the Purchase of new Fire Department Rescue Pumper Truck.

5) Order: Accepting a \$1,000,000 Clean Water State Revolving Fund grant, a \$50,000 Fiscal Sustainability Plan Principal Forgiveness grant, and a \$20,000 Climate Adaptation Plan grant.

G. Petitions & Communications:

H. City Manager's Report:

I. Committee Reports: if any

J. Unfinished Business:

6) Old YMCA Property Discussion.

K. New Business:

7) Appointment of 2 members to the Old Customs House Board of Directors with terms to expire in August 2020.

L. Councilor Announcements:

ADJOURN

PROCLAMATION

WHEREAS Kindness Day is the dream of Morse High Senior Bryanna Ringrose, which evolved from a conversation with her best friend Taylor Bisson, and

WHEREAS the desire was to have a day in Bath where everyone could just focus on doing small acts of kindness for each other, and

WHEREAS this event is co-ordinated by the Morse High School Student Council Liaison Committee and there has been an outpouring of support from the community with merchants, area non-profits, Main Street Bath and a number of individuals jumping onboard to help make this dream a reality, and

WHEREAS the power of kindness lies in every individual and by recognizing, understanding and actually using this power, we have the ability to send out a positive ripple that may travel for miles, and

WHEREAS no one, no matter how young or how small, is too little to make a difference in our own community and our world and through random acts of kindness, we can promote healthy behaviors and positive dynamics within our community, nourishing and strengthening our community with a celebration of simple kindness that encourages people to tap into their own human spirit;

NOW THEREFORE BE IT PROCLAIMED that August 19, 2017 shall be recognized as Bath Kindness Day remembering that simple day-to-day acts of kindness enable our community to be a kinder, safer and more secure place to live, work and play and to urge all citizens to participate in spreading kindness, and practicing respect, generosity, patience and consideration of others not just this day, but every day of the year.

Dated this 2nd day of August, 2017.



Mari H. Eosco, Madame Chair
Bath City Council





C1

BOND ORDINANCE

AUTHORIZING UP TO \$700,000 OF THE CITY'S GENERAL OBLIGATION BONDS TO FINANCE THE ACQUISITION OF A RESCUE PUMPER FIRE TRUCK

IT IS HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF BATH, AS FOLLOWS:

Section 1. That a sum of up to, but not to exceed, \$700,000, plus the sale premium of and investment earnings on the bonds authorized in Section 2 below, is hereby appropriated for the purpose of funding the following projects, including issuance costs therefore:

- Rescue Pumper Fire Truck

Section 2. That, for the purpose of funding the aforesaid appropriation, the City Treasurer, with the approval of the Chair of the City Council and the City Manager, is hereby authorized, in the name of and on behalf of the City, to issue the City's bonds or notes in anticipation thereof, in the stated principal amount of up to, but not to exceed, \$700,000 under and pursuant the City Charter and Title 30-A, Section §5772 of the Maine Revised Statutes.

Section 3. That any and all bonds or notes in anticipation thereof issued pursuant to this Ordinance are issued pursuant to Chapter 8 of the City Charter and shall be signed by the City Treasurer and countersigned by the Chair of the City Council and the City Manager.

Section 4. That any and all bonds issued pursuant to this Ordinance shall be payable in annual installments, which need not be equal, the total amount of which shall extinguish the entire debt at maturity pursuant to the requirements of 30-A M.R.S.A. Section 5772(3), pursuant to Section 807 of the City Charter.

Section 5. That the term of any bonds issued pursuant to this Ordinance shall not exceed fifteen (15) years, or such lesser term as the Treasurer shall determine is appropriate.

Section 6. That the City Treasurer, with the approval of the Chair of the City Council and the City Manager, shall determine the date or dates, maturities (not to exceed the maximum term specified above), denominations, interest rate or rates and any other details of any bonds or any notes in anticipation thereof to be issued pursuant to this Ordinance, such approval to be conclusively evidenced by the execution thereof.

Section 7. That the City Treasurer, with the approval of the Chair of the City Council and the City Manager, is hereby authorized to make any bonds or notes in anticipation thereof issued pursuant to this Ordinance subject to prepayment and call for redemption with or without premium prior to the stated maturity date at the election of the City.

- Section 8. That the City Treasurer is hereby authorized to take all such action as may be necessary to designate any bonds or notes in anticipation thereof issued pursuant to this Ordinance (to the extent such designation is available) as qualified tax-exempt obligations for purposes of Section 265(b) of the Code.
- Section 9. That the bonds or notes in anticipation thereof issued pursuant to this Ordinance shall be general obligations of the City, backed by the full faith and credit and taxing power of the City.
- Section 10. That in the event the City Treasurer elects to issue such bonds or notes in anticipation thereof through the Maine Municipal Bond Bank (the "Bond Bank"), that the City Treasurer and the Chair of the City Council and the City Manager be and hereby are authorized, on behalf of the City, to enter into a loan agreement with the Bond Bank in conjunction with the issuance of the bonds or notes, in the aggregate principal amount not to exceed \$700,000 with a term not to exceed the term of the bonds or notes, said loan agreement to be in the usual and ordinary form utilized by the Bond Bank in connection with its General Resolution Program, which is hereby approved, and to contain such other terms and provisions, not contrary to the general tenor hereof, as the Treasurer, the Chair of the City Council and the City Manager may approve, their approval to be conclusively evidenced by the execution thereof.
- Section 11. That the City Treasurer is authorized to do or cause to be done all such acts and things, and to execute and deliver any and all contracts, agreements, certificates, and other documents as may be necessary or advisable, including but not limited to an Arbitrage and Use of Proceeds Certificate and a Continuing Disclosure Certificate, to carry out the provisions of this Ordinance in connection with the issuance and delivery by the City of the bonds or notes in anticipation thereof.
- Section 12. That if the City Treasurer, Chair of the City Council, City Manager, or Clerk are for any reason unavailable to approve and execute the bonds or notes in anticipation thereof issued pursuant to this Ordinance, any loan agreement or any related financing documents, the person or persons then acting in any such capacity, whether as an assistant, a deputy, or otherwise, is authorized to act for such official with the same force and effect as if such official had himself or herself performed such act.
- Section 13. That during the term any of the bonds authorized hereby are outstanding, the City Treasurer is hereby authorized, in the name and on behalf of the City, to issue and deliver refunding bonds on either a current or advance refunding basis, to refund some or all of the bonds then outstanding, and to determine the date, form, interest rate, maturities (not to exceed 15 years from the date of issuance of the original bonds) and all other details of such refunding bonds, including the form and manner of their sale and award. The City Treasurer is hereby further authorized to provide that any of such refunding bonds hereinbefore authorized be made callable, with or without premium, prior to their stated date(s) of maturity, and each refunding bond issued hereunder shall be signed by the City Treasurer and countersigned by the

Chair of the City Council and the City Manager, sealed with the seal of the City, and attested by its Clerk.

Section 14. That any suit questioning the validity of this Ordinance shall be barred unless commenced within forty-five (45) days following publication of the Ordinance in accordance with Section 805 of the City Charter.

First Passage
CITY OF BATH MAINE
IN CITY COUNCIL
July 5, 2017
RECEIVED READ AND ACCEPT
☐ TABLED ☐ GRANTED ☒ PASSED ☐ FAILED
REFERRED TO:
ATTEST [Signature]
CITY CLERK

Second Passage
CITY OF BATH MAINE
IN CITY COUNCIL
August 2, 2017
RECEIVED READ AND ACCEPT
☐ TABLED ☐ GRANTED ☒ PASSED ☐ FAILED
REFERRED TO:
ATTEST [Signature]
CITY CLERK



eMAX CUSTOM PUMPER

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FIRE / RESCUE CAPABILITY

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STORAGE

MAX
MANEUVERABILITY

MAX
PERFORMANCE

One of the industry's most innovative apparatus designs, the eMAX custom pumper offers your department maximum maneuverability, maximum storage capacity, maximum accessibility, maximum fire/rescue capability for an overall maximum performance.



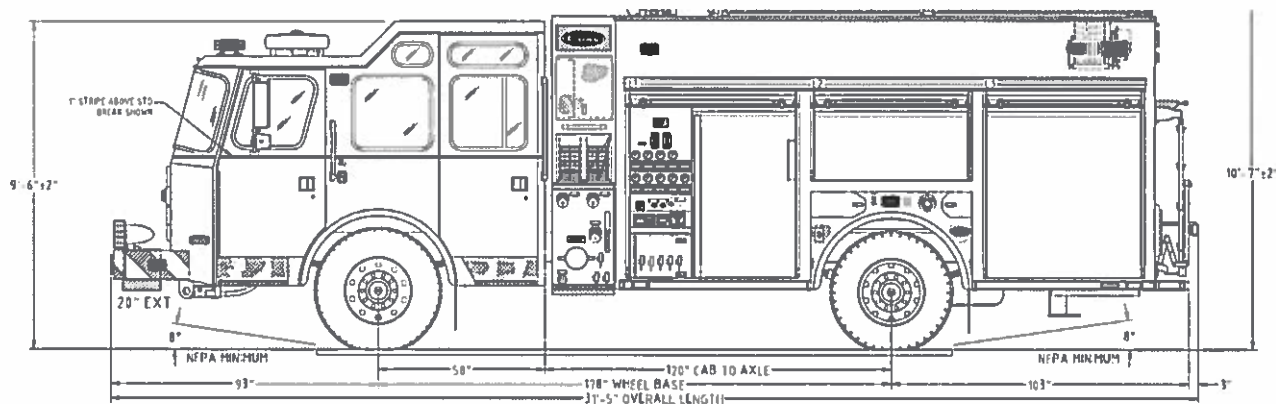
TAKE EMERGENCY RESPONSE TO THE MAX, THE eMAX.

Our eMAX pump location and apparatus configuration is designed to offer Maximum Maneuverability with a short wheelbase; Maximum Storage space with up to 605 cubic feet of storage; Maximum Accessibility with low, pre-connected handlines and a rear access ladder; Maximum Fire / Rescue with the ability to carry equipment necessary for fire, rescue and EMS response in one organized apparatus. eMAX is available on one of three of the industry's strongest custom chassis - Typhoon®, Cyclone® II or Quest® - which meet or exceed SAE J2420, and J2422 crash testing standards.

