

**ECONOMIC DEVELOPMENT PROJECT
CITY OF BELFAST**

An Application for a Municipal Development and Tax Increment Financing District

**FIRST AMENDMENT
CITY OF BELFAST DOWNTOWN WATERFRONT
MUNICIPAL DEVELOPMENT AND TAX INCREMENT FINANCING DISTRICT**

Presented to:

Department of Economic and Community Development

**Approved by Belfast City Council
March 26, 2013**

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EXHIBIT LIST

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| Exhibit A | Approved Downtown Waterfront Municipal and Tax Increment Financing District Application (approved March 20 th , 2007) |
| Exhibit B | City of Belfast Tax Increment Policy |
| Exhibit C | TIF Projections and Annual Tax Shift Calculations |
| Exhibit D | Belfast Renaissance Plan |
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| Exhibit H | TIF District Map |
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| Exhibit J | Amended Assessor's Certification of Original Assessed Value (Real and Personal Property) |
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APPLICATION COVER SHEET

MUNICIPAL TAX INCREMENT FINANCING
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A. General Information

1. Municipality Name: City of Belfast		
2. Address: 131 Church Street, Belfast, Maine 04915		
3. Telephone: (207) 338-3370 ext. 16	4. Fax: (207) 338-2419	5. Email: economicdevelopment@cityofbelfast.org
6. Municipal Contact Person: Thomas Kittredge (Economic Development Director)		
7. Business Name: N/A		
8. Address: N/A		
9. Telephone: N/A	10. Fax: N/A	11. Email: N/A
12. Business Contact Person: N/A		
13. Principal Place of Business: N/A		
14. Company Structure (e.g. corporation, sub-chapter S, etc.): N/A		
15. Place of Incorporation: N/A		
16. Names of Officers: N/A		
17. Principal Owner(s) Name: N/A		
18. Address: N/A		

B. Disclosure

1. Check the public purpose that will be met by the business using this incentive (any that apply):		
<input type="checkbox"/> job creation ✓	<input type="checkbox"/> job retention ✓	capital investment ✓
<input type="checkbox"/> training investment	<input type="checkbox"/> tax base improvement ✓	public facilities improvement ✓
<input type="checkbox"/> other (list):		
2. Check the specific items for which TIF revenues will be used (any that apply):		
<input type="checkbox"/> real estate purchase	<input type="checkbox"/> machinery & equipment purchase	<input type="checkbox"/> training costs
<input type="checkbox"/> debt reduction	<input type="checkbox"/> other (list): infrastructure development	

C. Employment Data

List the company's goals for the number, type and wage levels of jobs to be created or retained as part of this TIF development project (<i>please use next page</i>).
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N/A

INTRODUCTION

In 1994, the consulting firms of Kent Associates and Maine Tomorrow, working in cooperation with 12 community representatives, prepared *The Belfast Renaissance Plan*, which created a plan that identified a vision for the downtown and waterfront area, and specific work and projects that the City and private property owners should implement to achieve this vision. The plan listed 37 projects to be implemented in four phases, commencing in 1995 and ending in 2005. In November of 2005, a status report was prepared to evaluate how the City and private property owners had performed between 1995 and 2005. On the whole, quite a few of the recommendations were completed, either by the City or by private property owners, while work continued on several others. The report also identified several elements of the vision identified in 1994 that were no longer appropriate, while others remained appropriate and warranted consideration for the next phase of work in the downtown and waterfront area.

As a means of continuing with the recommendations that were outlined in these reports, in early 2007 the City created a 75-acre *Downtown-Waterfront Municipal Development and Tax Increment Financing (TIF) District*, an area that represented, and still does today, the City's central business district, comprised of a mixture of commercial and mixed-use buildings, public, religious, and residential buildings, public spaces, and a working waterfront. This TIF district was approved on March 20th, 2007, and had a term of 25 tax years (TY 2007-TY 2031). (The entire original Development Program is attached as Exhibit A.)

Unfortunately, from the creation of this district until 2012, there were few if any TIF revenues available to carry out the City's development plan, as anticipated waterfront developments never materialized, forcing the City to scale back its projects/activities and to seek funds from other sources. In 2012, however, development in the downtown-waterfront area began to increase, headlined by the arrival of Front Street Shipyard, which added millions of dollars in additional real property value within the TIF district. With the district generating substantial revenues for the first time, and with the City also undergoing a Downtown-Waterfront Master Plan process that would re-establish priorities for improvements in this area, this was an opportune time for the City to reevaluate and make changes to its TIF district.

Any items not addressed in this First Amendment narrative document shall remain the same as outlined in the original Downtown Waterfront TIF Development Program. In summary, the City wishes to make the following changes to its Downtown-Waterfront Municipal Development and Tax Increment Financing District, effective tax year 2012:

- 1) Capturing 100% of incremental personal property value (previously only 100% of incremental real property value was captured);
- 2) revising the district's boundaries, to include several new properties;
- 3) allowing 'portage' of revenues from the City's other TIF districts, so they may be used to help fund the development plan for this district;
- 4) revising the district's development plan to reflect new economic development priorities and opportunities, as well as to incorporate recommendations from the recently-completed Downtown-Waterfront Master Plan; and
- 5) providing the City Council the discretion in the future to enter into individual credit enhancement agreements with developers to incentivize particular projects in accordance with the City's policy regarding such agreements.

Tax increment financing is a proven method of strengthening ties between business, the community, and the broader regional economic base. Creating a TIF district serves a number of public purposes, including: diversifying the municipal tax base; maintaining and increasing property tax revenues generated within the district; providing a means to pay for investment in public facilities; allowing for the construction of public infrastructure needed to provide incentives for development; and creating and maintaining employment opportunities. The TIF district allows the City to shelter any increase in municipal valuation as the downtown and the waterfront are redeveloped, allowing the City to utilize all the tax revenues received from investments within the district for use by the City. Without this TIF any increased valuation would reduce the City's share of General Purpose Aid to Education, Municipal Revenue Sharing, and it would increase its local contribution to RSU 20 and its county tax assessments.

1. DEVELOPMENT PROGRAM

A. Statement of Means and Objectives

The City currently captures 100% of the increased assessed value in real property within the TIF district. The City now proposes to additionally capture 100% of the increased assessed value in personal property within the TIF district.

Credit enhancement agreements, if any, will be made separately to individual companies/developers, and may include up to one hundred percent (100%) of the incremental increase in tax revenues reverting back to the company/developer. Credit enhancement agreements may be made for up to the remaining duration of the TIF district. Each credit enhancement agreement will be negotiated, and executed at the sole discretion of the Belfast City Council, using the City of Belfast's Tax Increment Financing Policy for guidance. (The City of Belfast's Tax Increment Policy is included as Exhibit B.)

The expansion of this TIF district will enable a number of properties to be redeveloped, stimulate new businesses and employment opportunities, and encourage new development and construction of infrastructure. Redevelopment of Belfast's downtown and waterfront will benefit residents, businesses, consumers, and visitors alike. The TIF district will also advance the City's economic goals, as well as the State of Maine's goals of providing new employment opportunities, broadening the tax base, and improving the state and local economy.

B. Brief Description of Financial Plan

All projections regarding captured assessed values, TIF revenues and tax shifts are now supplemented and amended as depicted in Exhibit C. TIF revenues will be used to support economic development efforts outlined below. City projects will be financed using TIF revenues, state and federal economic development incentives, and the issuance of general obligation bonds, when and if appropriate. The City may utilize revenues from other TIF districts within Belfast to help fund projects included in the Downtown TIF's development plan, as allowed under Maine Revised Statutes, Chapter 206, Title 30-A §5225.1.B(3).

C. Description of Public Facilities to be Constructed

While the *Belfast Renaissance Plan* and its November 2005 update (Exhibits D and E, respectively) provided the important initial guidance for establishing the district's development plan, the City of Belfast has undergone a much more recent Downtown-Waterfront Master Plan process (the executive summary of which is included as Exhibit F), and now wishes to revise its development plan, in light of this plan's recommendations. The City of Belfast also wishes to amend its development plan to reflect projects that have been completed or are no longer viewed as ones that the City wishes to undertake.

The City of Belfast anticipates using the majority of its TIF revenues to support infrastructure improvements which will stimulate additional commercial investment. Exhibit G provides a list of projects (Addendum to Table 1 from the original development program – project list) anticipated to be funded with TIF revenues.

D. Uses of Private Property

Tax increment financing is a proven method of encouraging investment in the community. In order to redevelop the downtown-waterfront area, it is imperative to leverage investments that occur within the TIF district to provide incentive for other downtown and waterfront investment. In order to foster economic development, the City proposes to provide individual companies/developers with credit enhancement agreements on a case-by-case basis. The City believes that it should assist companies/developers that are willing to take a risk in the redevelopment efforts of the downtown-waterfront area. The City is interested in participating on projects that offer the greatest redevelopment potential and meet the goals of the Downtown-Waterfront Master Plan.

Credit enhancement agreements, if any, will be made separately to individual companies/developers, and may include up to one hundred percent (100%) of the incremental increase in tax revenues reverting back to the company/developer. Credit enhancement agreements may be made for up to the remaining duration of the TIF district term. Each credit

enhancement agreement will be negotiated and executed at the sole discretion of the Belfast City Council, using the City of Belfast's Tax Increment Financing Policy for guidance.

K. Physical Description of the District

With its redefined boundaries, the TIF district will now encompass 193.7 acres of area in the downtown-waterfront area of Belfast, Maine. This area represents the central business district, comprised of a mixture of commercial and mixed-use buildings, public, religious, and residential buildings, public spaces, and a working waterfront, including 85 acres of marine waters where certain City marine-related improvements will be located.

(a) A map delineating the properties in the amended tax increment financing district is attached as Exhibit H.

(b) Please refer to the *Statutory Requirements & Thresholds* form attached as Exhibit I for compliance with acreage and value caps.

(c) The amended original assessed value of taxable real and personal property within the district boundaries is comprised of three components:

- Total Taxable Real Property of Newly-Added Parcels in this First Amendment: \$4,295,080 as of March 31, 2012 (April 1, 2011);
- Total Taxable Personal Property of Entire District (personal property not captured until adoption of this First Amendment): \$2,117,200 as of March 31, 2012 (April 1, 2011);
- Total Taxable Real Property of Original District: \$40,995,000 as of March 31, 2006 (April 1, 2005).

The total of all three is: \$47,407,280. A certification by the City of Belfast's Assessor, Robert F. Whiteley of the amended original assessed value (including real property from the original district, newly-added real property resulting from this First Amendment and personal property that is captured as a result of this First Amendment) is attached as Exhibit J.

II. FINANCIAL PLAN

A. Estimates of Development Costs

Please see Exhibit C for to-date and projections of captured assessed values in the District.

B. Description of the Financing Structure and Amount of Indebtedness to be Incurred

The City reserves the right to incur debt to facilitate, in part or in whole, any of the aforementioned projects within the Development Program. Any projects requiring issuance of general obligation debt will be completed within the statutorily-required time periods.

The City is authorized to fund any project in the approved development plan partly or fully with TIF revenues from other City TIF districts (currently, the only other existing TIF district is the Northport Avenue Municipal Development and Tax Increment Financing District) if contemplated within that TIF district's Development Program. The City may choose to issue general obligation bonds or incur other debt for any of these projects and TIF revenues may be used towards the financing/interest costs associated with these projects.

F. Impact of TIF on all Taxing Jurisdictions

Please refer to Exhibit C to see the revised annual tax shift projections for the remainder of the TIF District term.

III. RECORD OF MUNICIPAL APPROVALS

A. Public Hearing Notice

The City of Belfast is required to hold a public hearing before submitting an application to the Maine Department of Economic and Community Development to amend the Downtown Waterfront Municipal Development and Tax Increment Financing District and for approval of an amended development plan for said district. The City Council of the City of

Belfast held a public hearing for these purposes on Tuesday, March 26, 2013 at 7:00 P.M. in the City Council Chambers located at Belfast City Hall.

Maine Statute also requires that the notice of this public hearing be published at least 10 days prior to the hearing in a newspaper of general circulation. Exhibit K is a copy of the public hearing notice that appeared in the *Republican Journal* on March 13, 2013.

B. Minutes of the Public Hearing

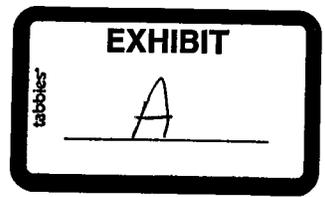
Included as Exhibit L are the attested and signed minutes from the March 26 public hearing and the City Council meeting at which this property First Amendment to this district was discussed.

C. Municipal Tax Increment Financing Resolution

An attested copy of the Belfast City Council Tax Increment Financing Resolution is attached as Exhibit M.

D. Attesting by Municipal Officer

Joseph Slocum, Manager of the City of Belfast attests via letter that all information contained in this request to amend the district and the development plan for said district is true and correct to the best of his knowledge. This letter is included as Exhibit N.



STATE OF MAINE
DEPARTMENT OF
ECONOMIC AND COMMUNITY DEVELOPMENT
59 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0059



JOHN ELIAS RALDACCI
GOVERNOR



JOHN RICHARDSON
COMMISSIONER

March 20, 2007

Terrence St. Peter
City Manager
City of Belfast
131 Church Street
Belfast, ME 04915

Dear Mr. St. Peter:

The Maine Department of Economic and Community Development ("the department") has reviewed and approved the City of Belfast's designation of the **Downtown Waterfront Municipal Development Tax Increment Financing (TIF) District** ("the district") and Development Program ("development program"), effective today.

Based on the City of Belfast's application, the department notes and approves the following: the district term is for a period of twenty-five (25) fiscal years through and including the City's 2031 fiscal year, development costs described in the development program including capturing 100% of the increased assessed value of real property and using the retained tax increment revenues to fund public infrastructure improvements, enter into credit enhancement agreements (CEAs) with developers, and issue general obligation bonds or incur other debt including financing and interest costs. The City must complete projects financed through municipal bonded indebtedness within five (5) years of district approval.

Approval is subject to the following provision: should any business receive TIF payments from this district that exceed \$10,000 in a calendar year, they must submit an annual written report no later than August 1st of the following year, in accordance with 5 MRSA §13070-J(3).

Any changes to this approval including the district, development program or both require an amendment that is adopted in the same manner as the initial designation, and approved by the department.



PRINTED ON RECYCLED PAPER

Noreen G. Norton
nnorton@eatonpeabodyconsulting.com



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P.O. Box 5249, Augusta, Maine 04332-5249
Telephone 207-622-9820
Fax 207-622-9732
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February 6, 2007

Daniel Stevenson, Director of Tax Incentive Programs
Department of Economic & Community Development
59 State House Station
Augusta, ME 04330-0059

Dear Mr. Stevenson:

On behalf of the City of Belfast, enclosed please find a Tax Increment Financing application for the City of Belfast Downtown Waterfront Tax Increment Financing District.

The application was prepared with the assistance of the Eaton Peabody Consulting Group (EPCG) and Eastern Maine Development Corporation (EMDC).

In the interest of efficiency, please make me the first line of contact should you have any questions regarding this application.

Sincerely,

A handwritten signature in cursive script that reads "Noreen G. Norton".

Noreen G. Norton



Eastern Maine Development Corporation

Leading Eastern Maine Communities to a Strong Economic Future

January 26, 2007

John Richardson, Commissioner
Department of Economic & Community Development
59 State House Station
Augusta, ME 04333-0059

Re: City of Belfast Downtown Waterfront Tax Increment Financing Application

Dear Mr. Richardson:

On behalf of the City of Belfast, enclosed please find a Tax Increment Financing (TIF) application for the City of Belfast Downtown Waterfront Tax Increment Financing District.

The application was prepared with the assistance of Eastern Maine Development Corporation (EMDC) and Eaton Peabody Consulting Group. I trust that you will find it complete in every detail. However, should you have any questions, please do not hesitate to call me at.

Sincerely,

A handwritten signature in cursive script that reads 'Victoria Burpee'.

Victoria Burpee

Cc: Terrance St. Peter, City of Belfast



CITY OF BELFAST

DOWNTOWN WATERFRONT

TAX INCREMENT FINANCING DISTRICT



APPLICATION COVER SHEET

MUNICIPAL TAX INCREMENT FINANCING

A. General Information

1. Municipality Name: City of Belfast, Maine		
2. Address: 131 Church Street, Belfast, ME 04915		
3. Telephone: 207-338-3370	4. Fax: 207-338-6222	5. Email: tstpeter@cityofbelfast.org
6. Municipal Contact Person: Terrance St. Peter		Date: January , 2007
7. Business Name: Not Applicable		
8. Address:		
9. Telephone:	10. Fax:	11. Email:
12. Business Contact Person:		
13. Principal Place of Business:		
14. Company Structure (e.g. corporation, sub-chapter S, etc.):		
15. Place of Incorporation:		
16. Names of Officers:		
17. Principal Owner(s) Name:		
18. Address:		

B. Disclosure

1. Check the public purpose that will be met by the business using this incentive (any that apply):		
<input type="checkbox"/> job creation	<input type="checkbox"/> job retention	<input type="checkbox"/> capital investment
<input type="checkbox"/> training investment	<input type="checkbox"/> tax base improvement	<input checked="" type="checkbox"/> public facilities improvement
<input type="checkbox"/> other (list):		
2. Check the specific items for which TIF revenues will be used (any that apply):		
<input type="checkbox"/> real estate purchase	<input type="checkbox"/> machinery & equipment purchase	<input type="checkbox"/> training costs
<input type="checkbox"/> debt reduction	<input checked="" type="checkbox"/> other (list): public facilities improvements	

C. Employment Data

List the company's goals for the number, type and wage levels of jobs to be created or retained as part of this TIF development project (<i>please use next page</i>). N/A
--

D. Annual Report

Does the business anticipate receiving more than \$10,000 in TIF revenues in any calendar year during the term of the TIF development program? Yes <input type="checkbox"/> No <input type="checkbox"/> (If so, please review the example of an annual report at the back of the TIF manual - a current version will be mailed by May 15 th each year to the business contact person on this page and by law must then be filed with DECID on August 1 st). N/A
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Acronym Key

CAV	= Captured Assessed Value
DECD	= Department of Economic and Community Development
TIF	= Tax Increment Financing

EXHIBITS

- A. Estimates of Captured Assessed Values and Projected Revenues of the Proposed TIF District

- B-1 Tax Shift Projections
- B-2 Tax Shift Formulas

- C-1 Site Map of the TIF District
- C-2 Location Map of the TIF District Relative to the Town Boundaries

- D-1 Public Hearing Notice
- D-2 Record of Public Hearing

- E. Assessor's Certificate of Original Assessed Value

- F. Municipal Tax Increment Financing Resolution

- G. Attesting of Municipal Office

INTRODUCTION

In 1994, the consulting firms of Kent Associates and Maine Tomorrow, working in cooperation with 12 community representatives, prepared The Belfast Renaissance Plan. The intent was to create a Plan that identified a "vision" of the downtown and waterfront area, and specific work and projects that the City and private property owners should implement to achieve this vision. The Plan listed 37 projects to be implemented in four phases commencing in 1995, and ending in 2005.