All these features combined allow you to Maximize your Performance with the eMAX by E-ONE.

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eMAX CUSTOM PUMPER



CUSTOM CHASSIS

- Quest®, Cyclone® II or Typhoon® chassis
- Medium, long and extended length 4-door cabs available
- Optional vista roof in three heights
- Wheelbase as low as 165"
- Up to 600 HP Engine
- Seating for up to 10
- Standard safety features such as roll cage cab, CrewGuard & ABS brakes
- Optional safety features such as airbags & G4 (electronic stability control)
- Available with galvanized frame for corrosion protection

BODY CONSTRUCTION

- Body available in 3/16" extruded aluminum or stainless steel
- 530 to 1280 gallon tank capacities available with integral foam cells
- Lower pre-connected hand lines and shorter wheelbase than conventional designs
- Ladder tunnel for two-section, roof or attic ladders and pike poles
- Low-mounted speed-lays and back board storage
- A convenient access panel in the forward compartment on the officer's side allows for easy access when servicing the pump and plumbing
- Rescue Pumper Options: full height full depth driver and/or officer compartments, large body with double front compartments, short body for greater maneuverability and lower overall length, roof top compartments, ladder storage with hydraulic overhead or high capacity two arm ladder racks
- Popular options: hinged or roll-up doors, adjustable shelves, roll-out trays, tool boards, SCBA storage, aluminum or vinyl hose bed covers, low hose bed for easier access, and wide or narrow upper storage compartments

FIRE PACKAGE

- Side-mount, top-mount or enclosed top-mount pump operator controls
- Compact pump operator panel design is less than 24" wide
- Pumps up to 1500 GPM
- Manual or electric valves
- Class A or Class B direct injection foam systems, CAFS or ATP foam systems available
- Tried and true split shaft pump drive design does not rely on a continuously spinning power take-off, resulting in less noise, less moving parts and less wear and tear on your apparatus
- All discharge controls are conveniently located at the pump panel, away from discharge hoses
- Low intakes for easier hose connection

ELECTRICAL

- Multiplex electrical system provides increased feature capability and improved diagnostics
- Color vista display available
- Whelen® optical and audible warning packages standard, others optional
- Fixed and pole mounted scene lighting
- Optional 6-20kW hydraulic generators



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NOTICE

THE FOLLOWING BOND ORDINANCE WAS GIVEN FIRST PASSAGE BY THE CITY COUNCIL OF THE CITY OF BATH, MAINE AT A REGULAR MEETING HELD AT THE CITY HALL ON WEDNESDAY, JULY 5, 2017, AND PURSUANT TO THE CHARTER OF THE CITY OF BATH, AND THE PRIVATE AND SPECIAL LAWS OF THE STATE OF MAINE, AND AMENDMENT THERETO, PUBLIC HEARING WILL BE HELD TO CONSIDER THE FINAL PASSAGE OF SAID ORDINANCE IN THE CITY COUNCIL CHAMBERS, THIRD FLOOR OF CITY HALL, BATH, MAINE, ON WEDNESDAY, AUGUST 2, 2017, AT 6:01 PM.

BOND ORDINANCE

AUTHORIZING UP TO \$700,000 OF THE CITY'S GENERAL OBLIGATION BONDS TO FINANCE THE ACQUISITION OF A RESCUE PUMPER FIRE TRUCK

IT IS HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF BATH, AS FOLLOWS:

Section 1. That a sum of up to, but not to exceed, \$700,000, plus the sale premium of and investment earnings on the bonds authorized in Section 2 below, is hereby appropriated for the purpose of funding the following projects, including issuance costs therefor:

- Rescue Pumper Fire Truck

Section 2. That, for the purpose of funding the aforesaid appropriation, the City Treasurer, with the approval of the Chair of the City Council and the City Manager, is hereby authorized, in the name of and on behalf of the City, to issue the City's bonds or notes in anticipation thereof, in the stated principal amount of up to, but not to exceed, \$700,000 under and pursuant the City Charter and Title 30-A, Section §5772 of the Maine Revised Statutes.

Section 3. That any and all bonds or notes in anticipation thereof issued pursuant to this Ordinance are issued pursuant to Chapter 8 of the City Charter and shall be signed by the City Treasurer and countersigned by the Chair of the City Council and the City Manager.

Section 4. That any and all bonds issued pursuant to this Ordinance shall be payable in annual installments, which need not be equal, the total amount of which shall extinguish the entire debt at maturity pursuant to the requirements of 30-A M.R.S.A. Section 5772(3), pursuant to Section 807 of the City Charter.

Section 5. That the term of any bonds issued pursuant to this Ordinance shall not exceed fifteen (15) years, or such lesser term as the Treasurer shall determine is appropriate.

- Section 6. That the City Treasurer, with the approval of the Chair of the City Council and the City Manager, shall determine the date or dates, maturities (not to exceed the maximum term specified above), denominations, interest rate or rates and any other details of any bonds or any notes in anticipation thereof to be issued pursuant to this Ordinance, such approval to be conclusively evidenced by the execution thereof.
- Section 7. That the City Treasurer, with the approval of the Chair of the City Council and the City Manager, is hereby authorized to make any bonds or notes in anticipation thereof issued pursuant to this Ordinance subject to prepayment and call for redemption with or without premium prior to the stated maturity date at the election of the City.
- Section 8. That the City Treasurer is hereby authorized to take all such action as may be necessary to designate any bonds or notes in anticipation thereof issued pursuant to this Ordinance (to the extent such designation is available) as qualified tax-exempt obligations for purposes of Section 265(b) of the Code.
- Section 9. That the bonds or notes in anticipation thereof issued pursuant to this Ordinance shall be general obligations of the City, backed by the full faith and credit and taxing power of the City.
- Section 10. That in the event the City Treasurer elects to issue such bonds or notes in anticipation thereof through the Maine Municipal Bond Bank (the "Bond Bank"), that the City Treasurer and the Chair of the City Council and the City Manager be and hereby are authorized, on behalf of the City, to enter into a loan agreement with the Bond Bank in conjunction with the issuance of the bonds or notes, in the aggregate principal amount not to exceed \$700,000 with a term not to exceed the term of the bonds or notes, said loan agreement to be in the usual and ordinary form utilized by the Bond Bank in connection with its General Resolution Program, which is hereby approved, and to contain such other terms and provisions, not contrary to the general tenor hereof, as the Treasurer, the Chair of the City Council and the City Manager may approve, their approval to be conclusively evidenced by the execution thereof.
- Section 11. That the City Treasurer is authorized to do or cause to be done all such acts and things, and to execute and deliver any and all contracts, agreements, certificates, and other documents as may be necessary or advisable, including but not limited to an Arbitrage and Use of Proceeds Certificate and a Continuing Disclosure Certificate, to carry out the provisions of this Ordinance in connection with the issuance and delivery by the City of the bonds or notes in anticipation thereof.
- Section 12. That if the City Treasurer, Chair of the City Council, City Manager, or Clerk are for any reason unavailable to approve and execute the bonds or notes in anticipation thereof issued pursuant to this Ordinance, any loan agreement or any related financing documents, the person or persons then acting in any such capacity, whether as an assistant, a deputy, or otherwise, is authorized to act for such official with the same force and effect as if such official had himself or herself performed such act.

Section 13. That during the term any of the bonds authorized hereby are outstanding, the City Treasurer is hereby authorized, in the name and on behalf of the City, to issue and deliver refunding bonds on either a current or advance refunding basis, to refund some or all of the bonds then outstanding, and to determine the date, form, interest rate, maturities (not to exceed 15 years from the date of issuance of the original bonds) and all other details of such refunding bonds, including the form and manner of their sale and award. The City Treasurer is hereby further authorized to provide that any of such refunding bonds hereinbefore authorized be made callable, with or without premium, prior to their stated date(s) of maturity, and each refunding bond issued hereunder shall be signed by the City Treasurer and countersigned by the Chair of the City Council and the City Manager, sealed with the seal of the City, and attested by its Clerk.

Section 14. That any suit questioning the validity of this Ordinance shall be barred unless commenced within forty-five (45) days following publication of the Ordinance in accordance with Section 805 of the City Charter.

**BY ORDER OF THE CITY COUNCIL OF THE CITY OF BATH,
MAINE**

ATTEST:

Mary J. White

City Clerk

On this 24TH day of JULY, 2017, I certify that I have posted an attested copy of the attached Bond Ordinance at the following public places which is at least 7 days prior to the public hearing:

POLICE DEPT., FIRE DEPT., CITY HALL, COURT HOUSE, LIBRARY

Michael Peabody
Michael Peabody, City Messenger

NOTICE

THE FOLLOWING BOND ORDINANCE WAS GIVEN SECOND PASSAGE BY THE CITY COUNCIL OF THE CITY OF BATH, MAINE AT A REGULAR MEETING HELD AT THE CITY HALL ON WEDNESDAY, AUGUST 2, 2017.

THE FOLLOWING IS A SUMMARY OF THE BOND ORDINANCE:

TO AUTHORIZE ISSUANCE OF UP TO \$700,000 OF THE CITY'S BONDS TO FINANCE THE PURCHASE OF A RESCUE PUMPER FIRE TRUCK.