In November of 2005, a status report was prepared to evaluate how the City and private property owners had performed between 1995 and 2005. On the whole, quite a few of the recommendations were completed, either by the City or private property owners, while work continues on several others. The report also identified several elements of the "vision" identified in 1994 are no longer appropriate, while others remain appropriate and warrant consideration for the next phase of work in the downtown and waterfront area. It was particularly noted that many of the recommendations contained in the report involve privately owned properties, which the owners chose not to redevelop or to list them for sale. Most of the improvements that were largely City actions, however, were completed.

As a means of continuing with the recommendations outlined in the original report and updated in November, 2005, the City proposes the creation of a Downtown - Waterfront TIF district, encompassing approximately 75 acres. This area represents the central business district, including a mixture of commercial and mixed-use buildings, civic, religious and residential buildings, and public spaces. The waterfront area is a combination of both public and private buildings, a working waterfront, and open public spaces.

The proposed Downtown and Waterfront TIF district will support existing community development objectives by:

- Providing employment opportunities for the residents of Belfast and surrounding communities within the region;
- Upgrading the City's infrastructure, including roadways, sidewalks, lighting and parking; and
- Redevelopment of existing properties in the downtown and along the waterfront.

Tax increment financing is a proven method of strengthening ties between businesses, the community, and the broader regional economic base. In order to redevelop the downtown and waterfront, it is imperative to leverage investments that occur within the TIF District to provide incentive for other downtown and waterfront investment.

With the creation of the Belfast Downtown - Waterfront Tax Increment Financing District, the City will be able to "shelter" the significant increase in municipal valuation anticipated as the

downtown and waterfront are redeveloped, allowing the City to utilize all the tax revenues received from investments within the district for use by the City. Without the TIF the increased valuation would reduce the City's share of Essential Programs and Services Aid to Education, Municipal Revenue Sharing, and would increase its country tax assessments.

Creating a TIF district serves a number of public purposes including the diversification of the municipal tax base; maintaining and increasing property tax revenues generated within the district; providing a means to pay for investment in public facilities, construction of public infrastructure needed to provide incentives for development; and creating and maintaining employment opportunities.

I. The Development Program

A. Statement of Means and Objectives

To assist in facilitating the project, the City of Belfast is designating certain, contiguous properties as a municipal development and tax increment financing (TIF) district, pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended. A twenty-five (25) year TIF district and program is proposed. The majority of TIF revenues will be used for implementation of the City development program for public infrastructure in support of waterfront and downtown areas. A portion of the TIF revenues will be available to the City to provide Credit Enhancement Agreements to developers.

TIF revenues will be made available for projects that are general in nature and others that are site or use specific. The City is proposing to capture 100% of the "new" assessed value in real estate within the District over the "original" assessed value. Personal property will not be included.

Credit Enhancement Agreements, if any, will be made separately to individual developers, with generally no more than fifty percent (50%) of the incremental increase in tax revenues generated from the project reverting back to the developer. Credit enhancement revenues can be used for project-specific costs such as renovations, demolition, reconstruction as well as financing and other professional costs. Each Credit Enhancement Agreement will be individually reviewed and approved by the City.

Creation of the proposed TIF district will enable a number of properties to be redeveloped, will stimulate new businesses and employment opportunities, and encourage new development and infrastructure to be constructed. Redevelopment of Belfast's downtown and waterfront will benefit residents, businesses, consumers and visitors alike. The project will also advance the City's economic goals, as well as the State of Maine's goals of providing new employment opportunities, broadening the tax base, and improving the State and local economy.

B. Brief Description of Financial Plan

A twenty-five (25) year investment schedule is provided as Exhibit A. In summary, infrastructure related redevelopment efforts are estimated to cost approximately \$10,000,000. TIF revenues will also be used to support economic development efforts within the district and to fund credit enhancement agreements if needed. These investments are estimated to support and attract more than \$38 million in new private investment in the City. City projects will be financed using TIF revenues, state and federal economic development incentives, and the issuance of general obligation bonds, when and if appropriate.

As proposed, the TIF district will run from April 2007 through March 2031, provided the TIF district is approved prior to March 31, 2007. The majority of TIF revenues will be available for implementation of the City development program, with a portion of the TIF revenues being available to the City to provide Credit Enhancement Agreements to developers.

C. Description of Public Facilities to be Constructed

The Belfast Renaissance Plan will continue to be a guide for selecting appropriate projects for this TIF Program. There are a significant number of publicly owned buildings and properties in the downtown area and along the waterfront—City Hall, Police Station, Court buildings, American Legion, U.S. Post Office, Library and a Church. Along the waterfront, the City owns nearly 40% of the waterfront property. Much of this area is a public park and is used for harbor facilities, including a restroom facility and parking areas. This means that the City needs to make a significant commitment to this area if the Downtown Waterfront is to be a vibrant central core of the community.

The City of Belfast anticipates using the majority of its TIF revenues to support infrastructure improvements which will stimulate additional commercial investment. Table 1 below provides a list of projects anticipated to be funded with the TIF revenues generated within the district boundaries. TIF revenues may also be used as match to generate additional sources of funding. Should the City issue general obligation bonds or incur other debt for any of these projects, TIF revenues may be used toward the financing/interest costs associated with these projects.

**TABLE 1
Public Facilities Program**

Projects
Complete footbridge
Replace trap shack in Heritage Park – Harbor Masters’s office and staff restrooms, workshop for assistant harbor master & harbormaster storage (include parking)
Rehabilitate Master’s Theater building – move and widen structure
Complete walkway from footbridge to heritage park
Improve sidewalks
Improve lighting near city boathouse (adjacent street parking)
Rehabilitate Washington Street parking lot, including lighting and curbing
Improvements to Washington Street
Landscaping for Belfast Commons
Belfast Commons parking and related amenities
Front Street improvement– street widening, sidewalks, lighting
Downtown parking, i.e. multi-level parking structure (possible location Beaver Street)
Widen Front and Pierce Street intersection
Remove retaining wall
Land acquisition
Create additional parking
Improve Cross Street parking lot
Upriver floats other side of footbridge

D. Uses of Private Property

Tax increment financing is a proven method of encouraging investment in the community. In order to redevelop the downtown – waterfront area, it is imperative to leverage investments that occur within the TIF District to provide incentive for other downtown and waterfront investment.

In order to foster economic development, the City proposes to provide individual developers with Credit Enhancement Agreements on a case-by-case basis. The City believes that it should assist developers that are willing to take a risk in redevelopment efforts of the downtown – waterfront area. The City is interested in participating on projects that offer the greatest redevelopment potential and meet the goals of the Downtown – Waterfront plan. All Credit Enhancement Agreements will terminate when the TIF district expires and will be made on an “up to” basis. Individual Credit Enhancement Agreements will not exceed 20 years, and in no instance will exceed the term of the TIF district.

E. Plans for Relocation of Displaced Persons

No displacements are anticipated

F. Proposed Regulations and Facilities to Improve Transportation

Improvements being considered in the TIF district, such as roadway improvements, turning lanes, realignment of intersections or other necessary improvements found to be critical to the enhancement of the downtown and waterfront will be made in accordance with the standards for vehicular traffic of the Maine Department of Transportation. Improvements are intended to accommodate all necessary vehicular traffic related to the project and provide capacity for development and growth in the future.

G. Environmental Controls

The Development Program proposes improvements that will comply with all federal, state and local rules and regulations and applicable land use requirements.

Projects that are undertaken by private developers will need to be in compliance with applicable local and state rules and regulations. Each individual developer will be solely responsible for seeing that all applicable compliance measures are adhered to.

H. Plan of Operation Upon Completion

Improvements in the TIF district within the public way will at all times be owned by the City of Belfast, or its successors and assigns, which will be responsible for payments of all maintenance expenses on said improvements.

Improvements made to private properties will be owned and maintained by each individual owner of record.

During the life of the TIF district, the City Manager of Belfast or his/her designee will be responsible for all administrative matters concerning the implementation and operation of the TIF district.

I. Calculations of Tax Shifts

A table summarizing the impact of tax increment financing on all taxing jurisdictions within the District is included in Section II -- Financial Plan.

J. Duration of the Program

The term of the Belfast Downtown -- Waterfront Tax Increment Financing District is twenty-five (25) years commencing in the City of Belfast's fiscal year FY 2008 and terminating in FY 2031.

K. Physical Description of the District

The TIF district will encompass 75 acres of area in the downtown/waterfront area of Belfast, Maine. This area represents the central business district, with a mixture of commercial and mixed-use buildings, civic, religious and residential buildings, and public spaces. The waterfront area is a combination of both public and private buildings, a working waterfront, and open public spaces, and is integral to the vitality of the City's central core.

1. A tax map delineating the properties in the proposed tax increment financing district is attached as Exhibit C-1.

2. A municipal map showing the site location of the proposed tax increment financing district relative to the municipal boundaries is attached as Exhibit C-2.

3. The original assessed value of taxable real property within the district boundaries is \$43,321,400 as of March 31, 2006. A certification by the City of Belfast's Assessor, Robert F. Whiteley that the original assessed value established represents the taxable real estate property within the district's physical description, as delineated on the attached tax map, is attached as Exhibit E.

4. Physical Description

1.	Total acreage of the City of Belfast:	20.780 acres
2.	Total acreage of the proposed Development District:	75 acres
3.	Percentage of total acreage of the proposed Development District to the total acreage of the City of Belfast <i>[DT TIF—Exempt from 2% limitation]</i> :	0.36%
4.	a. Total acreage of <u>all</u> TIF districts within the City of Belfast including all proposed TIF districts:	173.55 acres
	b. Total acreage of <u>all</u> TIF districts within the City of Belfast <u>less exempt</u> :	98.55 acres
5.	a. Percentage of total acreage of all existing and proposed TIF districts within the City of Belfast to the total acreage of the City of Belfast (4a divided by 1):	0.84%
	b. Percentage of total acreage of all existing and proposed TIF districts within the City of Belfast to the total acreage of the City of Belfast less exempt (4b divided by 1) <i>[DT TIF—Exempt from 5% limitation]</i> :	0.47%
6.	Total of all Real Property Acres in the proposed TIF District that are:	
	a. Blighted:	9.5%
	b. In Need of Rehabilitation or Conservation:	9.3%
	c. Suitable for Commercial Use:	80.0%

II. Financial Plan

The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. §5227(3)(A)(1) (Supp. 2004). Credit Enhancement Agreements made with developers or private property owners will each be handled separately and independently from one another.

A. Estimates of Development Costs

Total development costs are estimated at \$10,000,000. These investments are estimated to support and attract more than \$38 million in new investment.

B. Description of the Financing Structure and Amount of Indebtedness to be Incurred

The City reserves the right to incur debt to facilitate, in part or in whole, any of the aforementioned projects within the Development Program. Any projects requiring issuance of general obligation debt will be completed within five years of the Commissioner of DECD's approval.

This Development Program requires establishment of a Development Program Fund pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5227 (3)(A) (Supp. 2005). Over the twenty-five (25) year TIF term, the Development Program provides for one hundred percent (100%) of the incremental tax revenues retained from the increase in assessed real property value within the TIF district to be captured by the City within this Development Program Fund, to the extent that the then current assessed value exceeds the Original Assessed Value (OAV).

In the event of a revaluation which significantly increases the valuation of the district, the City will consider reducing the captured value (by percentage) to adjust the incremental taxes retained in the TIF. The City acknowledges that this action would impact the associated tax shift.

The TIF District Development Program Fund is established consisting of (1) a project cost account ("Project Cost Account") pledged to and charged with payment of project costs outlined in the development program and financial plan; and (2) in the instances of municipal indebtedness, a development sinking fund account (the "Sinking Fund Account") pledged to and charged with the payment of debt service on any municipal debt issued to finance the City improvements.

The Project Cost account shall consist of one or more City cost sub accounts (the "City Cost Sub Account") pledged to and charged with the payment of costs of the City's project costs and one or more Developer cost sub accounts (the "Developer Cost Sub Account") pledged to and charged with payment of the costs of reimbursement consistent with each approved Credit Enhancement Agreement.

TIF revenues allocated to the City will be deposited into the Sinking Account to finance the costs for the infrastructure improvements undertaken by the City, in the event the City issues any municipal debt, and otherwise to the City Cost Sub Accounts to finance such costs directly. Any municipal project to be paid for with general obligation bonds and financed with TIF revenues will be completed within five years of DECD approval. All TIF revenues allocated to the Developer shall be deposited into the Developer Cost Sub Accounts, which will fund the payments required under any Credit Enhancement Agreement between the City and any Developer.

Credit Enhancement Agreements established between the City and any Developer will provide for the payments of the Developer from the Developer's Cost Sub Account. The proceeds of the Credit Enhancement Agreement will be utilized by the Developer to defray the costs of the Developer's project as described in the Development Program. In each fiscal year, payments under any Credit Enhancement Agreements will be made periodically following payment of the associated property taxes on the Developer's project.

The City reserves the right to make transfers between development program fund accounts as required, provided that the transfers do not result in a balance in the development program sinking fund account that is insufficient to cover the annual obligations of that account (30-A M.R.S.A. §5227 (3)(C) (Supp. 2005)).

C. Estimates of Captured Assessed Value of the District

In order to estimate potential TIF revenues, the City has projected the amount of new taxable investment from a reasonable level of private investment and redevelopment in the downtown over the course of the first 10 years of the twenty-five (25) year TIF term. Table 2 below provides projections for the increase in valuation based on reasonable estimations of new taxable investment that may occur. It does not represent a mandate for any of the projects or investment level.

One hundred percent (100%) of the new taxable real property investment within the district will be captured under the development program as captured assessed value (CAV). In the event of a municipal revaluation which significantly increases the valuation of the district, the City will consider reducing the captured value (by percentage) to adjust the incremental taxes retained in the TIF.

TABLE 2
Projected Private Investment Value

Project	Description	Estimated Increase in Value	Estimated Timeframe
Rollie's Bar & Grill	Renovations & Expansion of Bar	\$150,000	2006
Ed/Judy Hemmingsen	Conversion of bldg. to 6 residential condo units and 2 non-residential condo units.	\$200,000 \$500,000 \$125,000	2006 2006-2007 2007-2008
Tim Murphy Restaurant	Conversion of former auto repair bldg. to restaurant and retail bldg.	\$80,000	2006
Ice Cream Building	Expansion and renovation of existing structure.	\$30,000	2006
Opera House Building	Renovation of existing bldg. to convert basement to 4 retail stores.	\$70,000 \$1,500,000	2006 2012-2013
The Clown	Renovation and restoration of bldg.	\$50,000 \$50,000	2006 2015-2016
Candy Store	Renovation and restoration of bldg.	\$30,000	2006
Logo's	Renovation and conversion of bldg. to a residence (former restaurant and residence).	\$125,000 \$100,000	2006 2006-2007
Wakeag Landing (Phase I)	Initial improvements, mostly driving of piles for marine facilities for multi-phase project. ¹	\$300,000	2006
Wakeag Landing (Phase II)	Completion of marine improvements. Completion of bldg #1 which includes 10 condo units, restaurant, and approximately 6,000 s.f. retail space.	\$3,500,000	2006-2007
Wakeag Landing (Phase III)	Completion of bldg. #2. Additional work on bldg. #1. Start bldg. #3.	\$3,000,000	2007-2008
Wakeag Landing (Phase IV)	Completion of final work on Wakeag Landing project.	\$2,000,000	2008-2009
Maine Towboats	Renovation of existing bldg. to comply with floodplain.	\$75,000	2006-2007
Doekside Restaurant	Renovation of existing restaurant to include deck and interior improvements.	\$75,000	2006-2007

Conversion/Renovation of Main St. Bldg.	Conversion/renovation to a residence and retail space.	\$75,000	2006-2007
James Rose Condominium Project	Construction of 3 residential condo units on Front Street.	\$600,000	2006-2007
Residential Condominium Project	Lot at corner of Miller and Front Streets.	\$2,500,000	2007-2008
Belfast Market Project	Renovation of existing 14,000 s.f. retail space that is currently vacant.	\$200,000	2007-2008
Redevelopment McCrum Frozen Foods Cold Storage	Redevelopment into downtown hotel. ²	\$3,000,000	2008-2009
Development of McCrum vacant parcel and Jean Evans property	Development of McCrum parcel on Spring and Front Streets and adjacent Evans property as residential condos.	\$2,500,000	2008-2009
Redevelopment of Marshall's Wharf site	Redevelopment of existing bldgs. to higher value retail and residential structures.	\$500,000	2009-2010
Redevelopment underused bldgs. On Washington Street	Redevelopment of underused bldgs. that front Washington Street into residential condos.	\$3,000,000 \$1,500,000	2010-2011 2011-2012
Redevelopment McCrum Frozen Foods' main plant (Phase I)	Redevelopment of main plant located on Pierce and Front Streets into a multi-use facility that has similarities to the Wakeag Landing project. Project will occur over 3+ years.	\$9,000,000	2009-2012
Mathews Brothers bldg	Redevelopment of bldg on Miller Street into a multi-use building. ³	\$1,000,000	2009-2010
District-wide	Miscellaneous investments and improvements increasing valuations	3,100,000	2007-2031
TOTAL		\$38,935,000	

D. Captured Assessed Values to be Applied to the Development Program

Up to 100% of increased assessed values will be applied to the Development Program. Any funds not applied to the development program will be put into the general fund.