**BY ORDER OF THE CITY COUNCIL OF THE CITY OF BATH,
MAINE**

ATTEST:

May J White
City Clerk

On this 4th day of August, 2017 I certify that I have posted an attested copy of the Ordinance at the following public places:

POLICE DEPT., FIRE DEPT., CITY HALL, COURT HOUSE, LIBRARY

Michael Peabody
Michael Peabody, City Messenger

ORDINANCE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BATH THAT THE CODE OF THE CITY OF BATH, ADOPTED FEBRUARY 2, 1977, AND SUBSEQUENTLY AMENDED, BE FURTHER AMENDED AS FOLLOWS:

CHAPTER 17. VEHICLES AND TRAFFIC

Article 6. Stopping, Standing and Parking

Section 17-259. Parking Restrictions

High Street

West Side

Delete the following:

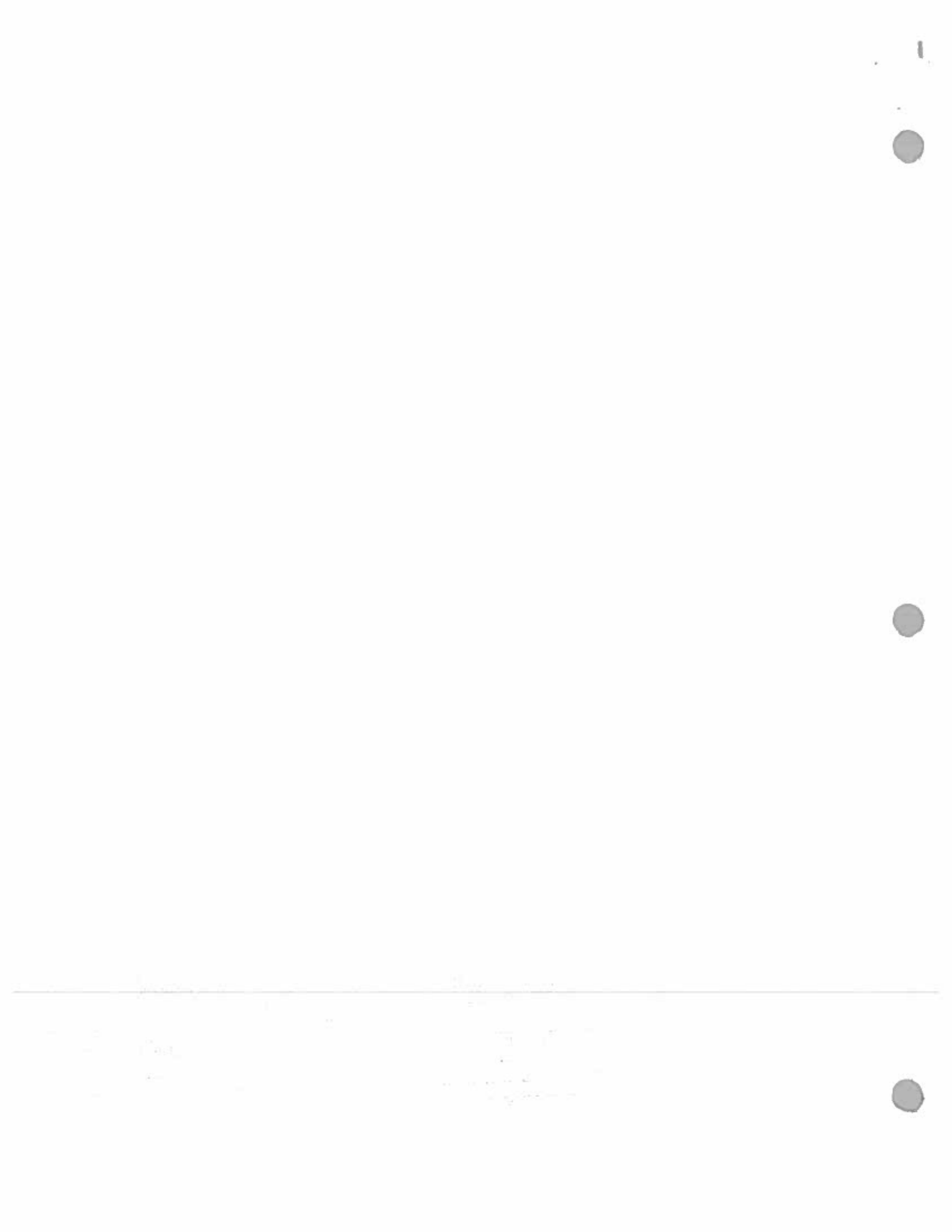
From Centre Street to the South Entrance of the Vocational School, 1 hour parking. From the South Entrance of the Vocational School to the first Handicap spot in front of Morse, 1 hour parking, except for Bus Zone Only from 1:30 pm to 2:30 pm., when school is in session. From the first Handicap spot to a point 40 feet north, Handicap parking Only. From a point 40 feet north of the first Handicap spot to Chestnut Street, Parking by Permit Only., permits to be obtained from Morse High School. (11-3-10)

Replace with the following:

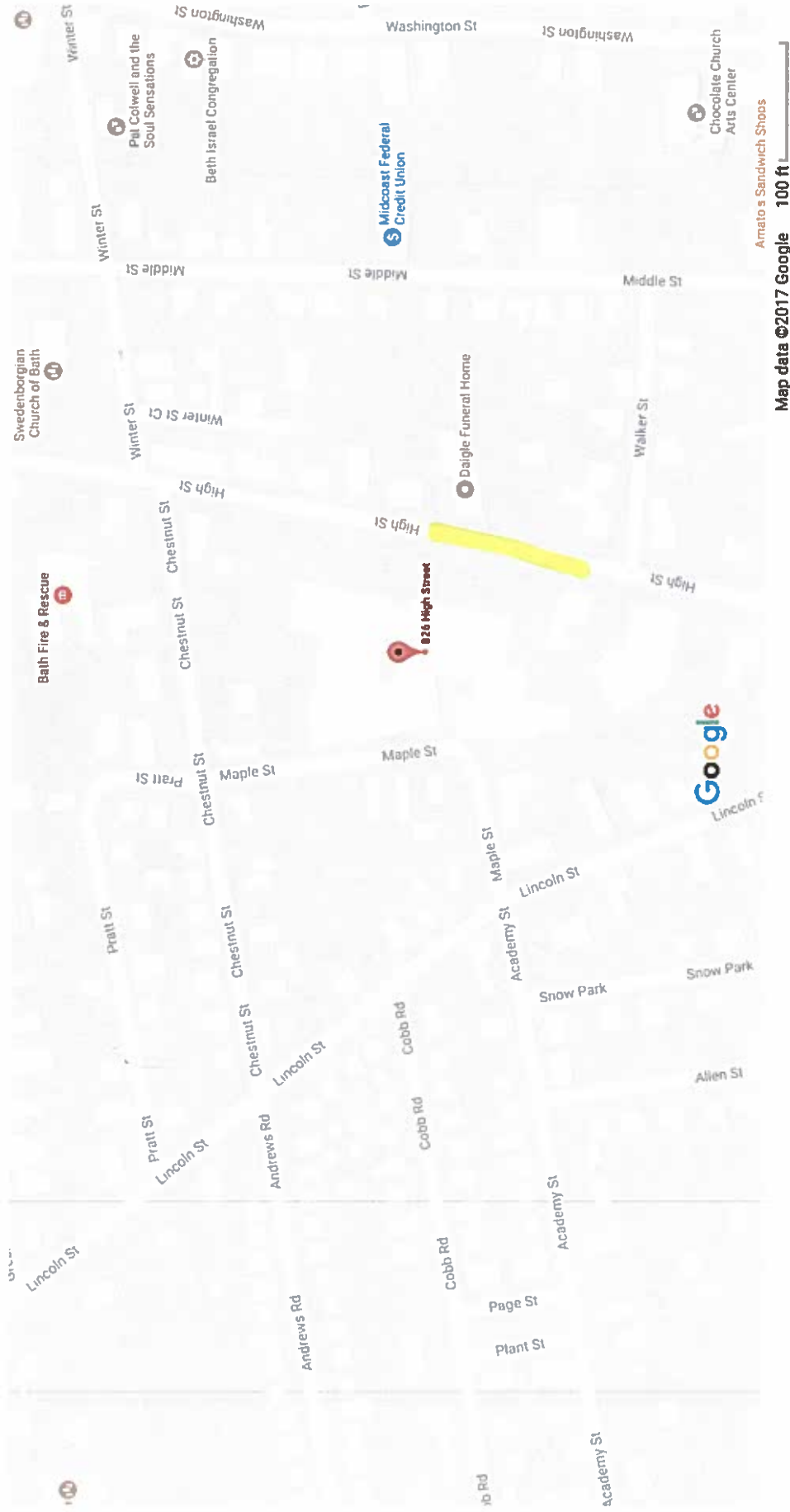
From Centre Street to a point 20 feet north of the north side of the vehicular entrance to the Vocational School, 1 hour parking. From a point 20 feet north of the north side of the vehicular entrance to the Vocational School and running a distance of 260 feet north to a point, 1 hour parking, except Bus Parking Only from 7:00 am to 2:30 pm on days when school is in session. From a point 260 feet north of a point 20 feet north of the north side of the vehicular entrance to the Vocational School and running north a distance of 65 feet to a point, 1 hour parking; From a point 325 feet north from a point 20 feet north of the north side of the vehicular entrance to the Vocational School and running north a distance of 78 feet, Handicap parking Only; From a point 403 feet north from a point which is 20 feet north of the north side of the vehicular entrance to the Vocational School and continuing north to Chestnut Street, Parking by Permit only, permits to be obtained from Morse High School. (11-3-10)

FIRST PASSAGE
CITY OF BATH MAINE
IN CITY COUNCIL
July 5 2017
RECEIVED READ AND ACCEPT
☐ TABLED ☐ GRANTED ☒ PASSED ☐ FAILED
REFERRED TO
ATTEST Rosemary J. Gray
CITY CLERK

Second Passage
CITY OF BATH MAINE
IN CITY COUNCIL
August 2, 2017
RECEIVED READ AND ACCEPT
☐ TABLED ☐ GRANTED ☒ PASSED ☐ FAILED
REFERRED TO
ATTEST Mary J. White
CITY CLERK



Google Maps 826 High St



Map data ©2017 Google

100 ft

Amato's Sandwich Shops

C2



C2



**CITY OF BATH
POLICE DEPARTMENT**


MICHAEL W. FIELD
CHIEF of POLICE

250 Water Street

Bath, Maine 04530

(207) 443-5563

Memorandum

To: Members of the City Council
From: Michael Field, Chief of Police 
Ref: Parking Ordinance – Bus Zone, Morse High School
Date: June 27th, 2017

The Transportation Committee has discussed an issue with school bus parking in front of Morse High School. We currently have a bus zone from 1:30pm to 2:30 pm. This is to reduce congestion in front of the High School during the afternoon exodus. This current ordinance is not working and has become a public safety issue.

TSO Hook and SRO Reece met with the Bath Bus Service at the site to discuss a better option. Their option is to have Bus Zone parking only in the described/attached ordinance during the entire school day. This will prohibit any vehicles from parking in the area.

The Transportation Committee received this suggestion at the June meeting and supported this new ordinance. It should be noted that there will still be parking, both normal and handicap, available in front of the High School and Vocational buildings.

If you have any questions, please contact me.