E. Sources and Uses of Funds to Finance Development Costs

Activity	TIF Revenues	Grant or Municipal Sources	Total
Land Acquisition	200,000		
Building Acquisition	100,000		
Relocation of Persons and Businesses			
Clearance & Demolition	500,000	50,000	
Street & Site Improvement	750,000	100,000	625,000
Water & Sewer Improve	25,000	20,000	
Building Construction	3,400,000		1,900,000
Pedestrian Access/walkways, trails	1,425,000		
Parking Facilities	2,500,000	100,000	1,650
Capital Equipment			
Engineering and Fees Related to Projects	100,000		
TIF Administration	25,000		25,000
Credit Enhancement set-aside	200,000		
Economic Development Services (staff or contract)	650,000		350,000
Total	9,875,000	270,000	10,145,000

Estimated costs are in undiscounted current dollars. Actual costs may vary.

F. Impact of TIF on all Taxing Jurisdictions

The following table identifies tax shifts which may result from the project during the term of the District, using information provided by the City of Belfast, the State of Maine Department of Education, and the Maine Revenue Service. The table is for illustration purposes only.

TAX SHIFT CALCULATIONS		
Tax Shift Item	Average Annual Amount	Total Undiscounted Amount
Aid to Education	\$214,860	\$5,371,496
County Tax	\$136,687	\$3,417,177
State/Municipal Revenue Sharing	\$23,935	\$598,367
TOTAL ALL TAX SHIFTS	\$375,482	\$9,387,039

G. Financial Data

A.	Total value of taxable property in the City of Belfast as of April 1, 2006:	\$727,900,000
B.	Original assessed value of proposed TIF district as of March 31, 2006:	43,321,400
C.	Original assessed value of all existing and proposed TIF districts in Belfast: 1. Existing— \$9,236,500.00 <p style="text-align: right;">TOTAL:</p>	\$52,557,900
D.	Percentage of original assessed value of proposed district to total taxable value (i.e. item B divided by item A expressed as a percentage) <i>[Downtown TIF exempt from valuation limitation]</i>	0.59%
E.1	Percentage of original assessed value of all existing and proposed commercial TIF districts (i.e., item C total divided by item A expressed as a percentage):	0.72%
E.2.	Percentage of original assessed value of all commercial TIF districts less exempt (i.e., item C.1 divided by item A expressed as a percentage): <i>[Downtown TIF exempt from 5% valuation limitation]</i>	0.13%
E.	Aggregate current principal amount of municipal indebtedness financed by the proceeds from existing tax increment financing districts within Waldo County does not exceed \$50,000,000:	TRUE

III. Record of Municipal Approvals

A. Public Hearing Notice

Pursuant to Maine Statute, the City of Belfast is required to hold a public hearing before submitting an application to the State of Maine Department of Economic and Community Development for the designation of the Downtown Development and Tax Increment Financing District and for approval of the Development Program for said District. The City Council of the City of Belfast held a public hearing for these purposes on Tuesday, December 19, 2006 at 7:00 p.m. in the City Council Chambers at City Hall.

Maine Statute also requires that notice of the public hearing be published at least 10 days prior to the hearing in a newspaper of general circulation. Attached as Exhibit D.1. is a copy of the Notice of Public Hearing which appeared in the Citizen on December 6, 2006.

B. Minutes of the Public Hearing

Attached at Exhibit D.2. are minutes of the December 19, 2006 Public Hearing and the Belfast City Council meeting at which the proposed municipal tax increment financing district was discussed.

C. Municipal Tax Increment Financing Resolution

An attested copy of the Belfast City Council Tax Increment Financing Resolution is attached as Exhibit E.

D. Attesting of Municipal Office

Terrance St. Peter, Manager of the City of Belfast attests that all information contained in this request to designate the "Belfast Downtown Development and Tax Increment Financing District" and adopt a Development Program for said District is true and correct to the best of his knowledge. A letter so attesting is attached as Exhibit G.

Estimates of Captured Assessed Values and Projected Revenues of Proposed TIF District

Tax Year	Estimated Annual Investment	Projected Cumulative Investment	Projected Annual Assessed Value			Annual Assessed Value Retained		Mill Rate	Gross New Taxes
			Real Property	Personal Property	Total	%	\$ Amount		
			Real Property	Personal Property	Total	%	\$ Amount	Rate	
Base 2006 2006	\$ 1,085,000	\$ 1,085,000							
1 2007	\$ 5,000,000	\$ 6,085,000	\$1,085,000	\$0	\$1,085,000	100.0%	\$1,085,000	18.00	\$19,500
2 2008	\$ 5,900,000	\$ 11,985,000	\$6,985,000	\$0	\$6,985,000	100.0%	\$6,985,000	18.00	\$100,500
3 2009	\$ 7,600,000	\$ 19,585,000	\$11,985,000	\$0	\$11,985,000	100.0%	\$11,985,000	18.00	\$215,700
4 2010	\$ 4,700,000	\$ 24,285,000	\$19,585,000	\$0	\$19,585,000	100.0%	\$19,585,000	18.00	\$362,500
5 2011	\$ 6,200,000	\$ 30,485,000	\$24,285,000	\$0	\$24,285,000	100.0%	\$24,285,000	18.00	\$437,100
6 2012	\$ 4,800,000	\$ 35,285,000	\$30,485,000	\$0	\$30,485,000	100.0%	\$30,485,000	18.00	\$549,700
7 2013	\$ 2,100,000	\$ 37,385,000	\$35,285,000	\$0	\$35,285,000	100.0%	\$35,285,000	18.00	\$635,100
8 2014	\$ 500,000	\$ 37,885,000	\$37,385,000	\$0	\$37,385,000	100.0%	\$37,385,000	18.00	\$672,900
9 2015	\$ 500,000	\$ 38,385,000	\$37,885,000	\$0	\$37,885,000	100.0%	\$37,885,000	18.00	\$681,900
10 2016	\$ 550,000	\$ 38,935,000	\$38,385,000	\$0	\$38,385,000	100.0%	\$38,385,000	18.00	\$690,900
11 2017	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
12 2018	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
13 2019	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
14 2020	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
15 2021	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
16 2022	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
17 2023	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
18 2024	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
19 2025	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
20 2026	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
21 2027	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
22 2028	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
23 2029	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
24 2030	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
25 2031	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
26 2032	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
27 2033	\$ -	\$ 38,935,000	\$38,935,000	\$0	\$38,935,000	100.0%	\$38,935,000	18.00	\$700,800
Cumulative	\$38,935,000								\$14,870,550
Avg. Annual			\$33,059,000	\$0	\$33,059,000		\$33,059,000		\$695,662

ASSUMPTIONS

Years in projection	25	
Mill Rate (per thousand)	18.00	Constant
Original Assessed Valuation	FBI	F.B.I. values as of March 31, 2006
Real Property assessed at 100% value constant		
Years 26 and 27 relevant only to shelter calculator		

Estimates of Captured Assessed Values and Projected Revenues of Proposed TIF District

Tax Year	Total TIF Revenues	City Money			
		General Fund	City TIF %	City TIF Revenues	Total City Revenues
1 2007	\$19,530	\$0	100.0%	\$19,530	\$19,530
2 2008	\$109,530	\$0	100.0%	\$109,530	\$109,530
3 2009	\$215,730	\$0	100.0%	\$215,730	\$215,730
4 2010	\$352,530	\$0	100.0%	\$352,530	\$352,530
5 2011	\$437,130	\$0	100.0%	\$437,130	\$437,130
6 2012	\$548,730	\$0	100.0%	\$548,730	\$548,730
7 2013	\$635,130	\$0	100.0%	\$635,130	\$635,130
8 2014	\$672,930	\$0	100.0%	\$672,930	\$672,930
9 2015	\$681,930	\$0	100.0%	\$681,930	\$681,930
10 2016	\$690,930	\$0	100.0%	\$690,930	\$690,930
11 2017	\$700,830	\$0	100.0%	\$700,830	\$700,830
12 2018	\$700,830	\$0	100.0%	\$700,830	\$700,830
13 2019	\$700,830	\$0	100.0%	\$700,830	\$700,830
14 2020	\$700,830	\$0	100.0%	\$700,830	\$700,830
15 2021	\$700,830	\$0	100.0%	\$700,830	\$700,830
16 2022	\$700,830	\$0	100.0%	\$700,830	\$700,830
17 2023	\$700,830	\$0	100.0%	\$700,830	\$700,830
18 2024	\$700,830	\$0	100.0%	\$700,830	\$700,830
19 2025	\$700,830	\$0	100.0%	\$700,830	\$700,830
20 2026	\$700,830	\$0	100.0%	\$700,830	\$700,830
21 2027	\$700,830	\$0	100.0%	\$700,830	\$700,830
22 2028	\$700,830	\$0	100.0%	\$700,830	\$700,830
23 2029	\$700,830	\$0	100.0%	\$700,830	\$700,830
24 2030	\$700,830	\$0	100.0%	\$700,830	\$700,830
25 2031	\$700,830	\$0	100.0%	\$700,830	\$700,830
26 2032					
27 2033					
Cumulative	\$14,876,550	\$0		\$14,876,550	\$14,876,550
Avg. Annual	\$595,062	\$0		\$595,062	\$595,062

Tax Shift Projections

Tax Year	Projected Tax Shelter			
	EPS Education Shelter	Revenue Sharing Shelter	County Tax Shelter	Total Tax Shelter
1 2007	\$0	\$0	\$0	\$0
2 2008	\$0	\$0	\$0	\$0
3 2009	\$7,400	\$864	\$1,904	\$10,168
4 2010	\$41,503	\$4,814	\$11,300	\$57,617
5 2011	\$81,745	\$9,407	\$23,547	\$114,699
6 2012	\$133,581	\$15,217	\$40,689	\$189,488
7 2013	\$165,636	\$16,752	\$53,402	\$237,792
8 2014	\$207,926	\$23,348	\$70,919	\$302,193
9 2015	\$240,665	\$26,855	\$86,879	\$354,399
10 2016	\$254,968	\$28,376	\$87,599	\$380,873
11 2017	\$258,398	\$28,737	\$104,725	\$391,860
12 2018	\$261,809	\$29,097	\$112,456	\$403,362
13 2019	\$265,560	\$29,493	\$120,891	\$415,944
14 2020	\$265,560	\$29,493	\$126,144	\$423,197
15 2021	\$265,560	\$29,493	\$135,833	\$430,886
16 2022	\$265,560	\$29,493	\$143,983	\$439,036
17 2023	\$265,560	\$29,493	\$152,622	\$447,675
18 2024	\$265,560	\$29,493	\$161,779	\$456,832
19 2025	\$265,560	\$29,493	\$171,486	\$466,539
20 2026	\$265,560	\$29,493	\$181,775	\$476,828
21 2027	\$265,560	\$29,493	\$192,681	\$487,734
22 2028	\$265,560	\$29,493	\$204,242	\$499,295
23 2029	\$265,560	\$29,493	\$216,497	\$511,550
24 2030	\$265,560	\$29,493	\$229,487	\$524,539
25 2031	\$265,560	\$29,493	\$243,256	\$538,309
26 2032	\$265,560	\$29,493	\$257,851	\$552,904
27 2033	\$265,560	\$29,493	\$273,322	\$568,375
Cumulative	\$5,371,496	\$598,367	\$3,417,177	\$9,387,039
Avg. Annual	\$214,860	\$23,935	\$136,687	\$375,482

TAX SHIFT FORMULAS

Creation of tax increment financing development district affects a municipality's state education subsidies, state revenue sharing, and county taxes, each of which uses municipal valuation as a basis for calculation. The statute allowing the creation of affordable housing development districts refers to this effect as "tax shifts." Presented below are the formulas used in the calculation of each of these tax shifts resulting from the creation of the **City of Belfast Downtown and Waterfront Tax Increment Financing District**.

STATE EDUCATION SUBSIDY TAX SHIFT

The current state education subsidy formula based on the Essential Programs and Services approach is adjusted each year that the district is in effect to include the increased valuation within the municipality based on the annual Captured Assessed Value (CAV). All other factors affecting the subsidy calculation are held constant. The difference in the actual education subsidy and the adjusted education subsidy represents the projected state education subsidy tax shift for that year.

STATE REVENUE SHARING TAX SHIFT

To determine the state revenue sharing tax *shift*, we collected the following information (available from the office of the Maine State Treasurer and at <http://www.maine.gov/treasurer/revenue.htm>):

1. Projected total municipal revenue sharing pool for the current fiscal year;
2. The City of Belfast's "current factor;"
3. The City of Belfast's "computed number," and the three figures used to calculate the current computed number: The City of Belfast's population, local assessment, and State valuation;

With this information in hand, we proceeded through the steps outlined below:

- **STEP ONE**
Calculate the *Aggregate Computed Number*:

$$\frac{\text{Computed Number}}{\text{Current Factor}}$$

- **STEP TWO**
Calculate the *Adjusted Local Computed Number*: (CAV=Captured Assessed Value)
Municipal Population x Local Assessment
State Local Valuation + Projected Annual CAV

- **STEP THREE**

Calculate the *Adjusted Aggregate Computed Number*:

$$\text{Aggregate Computed Number} \text{ --- } \text{Computed Number} + \text{Adjusted Local Computed Number}$$

- **STEP FOUR**

Calculate the *State's Adjusted Current Factor*:

$$\frac{\text{Adjusted Local Computed Number}}{\text{Adjusted Aggregate Computed Number}}$$

- **STEP FIVE**

Calculate *Municipality's Current Projected Revenue Sharing*:

$$\text{Projected Total Municipal Revenue Sharing Pool} \\ \times \text{Municipality's Adjusted Current Factor}$$

- **STEP SIX**

Calculate the *Projected Municipal Revenue Sharing for each year*:

$$\text{Step 5 in given TIF District year} \text{ --- } \text{Step 5 in the Base Year}$$

This process was repeated for each year's Projected Annual CAV.

Note that the Projected Municipal Revenue Sharing calculation for the base year should be the same as the Municipality's Current Projected Revenue Sharing.

COUNTY TAX SHIFT

We determined the county tax shift by obtaining information from Maine Revenue Services and from the Waldo County offices.

From Maine Revenue Services, we obtained the most recent State County Valuation and the State Local Valuation. From the Waldo County offices, we obtained the County Tax Levy and the County budget for the current year and five or more years past.

- **STEP ONE**

Calculate the *Current Municipal Percent of County Value*:

$$\frac{\text{Current State Local Valuation}}{\text{Current State County Valuation}}$$

- **STEP TWO**

Calculate the *Projected County Budget*:

Using the current County budget and historic County budgets, calculate the average

annual increase in the county budget. Using the average annual increase, project the annual budget for each year of the TIF District.

- **STEP THREE**

Calculate the Municipal Share of County Tax without CAV (Captured Assessed Value):

Current Percent of County Value x Projected County Budget

- **STEP FOUR**

Adjust the projected State County Valuation and the State Municipal Valuation to include the projected CAV.

- **STEP FIVE**

Using values from Step Four, calculate the Adjusted Municipal Percent of County Value.

- **STEP SIX**

Calculate the average Municipality Share of County Tax with the CAV:

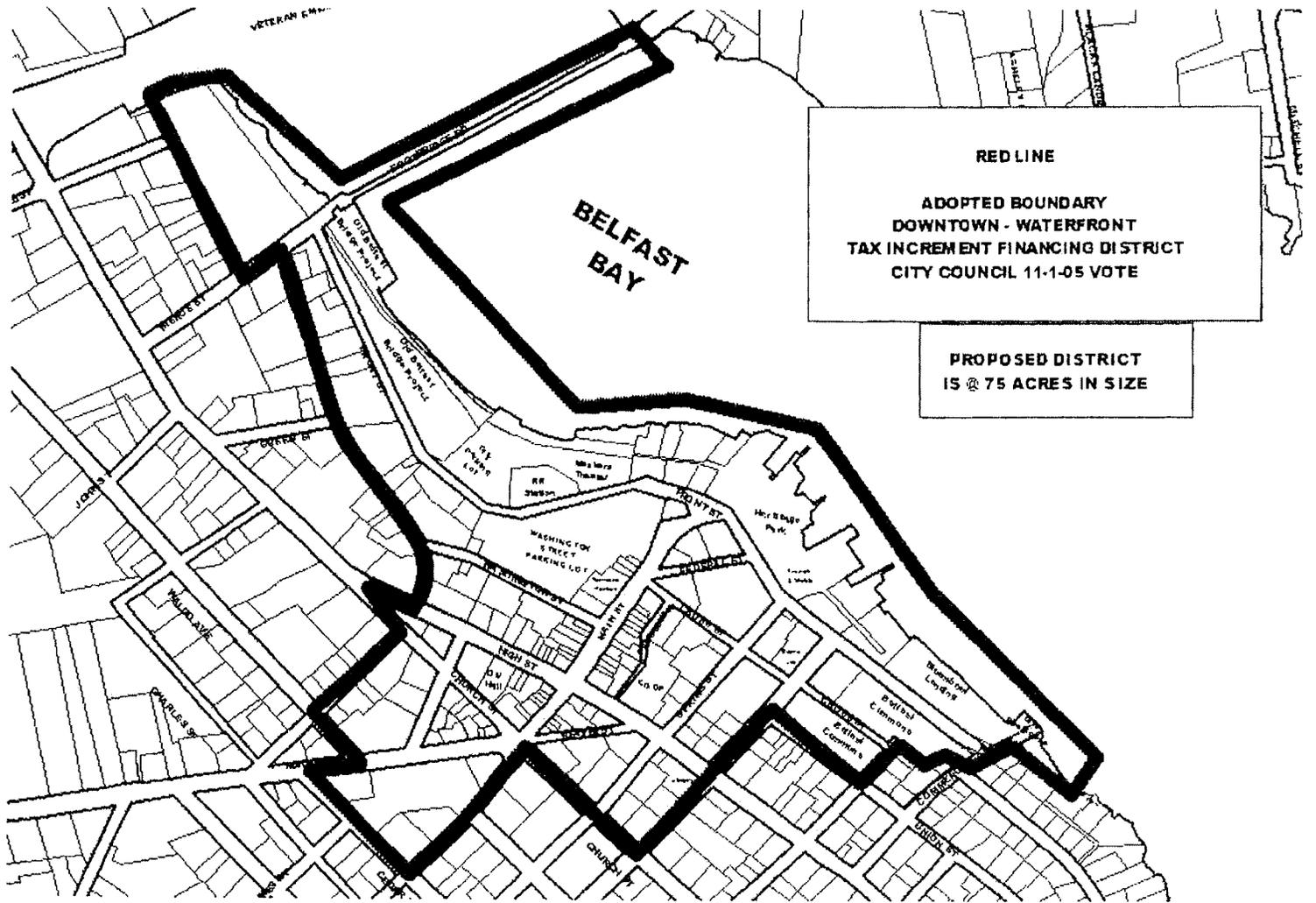
Adjusted Municipal Percent of County Value x Projected County Budget

- **STEP SEVEN**

Calculate the County Tax Shift:

Municipal Share of County Tax with CAV — Municipal Share of County Tax without CAV

This process was repeated for each year's Projected Annual CAV.