NOTICE

THE FOLLOWING ORDINANCE WAS GIVEN FIRST PASSAGE BY THE CITY COUNCIL OF THE CITY OF BATH, MAINE AT A REGULAR MEETING HELD AT THE CITY HALL ON WEDNESDAY, JULY 5, 2017, AND PURSUANT TO THE CHARTER OF THE CITY OF BATH, AND THE PRIVATE AND SPECIAL LAWS OF THE STATE OF MAINE, AND AMENDMENT THERETO, PUBLIC HEARING WILL BE HELD TO CONSIDER THE FINAL PASSAGE OF SAID ORDINANCE IN THE CITY COUNCIL CHAMBERS, THIRD FLOOR OF CITY HALL, BATH, MAINE, ON WEDNESDAY, AUGUST 2, 2017, AT 6:02 PM.

ORDINANCE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BATH THAT THE CODE OF THE CITY OF BATH, ADOPTED FEBRUARY 2, 1977, AND SUBSEQUENTLY AMENDED, BE FURTHER AMENDED AS FOLLOWS:

CHAPTER 17. VEHICLES AND TRAFFIC

Article 6. Stopping, Standing and Parking

Section 17-259. Parking Restrictions

High Street

West Side

Delete the following:

From Centre Street to the South Entrance of the Vocational School, 1 hour parking.
From the South Entrance of the Vocational School to the first Handicap spot in front of Morse, 1 hour parking, except for Bus Zone Only from 1:30 pm to 2:30 pm., when school is in session. From the first Handicap spot to a point 40 feet north, Handicap parking Only. From a point 40 feet north of the first Handicap spot to Chestnut Street, Parking by Permit Only., permits to be obtained from Morse High School. (11-3-10)

Replace with the following:

From Centre Street to a point 20 feet north of the north side of the vehicular entrance to the Vocational School, 1 hour parking. From a point 20 feet north of the north side of the vehicular entrance to the Vocational School and running a distance of 260 feet north to a point, 1 hour parking, except Bus Parking Only from 7:00 am to 2:30 pm on days when school is in session. From a point 260 feet north of a point 20 feet north of the north side of the vehicular entrance to the Vocational School and running north a distance of 65 feet to a point, 1 hour parking; From a point 325 feet north from a point 20 feet north of the north side of the vehicular entrance to the Vocational School and running north a distance

Customers also
considered

of 78 feet, Handicap parking Only; From a point 403 feet north from a point which is 20 feet north of the north side of the vehicular entrance to the Vocational School and continuing north to Chestnut Street, Parking by Permit only, permits to be obtained from Morse High School. (11-3-10)

**BY ORDER OF THE CITY COUNCIL OF THE CITY OF BATH,
MAINE**

ATTEST:

Mary J. White

City Clerk

On this 24TH day of JULY, 2017, I certify that I have posted an attested copy of the attached Bond Ordinance at the following public places which is at least 7 days prior to the public hearing:

POLICE DEPT., FIRE DEPT., CITY HALL, COURT HOUSE, LIBRARY

Michael Peabody
Michael Peabody, City Messenger



F4

ORDER

BE IT HEREBY ORDERED BY THE CITY COUNCIL OF THE CITY OF BATH, THAT THE BID OF GREENWOOD EMERGENCY VEHICLES, INC. FOR THE CONSTRUCTION OF AN E-ONE QUEST RESCUE PUMPER IN THE AMOUNT OF \$700,000.00 IS ACCEPTED AND THE CITY MANAGER IS AUTHORIZED TO EXECUTE THE CONTRACT AND ANY OTHER DOCUMENTS NECESSARY TO ITS IMPLEMENTATION ON BEHALF OF THE CITY OF BATH. THE PROJECT WILL BE FUNDED BY THE RESCUE PUMPER FIRE TRUCK BOND ORDINANCE, PENDING FINAL PASSAGE BY COUNCIL AT ITS MEETING ON AUGUST 2, 2017.

CITY OF BATH MAINE
IN CITY COUNCIL
August 2, 2017
RECEIVED READ AND ACCEPT
☒ TABLED ☒ GRANTED ☒ PASSED ☐ FAILED
REFERRED TO: Mary White
ATTEST Mary White
CITY CLERK

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40 4 12 1130 7

**ORDER
ACCEPTING GRANTS**

WHEREAS, the voters approved an \$8,500,000 wastewater infrastructure bond in November of 2015; and

WHEREAS, as a result of said bond approval, the City has investigated a number of funding options to proceed with the planned wastewater system upgrades; and

WHEREAS, the City submitted an application for \$2,997,000 to the 2017 Clean Water State Revolving Fund (CWSRF) for the City's Combined Sewer Overflow (CSO) Wastewater Collection System projects as part of the above bond, and the CWSRF Program has offered the City a principal forgiveness (grant) in the amount of \$1,000,000 for that program; and

WHEREAS, the City has also been offered \$50,000 through the Fiscal Sustainability Plan Principal Forgiveness Program (FSP); and

WHEREAS, an additional \$20,000 has been offered to the City for Climate Adaptation Plan Principal Forgiveness (CAP).

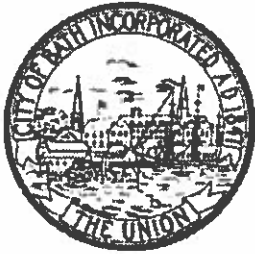
NOW, THEREFORE, BE IT ORDERED by the City Council of the City of Bath that the \$1,000,000 CWSRF grant, the \$50,000 FSP grant, and the \$20,000 (CAP) grant, be and hereby are accepted and the City Manager and/or his designee is hereby authorized execute any documentation necessary with regard to the acceptance of the Grant(s) and all Grant administration.

CITY OF BATH MAINE
IN CITY COUNCIL
August 2, 2017

RECEIVED READ AND ACCEPT
☐ TABLED ☒ GRANTED ☐ DEPOSED ☐ FAILED
REFERRED TO: _____
ATTES: *[Signature]*
CITY CLERK



55



F5

City of Bath

Finance Department

Bath City Hall – 55 Front Street
Bath, Maine 04530

Telephone: (207) 443-8338 - Fax: (207) 443-8397

Juli Millett, C.P.A.
Finance Director

Juli Millett, Finance Director
jmillett@cityofbath.com

Linda McCourt, Staff Accountant
lmccourt@cityofbath.com

Susan Hunt, Payroll Supervisor
shunt@cityofbath.com

July 26, 2017

To: Bath City Council
From: Juli Millett, Finance Director
RE: 2017 Clean Water State Revolving Fund (CWSRF)

Councilors,

As a result of the voter-approved \$8.5M waste water bond in November of 2015, the City has investigated a number of funding options to follow through with the planned waste water system upgrades. As a reminder in March we applied for USDA Rural Development loans in hopes that a portion of the award will be grants. We are still waiting to hear the results of that application, but are planning to use those monies for the treatment plant upgrade. During the same time we learned of monies through the 2017 Clean Water State Revolving Fund (CWSRF). We submitted an application for this program for our CSO – Wastewater collection system projects included in the above bond.

We submitted for \$2,997,000 through the CESRF program and received \$1,000,000 principal forgiveness (grant) for that program. We also received \$50,000 through the Fiscal Sustainability Plan Principal Forgiveness program. (This is an asset management program.) Lastly we received \$20,000 for Climate Adaptation Plan Principal Forgiveness. (The intent of the CAP is for loan recipients to assess the wastewater treatment system's vulnerabilities to climate change and developing a plan for system resiliency.)

We respectfully request that you accept these grant monies and approve Peter Owen, Interim City Manager to sign the acceptance and submit to State of Maine Environmental Protection.

Respectfully submitted,

Juli Millett,
Finance Director

THE SZANTON COMPANY

An affiliate of the Monks Companies

MEMORANDUM

To: Scott LaFlamme, Director of Economic Development, City of Bath
From: Andy Jackson, Project Manager, The Szanton Company
Date: July 26, 2017
RE: **26 Summer**
Updated Information
Street Parking and Tax Increment Financing

This memo is a follow-up to our proposal submitted in February for the site at 26 Summer Street. Our original proposal is available online for anyone who is interested in reading about it in more detail.

Rendering of our proposed mixed-income rental project at 26 Summer Street.



Rendering courtesy of Archetype Architects

We are submitting additional information related to tax increment financing and parking following discussions and questions since our original proposal.

Main Points

- Our project is aimed at the heart of housing demand in Bath, as supported by the Bath Area Housing Assessment. Our experience with the Huse School leasing shows a deep demand for quality, affordable rental housing in Bath. Our proposed project supports the goals of the 2009 City Comprehensive Plan which calls for mixed-income housing development and increasing the supply of quality affordable housing.
- We are asking the City to invest in this project with tax increment financing (TIF) to support the goals of the Comp Plan and help enable crucial financing for the project. We are asking for a 50% abatement in property taxes for 15 years to help deliver quality rental housing to as many Bath residents as possible. Offsetting this foregone tax revenue are the significant benefits of the "tax shift" that shelters this taxable value from triggering higher County taxes and less revenue sharing and aid to education from the State.
- We have carefully reviewed the parking options on and around the site. We are proposing a shared parking plan that will use existing City parking resources in a yin-yang / daytime-nighttime parking plan, much like a plan that has worked for us in Lewiston. This would bring new parking revenue to the City at no additional cost while minimizing the costly sitework and excavation that would be required to build a new private parking garage on the Summer Street site.

Please see below for a more detailed consideration of the TIF, Comp Plan, and shared parking.

Tax Increment Financing

If we are chosen to develop 26 Summer Street, we would ask the City to partner with us to financially support the project. We understand that the Council needs to weigh any request for financial assistance carefully, considering the overall costs and benefits of the project.

Our proposed mixed-income housing project would support the goals of the 2009 City Comprehensive Plan in the following ways:

- The Comp Plan calls for mixed-income housing development, which is what we are proposing.
- The Comp Plan also calls for affordable, decent housing opportunities and states that it is important for the City to have a mix of income levels. We are targeting a wide range of income levels.
- The Comp Plan states that MaineHousing considers quality housing to be unaffordable in Bath. This was true in 2009, was reinforced by the 2014 Bath Area Housing Assessment, and continues to be true today. MaineHousing continues to rank Bath amongst the cities in Maine with the highest need for *affordable* housing. The 2014 Bath Area Housing Assessment reinforced the deep need for quality housing available to people across the wage spectrum. Our project will be providing 45-49 units of exactly this type of housing.

Our project is aimed at the heart of housing demand in Bath—providing quality housing for people of all incomes. People at the higher end of the wage scale have housing options: they can afford quality housing, in Bath or elsewhere. But there is a very limited supply of available quality rental housing in Bath, and it comes at a premium price. Our residents will be retail clerks at the stores on Front Street and working professionals in the upstairs offices. Bath's working adults prefer to live in Bath, close to family and other connections. They don't have a lot of housing options. Our project would help support more of these Bath residents and help cement their place in the community.

We need a TIF to support the project financially and allow us to deliver quality housing to the greatest number of Bath residents possible. Our primary financing is through MaineHousing, and their crucial scorecard to earn financing prioritizes projects with a TIF. Projects with TIFs use fewer of MaineHousing's scarce subsidies, thus expanding MaineHousing's ability to fund more projects throughout the State. In the last round of competitive financing applications, all of the projects that

were successful included a municipal TIF in their application. Projects without TIFs are simply not competitive and it would not make sense to continue working on this project if the City is not able to support it in this way.

We ask for a 50% TIF for 15 years. Based on the expected assessed value of the Huse School (\$53k per unit), and a mill rate of 21.10, the taxes per apartment would be about \$1,100. If we have at most 49 apartments, the total tax due would be about \$54k. The site is currently tax exempt and we'd be asking for a 50% refund or \$27k, leaving \$27k in annual new taxes remaining with the City.

Importantly, we are also proposing to rent up to 42 parking spaces off-site from City lots. That is a new revenue stream for the City that would bring in \$45 monthly x 42 spaces x 12 months annually or about \$23K—offsetting over 80% of the TIF refund.

Furthermore, the taxes refunded to the project under the TIF are sheltered from the total municipal valuation for purposes of calculating county taxes, State revenue sharing, and school aid from the State. These formulas are updated annually; at the time of the Huse School Apartments TIF request, the benefits of this “tax shift” were about 35% of the total tax revenue.

(continued on next page)

For comparison, here is a summary of the taxes and financial aspects of our proposal, and a comparison with the New Height condo proposal and its estimated financial parameters:

	Mixed-Income Rental Housing	For Sale Condos
Number of units	Up to 49	Up to 30
Expected assessed value per unit (average)	\$51,100	\$300,000
Taxes paid per unit at 21.10 mill rate	\$1,100	\$6,330
a. Purchase price offered	\$100,000	\$10,000
b. Full taxes	\$53,900	\$189,000
c. TIF investment in project	(\$26,950)	--
d. Taxes remaining with City	\$26,950	\$189,000
e. Benefit of new parking revenue	\$22,140	--
f. Taxes on commercial space*	--	\$22,500
g. Benefit of tax shelter / shift (estimated based on Huse School formula from 2015)	\$18,900	--
Total year 1 to City (a + d + e + f + g)	\$167,990	\$221,500
Total year 2-15 (d + e + f + g)	\$67,990	\$211,500
Total after year 15 (post-TIF) (b + e + f)	\$76,040	\$211,500

*Estimate of taxes on the commercial unit are based on the average taxes per square foot (\$2.25) paid by the properties at 108 Centre (MidCoast Medical), 21 Elm (Best Thai II), and 136 Front Street, assuming a 10,000 square foot commercial space in the New Height proposal.

We are asking the Council to support this project with a TIF to help develop housing for the greatest number of Bath residents, as is consistent with the City of Bath's comprehensive plan, Comprehensive Housing Needs Assessment, and the RFP for the 26 Summer Street site.

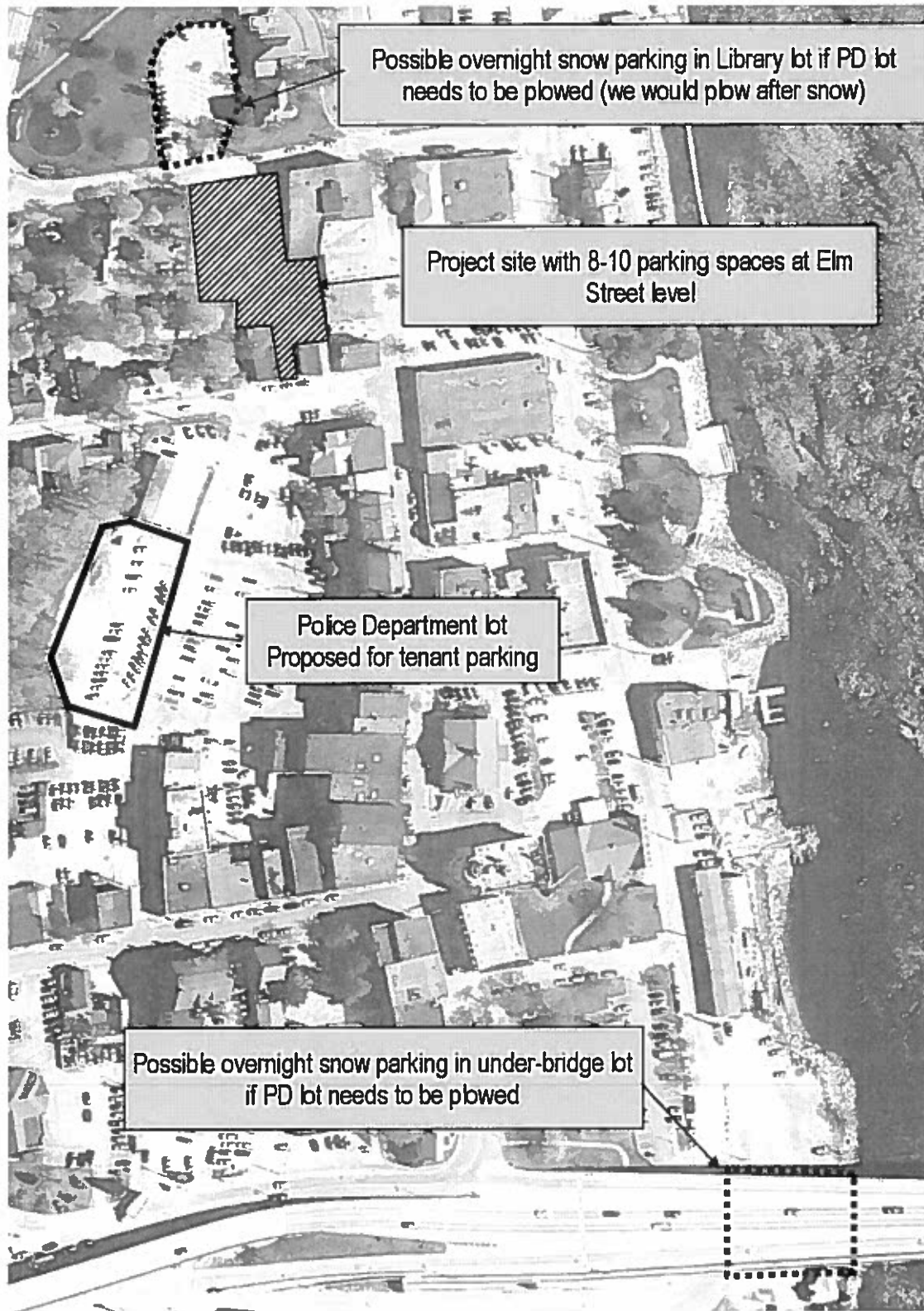
Parking

Our proposed site design and parking plan responds to the constraints of the site topography, ledge/bedrock, and access from Elm Street to make the project cost-effective, thus maximizing affordability and quality. After studying the site geotechnical reports and reviewing construction costs with a local experienced builder, we realized that parking on-site with a garage at the Elm Street level would require removing about 4,400 cubic yards of ledge material at a cost of about \$300 per yard, plus the cost of building an underground garage with drainage, new retaining walls, etc. This quickly adds up to a projected cost of well over \$1,000,000. We concluded that this was not financially feasible. We recommend that any proposal for on-site parking that includes mass excavation include a sober reckoning of these costs, as well as the difficulty and cost of removing ledge/bedrock close to neighboring historic buildings.

Our proposal is to rent monthly spaces from the City at the Police Department and/or Back of Front lots (or private lots). Based on the parking demand at our comparable properties, including the Huse School, we would offer one parking space per apartment. We expect the project to have 45-49 apartments, and our site plan has parking at the Elm Street level for about 8 vehicles. We would request a parking lease with the City for the remaining 41 vehicle spaces. See diagram below showing the parking discussed in this memo.

We understand that adding more parking to Downtown Bath may be perceived as increasing congestion and reducing parking availability. We have closely studied the parking in downtown Bath and suggest that our proposed parking plan would fit the existing conditions well and offer the City new revenue while maintaining parking availability Downtown.