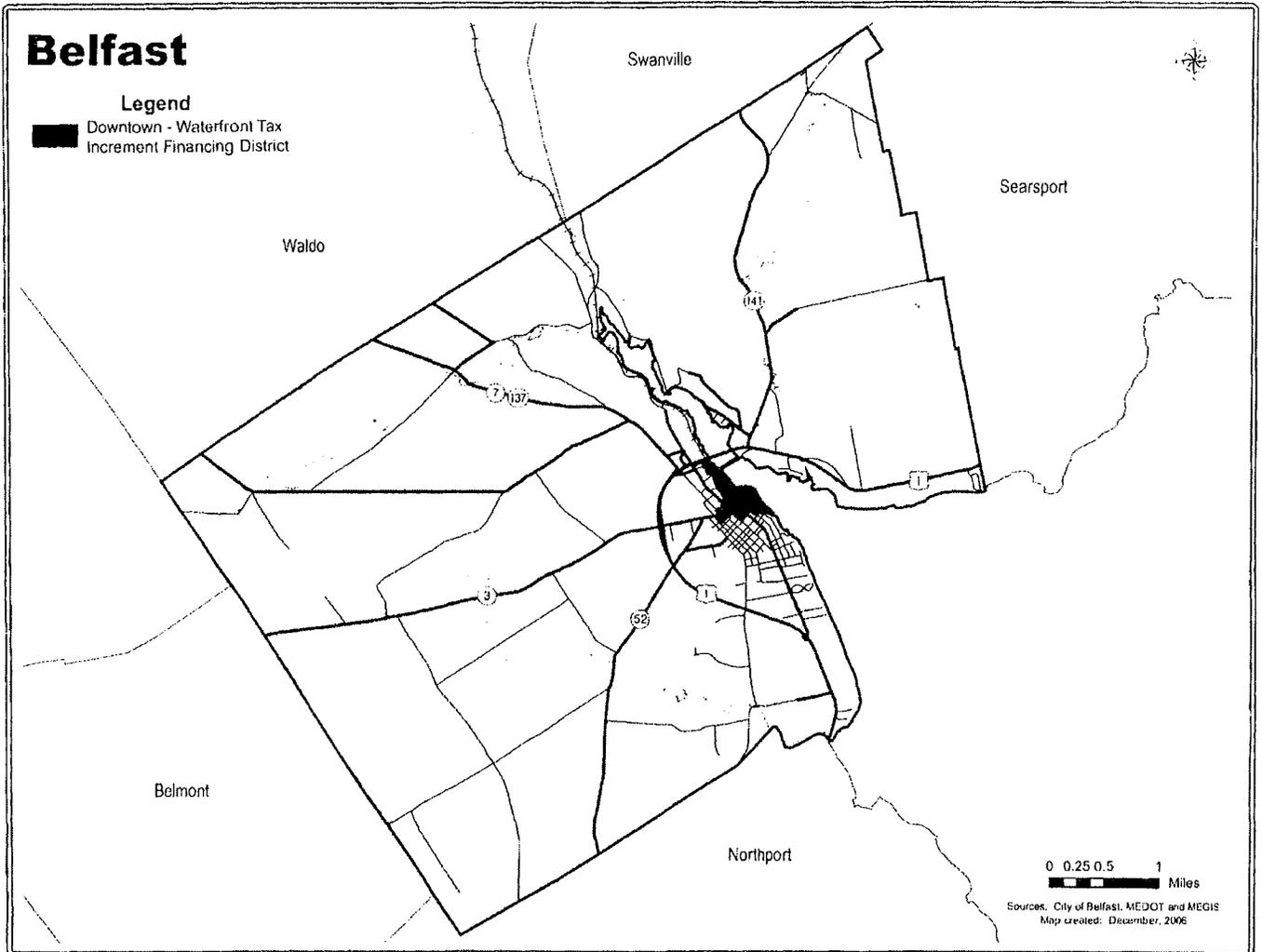
RED LINE
ADOPTED BOUNDARY
DOWNTOWN - WATERFRONT
TAX INCREMENT FINANCING DISTRICT
CITY COUNCIL 11-1-05 VOTE

PROPOSED DISTRICT
IS @ 75 ACRES IN SIZE

Belfast

Legend

 Downtown - Waterfront Tax Increment Financing District





CLASSIFIEDS

DECEMBER 6, 2006

chairside assistant in our position please complete
dental office. Please call our online registration

207-594-5612

Capt. Tinkhams & Hulls
Cove Toolbarn, open al

NOTICE OF PUBLIC HEARING

City of Belfast • Downtown/Waterfront Development and Tax Increment Financing District • December 19, 2006 • 7:00 P.M.

Notice is hereby given that the City of Belfast will hold a Public Hearing on December 19, 2006 at 7:00 P.M. or as soon as possible thereafter at Belfast City Hall - Council Chambers for the purpose of receiving public comments on the designation of its proposed "City of Belfast Downtown/Waterfront Development and Tax Increment Financing District" and the adoption of a development program for this District, pursuant to the provisions of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

The public hearing is to discuss the proposed Downtown/Waterfront TIF District, which would comprise approximately 75 acres and direct TIF revenues for use on a myriad of projects in the Downtown/Waterfront.

A copy of the proposed City of Belfast Downtown/Waterfront Development and Tax Increment Financing District will be on file with the City Clerk as of December 5, 2006, and may be viewed at the offices of the City Clerk during normal business hours.

Persons who may be affected by the proposal are encouraged to attend the public hearing and offer comment, or may submit written comment. Written comment must be received by 5:00 P.M. on December 19th, and should be sent to Roberta L. Fogg, City Clerk, City of Belfast, 131 Church St., Belfast, ME, 04915. The proposal is available for public inspection at the City Manager's Office and questions should be directed to City Manager Terrence St. Peter at 338-3370, ext. 10.

NOTICE OF PUBLIC HEARING
City of Belfast
Downtown/Waterfront Development and Tax Increment Financing District
December 19, 2006
7:00 P.M.

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Persons who may be affected by the proposal are encouraged to attend the public hearing and offer comment, or may submit written comment. Written comment must be received by 5:00 P.M. on December 19th, and should be sent to Roberta L. Fogg, City Clerk, City of Belfast, 131 Church St., Belfast, ME, 04915. The proposal is available for public inspection at the City Manager’s Office and questions should be directed to City Manager Terrence St. Peter at 338-3370, ext. 10.

VillageSoup Citizen paper dated Dec. 6th, 2006
Posted at City Hall – December 5, 2006

Terri -

Please run in paper dated Dec 6th, 2006 – one time PO # 20833

/ 720-638 TIF Waterfront

If you have any questions please feel free to contact me.

Thank you,
Bobbie

Minutes

**Public Hearing
City of Belfast
Downtown/Waterfront Development and Tax Increment Financing District
December 19, 2006
7:00 P.M.**

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The public hearing was to discuss the proposed Downtown/Waterfront TIF District, which would comprise approximately 75 acres and direct TIF revenues for use on a myriad of projects in the Downtown/Waterfront.

A copy of the proposed City of Belfast Downtown/Waterfront Development and Tax Increment Financing District will be on file with the City Clerk, and may be viewed at the offices of the City Clerk during normal business hours.

Mayor Hurley asked for any proponents, opponents or any other comments.

Noreen Norton, consultant with Eaton Peabody Consultant Group, spoke as a proponent. She discussed the Tax Increment Financing District, including boundaries, the development program, the financial program and how the TIF benefits the city.

City Manager St. Peter said that the Council should think about how best to implement the program; and he recommended they look at particular growth elements, and that they can do bonds for projects, for three or more years. He added that we should be able to show TIF revenue before tax bills go out, and he said that the numbers in the TIF proposal were produced by professional work.

Councilor Theye asked if 2006 projects that have already been done can be included in the TIF; and was told yes, everything since March can be included.

Noreen Norton said that the percentage can be adjusted down, if evaluation increases.

Councilor Lee asked if the type of project is broad, because he was concerned about the types of things money can be spent on,, and Noreen Norton said the list of projects is broad.

Jayne Giles asked for clarification, and was told that the numbers are not locked in.

Councilor Roberts said that the TIF will have to be explained each year, to new councilors, and City Manager St. Peter said that the TIF will have to come back to the City Council each year anyway.