Diagram of site and nearby parking areas discussed in this memo



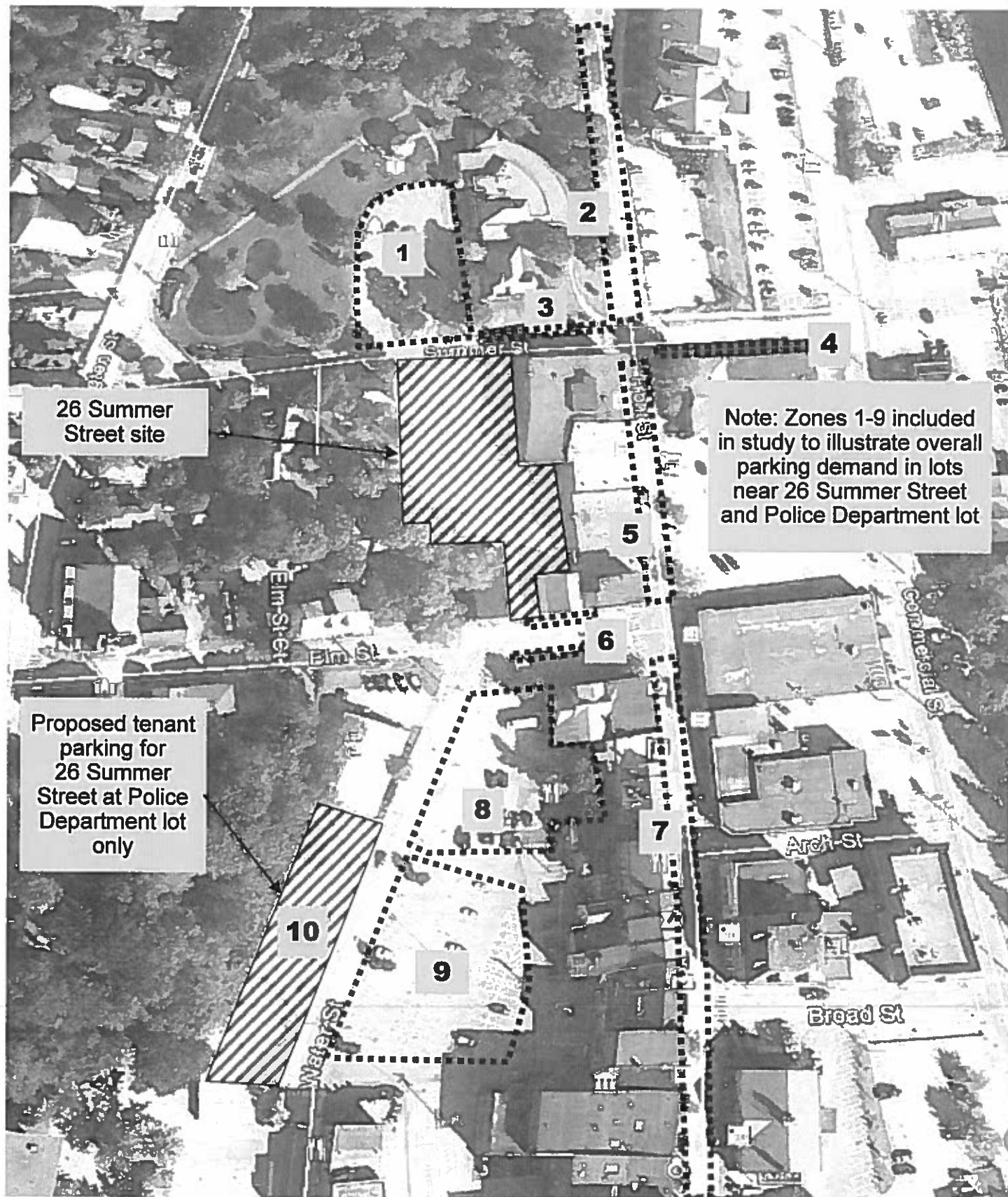
Specifically:

- Our experience in our seven existing properties is that 70-75% of our residents leave the parking lot during working hours. Most of our parking is at night, while most of the existing demand on the Police Department lot is during the day. There is a yin-yang relationship between the existing parking and our proposed new parking demand. Our parking study, which is discussed in greater detail below, has shown that during daytime hours the PD lot averages just 50% full, with an average of 30 free spaces.
 - At our Portland properties in similar downtown locations, 10-15% of our residents don't have a vehicle at all, and we would expect a similar portion for this project, as 26 Summer Street is steps away from the Bath IGA, the bus line, and all the goods, services, and jobs in downtown Bath.
 - We have studied the demand in downtown parking at different times and seasons in the various public and private lots in downtown Bath (see appendix for details). Our results show that—on average— 39% of the spaces in our study area are open and available. On weekdays during working hours, 33% of the spaces are open. This corresponds to an average of over 100 open parking spaces in the study area, which only included the major parking areas near 26 Summer Street. The study did not include Centre Street, the southern end of Front Street, Commercial Street, Lambard Street, or other streets near the downtown, so there is even more overall parking capacity than the study would indicate. The *minimum* number of available spots—59—was on a weekday afternoon, consistent with the perception that daytime parking is the greatest parking demand time in downtown. Overall, our study shows that there is not a serious crunch for parking in downtown Bath—in fact, there is substantial unused capacity during typical workdays, with more availability on evenings and weekends.
-
- We have observed reduced demand for nighttime parking compared to the capacity in downtown Bath so we have focused on daytime parking. There are a number of steps that we will take to ensure that daytime resident parking is limited and managed:
 - We would limit our daytime parking to a mutually agreeable portion of our total residents. For example, we could agree that 1/3 of our residents would be given a

parking pass that allows daytime parking. Residents without a daytime parking pass (i.e., they can only park in the PD lot at night) would have to move their cars out of the PD lot during the day. If they are home sick from work, or on vacation, they would have to find a place to park in one of the many legal spaces in downtown that our study shows are available during working hours. The City would have the right to enforce this by towing non-compliant vehicles.

- We would offer a rent discount or other financial incentive to tenants without vehicles. We use this strategy at one of our Portland properties to encourage and support tenants without vehicles to use public transit, ride sharing, bicycles, etc.
 - We have explored with City staff the possibility of expanding parking in downtown Bath by increasing the number of striped spaces and parking hours for spaces along Summer Street and Front Street. This could add to the overall availability of daytime parking in the neighborhood, offsetting some of the increased daytime parking usage from our residents.
-
- We understand that the City would need to plow the PD lot during snow events, so our residents would need to move to another lot to enable plowing. In conversations with City staff, we understand that there is a City-owned lot under the Route 1 overpass (near the south end of Commercial Street) that is protected from snowfall and is not used at night. Our residents could use this lot for snow parking: out of the PD lot by a certain time in the evening, and out of the Commercial Street lot at a certain time in the morning. Alternately, or in addition to this lot, the parking lot at the Patten Free Library could be used for some snow parking, with our residents required to leave in the morning. We could then plow the Library lot with a private plowing company—alleviating a plowing cost that the City currently pays.
-
- We would propose to pay the going monthly rate for parking in downtown Bath -- \$45 per space per month—which allows the City to collect additional revenue for already leased spaces. We have this shared parking arrangement in municipal parking lots at our Lewiston and Biddeford properties. This has proven to be a win-win for the City and us.

Appendix: Parking Study Diagram (chart with data/results on next page)



Vehicle Counts

			5/4/2016	5/18/2016	7/19/2017	7/21/2017	7/21/2017	7/22/2017		
			Wednesday	Wednesday	Wednesday	Friday	Friday	Saturday		
Zone		Total spaces	10 00 AM	11 00 AM	4 00 PM	12:00 PM	6:30 PM	9 00 AM		
1	Patten Free Library	35	13	23	31	18	24	0		
2	Front St. (both sides) between Summer & Linden	24	4	6	10	11	20	7		
3	Summer St., between Library and Front	5	2	2	3	1	1	2		
4	Summer St., between Front and Commercial	7	1	3	1	3	2	2		
5	Front Street between Summer and Elm	13	1	5	4	7	9	5		
6	Elm Street between Front and Water	14	0	8	8	12	7	5		
7	Front Street between Centre and Elm	41	20	27	28	34	37	8		
8	Private lots between buildings and Water Street	44	27	25	22	24	25	9		
9	Back of Front lot	71	42	54	54	67	65	14		
10	Police Department Lot	60	24	29	37	34	12	4	Average	
		270	Vehicles counted	134	182	198	211	202	56	164
			Vacant spaces	136	88	72	59	68	214	106
			% vacant spaces	50%	33%	27%	22%	25%	79%	39%
			Note	1					2	

Notes:

- 1 Library opens at 10a
- 2 Farmer's market





**MAIN STREET
BATH, MAINE**

Officers:

Gayle Hunt
Co-President

Elizabeth Knowlton
Co-President

Will Neilson
Vice President

Sherry Owen
Secretary

Deanne Morong
Treasurer

Anita Demetropoulos
Assistant Treasurer

Brian Hatch
Immediate Past President

Directors:

Andrew Deci
Mari Eosco
Gretchen Jaeger
Roberta Jordan
Scott LaFlamme
David Matero
Marc Meyers
Mary Milam
Greg Page
Mark Shipsey
Caelie Smith
Becky Welsh

Staff:

Jacob Korb
Director

Camille Kauffunger
Assistant to the Director

Steve Williams
Bookkeeper

Partnering to Preserve & Promote Downtown Bath

15 Commercial Street • Bath, Maine 04530

(207) 442-7291 • director@visitbath.com • www.visitbath.com

July 28, 2017

Ms. Mari Eosco, Chair
Bath City Council
55 Front Street
Bath, ME 04530

Dear Ms. Eosco,

Main Street Bath, Inc. is pleased with the two development proposals presented to the City Council for the former YMCA property. Both projects bring people to our community and advance our goal of having a steady 24-hour population within the Downtown. Twenty-four hour residents in the Downtown are new customers in stores, new employees in our businesses, and new faces in our community spaces. Residential development, especially when it provides for the necessary parking, is welcome in our community.

The NewHeight Group proposal for condominium units and non-residential uses seems to be a great fit—the provision of a mix of uses, especially night-oriented entertainment, matches that which lacks in our footprint. If unit prices are kept accessible to new homeowners and down-sizing locals, the project will provide for a gap in our housing stock—condominiums between \$200,000-400,000. Any acceptance of this proposal should include conditions of constraining unit prices to that which are presented in the proposal and assurances of entertainment or co-working uses in the non-residential sections of the building. Sustainable building features, including energy consumption and generation, should be provided by the developer.

The Bath Housing and Szanton Company proposal is welcome in our community, should the NewHeight development not proceed. Affordable units, of varying sizes and prices, positively impact our Downtown Community. The City of Bath should work to find an alternative site for this proposal. The lack of on-site parking should be addressed in a comprehensive way.

Ultimately, Main Street Bath, Inc. supports the redevelopment of this site. The status quo of a vacant lot should be challenged and development should take place.

Sincerely,

Gayle Hunt, Co-President
Main Street Bath

Elizabeth Knowlton, Co-President
Main Street Bath

C: Mary White, Peter Owen



Library, Bath, Maine



July 31 2017

Bath City Council and OTHERS,

This is a POST SCRIPT to my letter of July 21.

Sometimes I get so focused on one thing I don't think about another part of the same.

As much as I would like to see the tax base expanded by the development of the YMCA Summer St Lot one BIG PIECE that is not being looked at is the parking problem each afternoon the library is open. Not to mention what a problem it is when the community room is also in use. The problem exist today.

Lets look ahead 5, 10, 15, years or more the parking problem will be harder to solve if the YMCA lot were to be occupied. As much as the city looks to its heritage, there are times when the city needs to be practical and look with reality about its future needs. More parking for the library is needed today as it will be in the future.

Parking expansion within the city park itself would only compromise our now beautiful park pond and the finest piece of outdoor artwork in the STATE.

The Zorach fountain.

Thank you for your time.

JOE MINOTT 443-9596
NO EMAIL

Both City Council and OTHERS

July 20, 2017

The Szanton Company put on a first class presentation for the redevelopment of the YMCA lot on Summer St. I went to many of the neighborhood meetings for the redevelopment of HUSE SCHOOL.

Szanton did work out the problem with the parking at HUSE only after the White Project neighbors said street parking was unacceptable.

Szanton has excellent public relations dealing with the public's questions etc.

Szanton also asked during the HUSE SCHOOL process if anyone would speak to the Council. I don't think anyone did. Did Szanton ask Mr. Cochran or Mrs. Gaul to speak in favor of them this time?

Szanton suggested the possibility of making Summer St one way travel for a few street parking spaces. Over all that would not be a good answer for a few spaces to help fix the parking problem.

The thing that troubles me most is one word I didn't hear. The same word wasn't said until late in the HUSE SCHOOL process.

The word is T.I.F.

Szanton said to get the tax credits, it needed to have the T.I.F. There was no way around it. It was how the tax credit process was written.

Giving Szanton the T.I.F. on the HUSE project troubled me greatly.

Once again I am troubled by having to give Szanton a T.I.F. for this project as well.

July 25, 1957

Dear Mr. [illegible]

I have just received your letter of July 23rd regarding the [illegible] of the [illegible] and the [illegible] of the [illegible]. I am sorry that I cannot give you a more definite answer at this time, but I am sure that the [illegible] will be [illegible] in the [illegible] of the [illegible].

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(2)

Szanton has made the outside of HUSE SCHOOL more beautiful than I could have ever dreamed of. HUSE APARTMENTS have yet to open - I write this on July 21st - I can only be hopeful all that Szanton promised will be true.

So the first part of the article of 1913 is
the same as the first part of the article of 1913
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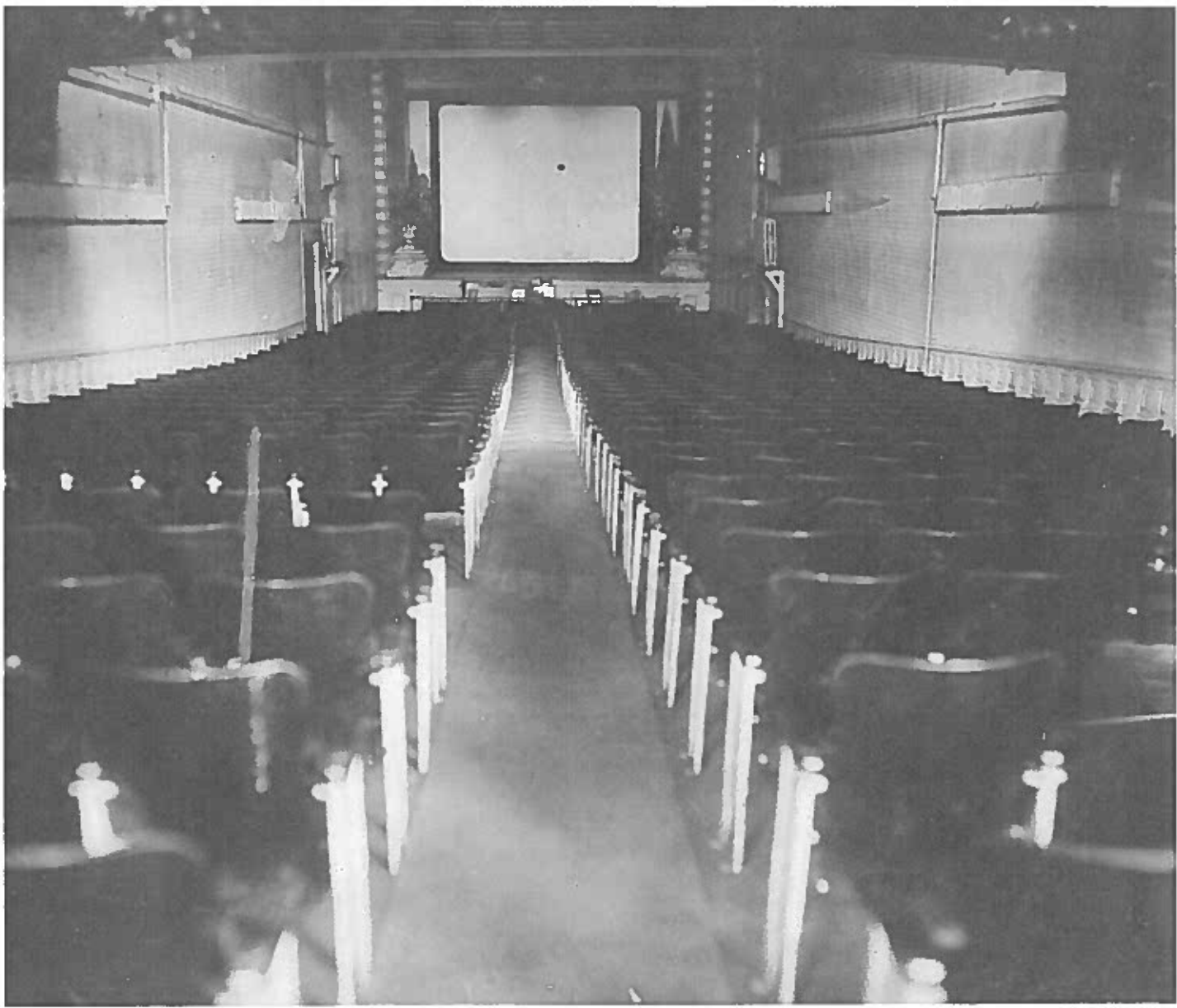


IMAGE OF THE UPTOWN THEATER. LATER TO BECOME THE OLD YMCA POOL.

The other company who wanted to develop the Summer St lot worked out the parking problem. Had ideas to offer evening entertainment — one thing that is lacking in Bath. Give a thought to that. They didn't ask for a T.I.F.!! In a few years the old MORSE HIGH SCHOOL BUILDING will be ready for redevelopment. Szanton Company will be there to take that project on. Please consider what I have written.

JOE Minetti 443-9596 NO EMAIL. Thanks!



Bath, Maine

July 29, 2017

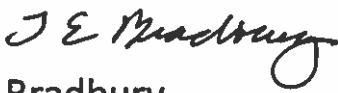
Dear Members of the Bath City Council,

I urge you to support the Szanton Company and the Bath Housing Authority proposal for mixed income apartments at the former location of the Bath YMCA at 26 Summer Street. I am attaching a copy of an excellent article in the Coastal Journal this week. The article makes a compelling argument for less expensive housing.

In addition to the statistics in the article please bear in mind that much of coastal Maine over the last several decades has transitioned to high income dwellings which has increased property values and resulting tax rates so that Maine families can no longer afford to live in locations where they grew up. Bath should not contribute to this.

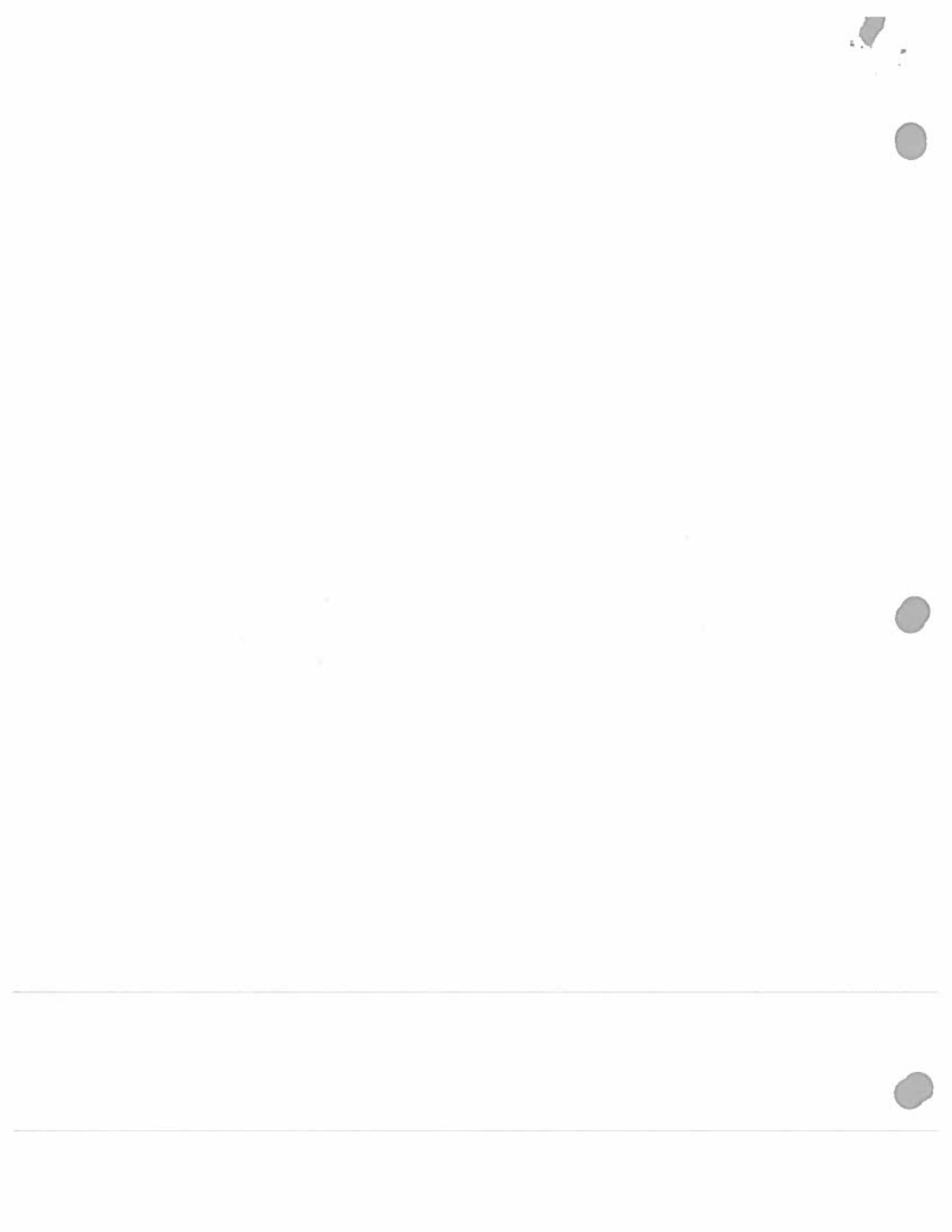
If this trends continues Bath will lose the ambiance that most of us enjoy.

Thank you in advance for your attention to this matter.

Sincerely, 
Theodore E. Bradbury

57 Washington Street

Bath, Maine



COASTAL JOURNAL



Thursday • July 27, 2017 • 32 pages

WWW.COASTALJOURNAL.COM

By Chris Chase
Coastal Journal staff

BATH — On Aug. 2, Bath City Council will review two different proposals to develop 26 Summer St., former site of the Bath YMCA.

One proposal, made by the Szanton Company and Bath Housing Authority, would construct between 42 and 49 mixed-income apartments. The other, made by the NewHeight Group, would construct between 20 and 30 residential condominiums starting in the “mid \$200,000” range.

Data from Maine State Housing Authority shows that for the majority of Bath residents, NewHeight’s proposal would be out of reach, and would add to the already worse-than-state-average affordability of housing in Bath.

The last two large developments in Bath speak to the demand for mixed-income housing, and are roughly equivalent to the proposals Bath Council will hear on Aug. 2.

Riverwalk, which is comprised of condominiums starting in the high \$400,000 range, is composed of multiple buildings along Commercial and Front streets, along the Kennebec River. So far, 145 Commercial Street, which was slated for completion in August, is entirely unsold, and 155 Commercial Street still has one available and two

pending units. The original proposal includes approval for an additional three buildings.

While the NewHeight Group’s proposal for condos at 26 Summer Street has prices starting much lower than Riverwalk’s, the price per square foot is equivalent. The Riverwalk floor plans in units already sold average \$325 per square foot. Assuming a \$230,000 cost for NewHeight’s smallest proposed 700-square-foot condo, and a \$400,000 price for the largest 1,200-square-foot apartments, the price per square foot would be an average of \$330.

In contrast, the Huse School Apartment development, which transformed the former John E. L. Huse Elementary School into mixed-income apartments going for both Fair Market Rent and market rate, was composed of 59 separate apartment units. Before the building was even completed, 47 of the units were already

spoken for, the majority of which were market rate or for individuals making less than 50 percent of median income in the area.

Most of the apartments still available are one bedroom for households making between \$23,500 and \$29,600.

“That particular slice of the building is renting more slowly, because the potential universe of renters is getting smaller,” said Nathan Szanton, principal of the Szanton Company. “To us, that speaks to the depths of pent-up demand for this type of housing.”

In 2016, 72 percent of homes sold in Bath were considered “unattainable” by Maine State Housing Authority, despite a median sale price (\$149,574) that’s \$40,000 cheaper than the state median. Bath was 20 percent worse than the state average when it comes to attainable home sales. Coupled with a median income that’s \$8,000 less than what one

would need, 57 percent of Bath residents will never be able to buy a home even at \$149,574.

The story is much the same for renters. The median income for someone renting a home or apartment in Bath is \$25,937—\$4,000 lower than the median of Sagadahoc County and \$3,500 lower than the state average. The income level considered “extremely low income” by the U.S. Department of Housing and Urban Development for a family of four is \$24,500.

Finding a vacant apartment, as well, is a challenge, as vacancies in Bath are below the state average and have been steadily declining, according to HUD. In 2010, rental vacancies were sitting at 11.2 percent; in 2015 they were 6.8 percent, declining from 478 to

275, a 57 percent reduction.

The trouble with all this is apparent at Bath Housing, which offers apartments at Fair Market Rent prices. Typically, FMR is calculated based on local housing prices and wages, and renters pay around 30 percent of their income on housing. Waiting lists for some of those apartments can be extremely long.

“When Bath Housing has a vacant apartment, we are serving families that applied for housing in September 2014 and seniors that applied in October 2015,” said Deb Keller, executive director. “We have not seen this change for the positive in the past three years; if anything, the waits have gotten longer.”

Lisa-Marie's Made In Maine, Inc.

170 Front Street
Bath, ME 04530
(207) 443-2225

July 28, 2017

Bath City Council
Front Street
Bath, ME 04530

Honorable Council Members,

I am writing to you today to let you know of my feelings about the two proposals for development of housing on Summer Street at the "old YMCA location." As I'm sure you all know I have been running my business on Front Street for almost 14 years.

The lower Front Street block has seen several very positive improvements including development of the Hampton Inn and the very nice park built at the former Harbor Light site. I would like to see these positive developments continue.

My greatest concern with this development is with the parking. One of the proposals includes using city permit parking lots for their residents to use overnight. This may seem like a good plan. However, I believe it will lead to a large amount of car shuffling during the day on the lower block restricting parking for business customers and visitors to Bath. Most of the permitted vehicles using city permit parking lots arrive in Bath early, potentially pushing the new development vehicles onto Front Street and neighboring streets.

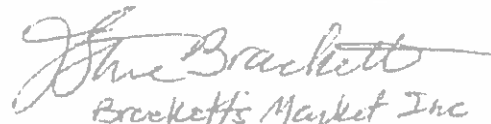
The second proposal has provided resident parking within the footprint of their proposed development which makes the impact on local downtown street parking a non-issue.

I do support the development of the old YMCA but I have a great concern with its impact on downtown parking.

Sincerely,


Lisa-Marie Stewart

Wags + Whiskers


Brackett's Market Inc

Wendy Sinta
Island Treasure Toys

John King
UPPER BATH BARS



Mary White

From: Councilor Park
Sent: Tuesday, August 01, 2017 3:20 PM
To: Mary White
Subject: Fw: Summer St development proposals

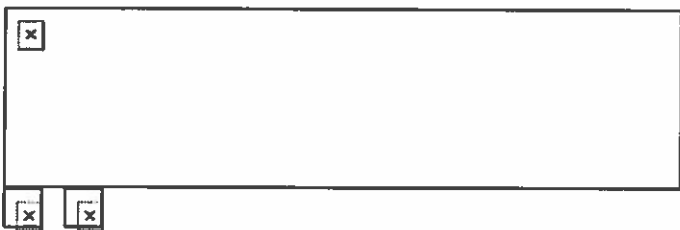
Hi Mary,
Another to forward to the council. Thanks, really I'll figure it out.
Aaron

From: Julia DeBery <JDEBERY@bathsavings.com>
Sent: Thursday, July 27, 2017 11:10 AM
To: Councilor Park
Cc: jdebery@gmail.com
Subject: Summer St development proposals

Hi Aaron,
I am writing to strongly urge you to vote for the New Height Proposal.
My reason for this is my concern with the complete lack of parking included in the other proposal.
Parking is a huge concern and issue for patrons of the Patten Free Library. Not addressing that issue and the issue of parking in Bath is borderline irresponsible.
The write-up indicates that they will negotiate with the City of Bath for possible parking at the Police Department parking lot. That really makes no sense as who really would walk from there if there was an available place at the library.
In addition, I know that the bank rents as many parking spots as possible and there are pretty much no available places in Bath at this time.
I think the idea of such housing is great, please don't get me wrong. I just don't want the concerns of the library to be dismissed or not considered.

Thank you

Julia,
Your neighbor at 30 Park St.
Julia DeBery
Senior Vice President Risk Management & Internal Audit
Bath Savings Institution
1-800-447-4559
jdebery@bathsavings.com



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Mary White

From: Councilor Park
Sent: Tuesday, August 01, 2017 3:19 PM
To: Mary White
Subject: Fw: Concern on Development of Old YMCA lot

Mary,
Could you forward to other councilors for me. I'll figure out how to do it soon, I promise.
Thanks
Aaron

From: Councilor Park
Sent: Thursday, July 27, 2017 11:46 AM
To: Jim Tolan
Subject: Re: Concern on Development of Old YMCA lot

Thanks Jim for letting me know your views
Aaron

Sent from my iPhone

On Jul 27, 2017, at 8:38 AM, Jim Tolan <JTO@k2management.com> wrote:

Hi Aaron,

I just wanted to voice my concern on the development proposals for the old YMCA property. I understand there are some concerns for parking in the area.

My experience is that finding public parking in that area of the City is already difficult, especially in the vicinity of Library Park and the PFL. I would urge that any development of the property being considered for the property be mandated to include off-street parking for new building residents with parking spots for their visitors.

Thanks for allowing me to express my opinion.

Best regards

Jim Tolan

Senior Project Manager

M: +1 207 751 8545

jto@k2management.com

www.k2management.com

<image003.png>

Lisa-Marie's Made In Maine, Inc.

170 Front Street
Bath, ME 04530
(207) 443-2225

July 28, 2017

Bath City Council
Front Street
Bath, ME 04530

Honorable Council Members,

I am writing to you today to let you know of my feelings about the two proposals for development of housing on Summer Street at the "old YMCA location." As I'm sure you all know I have been running my business on Front Street for almost 14 years.

The lower Front Street block has seen several very positive improvements including development of the Hampton Inn and the very nice park built at the former Harbor Light site. I would like to see these positive developments continue.

My greatest concern with this development is with the parking. One of the proposals includes using city permit parking lots for their residents to use overnight. This may seem like a good plan. However, I believe it will lead to a large amount of car shuffling during the day on the lower block restricting parking for business customers and visitors to Bath. Most of the permitted vehicles using city permit parking lots arrive in Bath early, potentially pushing the new development vehicles onto Front Street and neighboring streets.

The second proposal has provided resident parking within the footprint of their proposed development which makes the impact on local downtown street parking a non-issue.

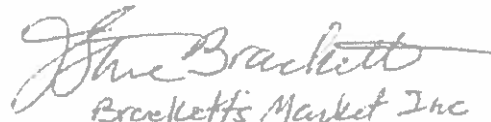
I do support the development of the old YMCA but I have a great concern with its impact on downtown parking.

Sincerely,


Lisa-Marie Stewart

Wags + Whiskers




Brackett's Market Inc

Wendy Sinta
Island Treasure Toys
John Brackett
Cape Cove Books



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