**City of Belfast
Public Hearing
Council Chambers – Belfast City Hall
December 19, 2006
7:00 p.m.**

In accordance with Title 28A Section 653 MRSA 1964 a public hearing was held on December 19, 2006 at 7:00 p.m. or as soon as possible thereafter in the Council Chambers - Belfast City Hall to hear an application by Rollie's Bar and Grill, Inc. d/b/a Rollie's Bar and Grill located at 37 Main Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant Class liquor license, interior and exterior deck area.

Regular Meeting #12 -- December 19, 2006

Mayor Hurley asked for any proponents, opponents or any other comments. Hearing none, he declared the hearing closed.

**Public Hearing
City of Belfast
Council Chambers - Belfast City Hall
December 19, 2006
7:00 P.M.**

Pursuant to the Special Amusement Ordinance of the City of Belfast and the provision of Title 28-A Section 1054 MRSA a public hearing will be held in the Council Chambers of Belfast City Hall on December 19, 2006 at 7:00 p.m. or as soon as possible thereafter on an application for a Special Amusement Permit for Rollie's Bar and Grill, Inc. for live entertainment, music, vocals - Karaoke, DJ and dancing at 37 Main Street, Belfast, Maine, interior and exterior deck.

Mayor Hurley asked for any proponents, opponents or any other comments. Hearing none, he declared the hearing closed.

**City of Belfast
Public Hearing
Council Chambers -- Belfast City Hall
December 19, 2006
7:00 p.m.**

In accordance with Title 28A Section 653 MRSA 1964 a public hearing will be held on December 19, 2006 at 7:00 p.m. or as soon as possible thereafter in the Council Chambers -- Belfast City Hall to hear an application by Jeff Littlefield d/b/a Club 132 located at 132 High Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant/ Lounge Class liquor license, interior only.

Mayor Hurley asked for any proponents, opponents or any other comments. Hearing none, he declared the hearing closed.

**City of Belfast
Public Hearing
Council Chambers -- Belfast City Hall
December 19, 2006
7:00 p.m.**

Pursuant to the Special Amusement Ordinance of the City of Belfast and the provision of Title 28-A Section 1054 MRSA a public hearing will be held in the Council Chambers of Belfast City Hall on December 19, 2006 at 7:00 p.m. or as soon as possible thereafter on an application for a Special Amusement Permit for Jeff Littlefield d/b/a Club 132 for live entertainment, music, vocals - Karaoke, DJ and dancing at 132 High Street, Belfast, Maine, interior only.

Mayor Hurley asked for any proponents, opponents or any other comments. Hearing none, he declared the hearing closed.

City of Belfast
Regular Council Meeting No. 12
Council Chambers - Belfast City Hall
December 19, 2006
7:00 p.m.

Present: Mayor Michael Hurley; Councilors Larry Theye, Roger Lee, Robert Gordon, and James Roberts, Sr., City Manager Terrence St. Peter and Deputy City Clerk Robin Reynolds. Councilor Heberer absent.

Mayor Hurley led the assembly in the Pledge of Allegiance.

Adoption of the agenda

Councilor Gordon asked to add item F1, discussion with the City Attorney about a range way.

Councilor Roberts, seconded by Councilor Gordon, made a motion to adopt the agenda, as amended. This was unanimously voted

Communications

Councilor Roberts congratulated the Troy Howard Middle School on their Lego celebration. He also said that the Council should send a card to City Clerk Roberta Fogg. He said Merry Christmas to everyone. He said the festival committee will be having their Celtic Festival meeting at the Hutchinson Center at 5:30 p.m., on December 20, 2006.

City Manager St. Peter discussed the poll results of health care premium participation by nonunion employees. He said that the employees voted 15 to 14 to lower pay increases in July 2007 and July 2008, with no participation in health insurance premium.

City Manager St. Peter discussed the airport apron expansion project, and said the scope of the project was higher than anticipated; it was \$450,000.00, and the City had \$300,000.00. He said that he had received notification that Belfast was awarded an additional \$150,000.00; they just have to file for it. He said that we were able to do thirteen hangar spaces, for the city to rent out. He added that we have commitments for five to six hangars, and he said that we will do the financing needed and come back to the Council.

City Manager St. Peter spoke of the housing committee, and said they will be moving forward in early January.

City Manager St. Peter said the Harbor Committee wants a waterfront workshop the second Tuesday in February.

City Manager St. Peter said that we will change the tax collections program, and use an alternative vendor for the software.

Councilor Lee spoke of goal setting, and asked about a safer crossing at the Rt. 52 and Rt.1 intersection, and he would like to see that expedited.

City Manager St. Peter said that it is state property.

Regular Meeting #12 – December 19, 2006

Mayor Hurley wished everyone a happy holiday season. He said that it is frustrating sometimes, because goals do not show up on agendas, and it is easy to put stuff off, such as the Retail Review Committee recommendations.

Acceptance of the minutes

December 5, 2006 and December 11, 2006

Mayor Hurley asked if there were any changes to the minutes; hearing none, he stated that the minutes of December 5, 2006 and December 11, 2006, were accepted.

Open to the public

Mary Mortier spoke of the New Years By The Bay celebration, and thanked the Council and the Chamber and the City for their support, and said buttons are available now, at area stores. She added that the hotels are enjoying healthy reservations, and hotel and bed & breakfast rooms in Belfast may be full. She said that shopkeepers can expect people to come back to Belfast. She said the chem-free celebration is family oriented, and she expects 2000 people.

Jayne Giles, newly elected state representative, introduced herself, and said she intends to come to city meetings. She said she introduced a bill, as recommended by City Manager St. Peter, for more state funding for construction of jails. She added that she plans to hold monthly meetings with constituents, after the first of the year.

Mayor Hurley thanked and congratulated Jayne Giles.

Permits, Petitions and Licenses - Consent Agenda

Request to approve the application by Rollie's Bar and Grill, Inc. d/b/a Rollie's Bar and Grill located at 37 Main Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant Class liquor license, interior and exterior deck area.

Councilor Roberts, seconded by Councilor Gordon, made a motion to approve the application by Rollie's Bar and Grill, Inc. d/b/a Rollie's Bar and Grill located at 37 Main Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant Class liquor license, interior and exterior deck area, provided they are in compliance with all State, Federal and Local laws, rules and regulations. This was unanimously voted

Request to approve the application for a Special Amusement Permit for Rollie's Bar and Grill, Inc. for live entertainment, music, vocals - Karaoke, DJ and dancing at 37 Main Street, Belfast, Maine, interior and exterior deck.

Councilor Roberts, seconded by Councilor Gordon, made a motion to approve the application for a Special Amusement Permit for Rollie's Bar and Grill, Inc. for live entertainment, music, vocals - Karaoke, DJ and dancing at 37 Main Street, Belfast, Maine, interior and exterior deck, provided they are in compliance with all State, Federal and Local laws, rules and regulations. This was unanimously voted

Request to approve the application by Jeff Littlefield d/b/a Club 132, located at 132 High Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant/Lounge Class liquor license, interior only.

Councilor Roberts, seconded by Councilor Gordon, made a motion to approve the application by Jeff Littlefield d/b/a Club 132, located at 132 High Street, Belfast, Maine for a renewal Malt, Spirituous and Vinous Restaurant/ Lounge Class liquor license, interior only, provided they are in compliance with all State, Federal and Local laws, rules and regulations. This was unanimously voted

Request to approve the application for a Special Amusement Permit for Jeff Littlefield d/b/a Club 132, located at 132 High Street, Belfast, Maine for live entertainment, music, vocals - Karaoke, DJ and dancing at 37 Main Street, Belfast, Maine, interior only.

Councilor Roberts, seconded by Councilor Gordon, made a motion n to approve the application for a Special Amusement Permit for Jeff Littlefield d/b/a Club 132, located at 132 High Street, Belfast, Maine for live entertainment, music, vocals - Karaoke, DJ and dancing at 37 Main Street, Belfast, Maine, interior only, provided they are in compliance with all State, Federal and Local laws, rules and regulations. This was unanimously voted

Request to approve the application by the VFW Randall Collins Post 3108 for a one-year blanket permit for Beano/Bingo and Game of Chance for Sealed Tickets.

Councilor Roberts, seconded by Councilor Gordon, made a motion to approve the application by the VFW Randall Collins Post 3108 for a one-year blanket permit for Beano/Bingo and Game of Chance for Sealed Tickets, provided they are in compliance with all State, Federal and Local laws, rules and regulations. This was unanimously voted

Business

Consent Agenda

Reappoint Roberta Fogg as Registrar of Voters for a two-year period beginning January 1, 2007.

Councilor Roberts, seconded by Councilor Gordon, made a motion to reappoint Roberta Fogg as Registrar of Voters for a two-year period beginning January 1, 2007. This was unanimously voted

Reappoint Robert Whiteley as Assessor for a two year period.

Councilor Roberts, seconded by Councilor Gordon, made a motion to reappoint Robert Whiteley as Assessor for a two year period. This was unanimously voted.

Municipal Visitation by M.S.A.D.#34

Wayne Enman, interim School Superintendent, introduced himself, and Bruce Mailloux, and spoke of the school budget, and deficit. He said there is a positive atmosphere now and they are making progress, and are doing cost savings where they can. He added that they are on target for this year's budget. He said that they are putting in place measures so the deficit situation

won't happen again. He said he had an excellent board and he thanked them. He said he would keep the Council up to date.

Councilor Roberts told Mr. Enman that he was right to talk to the public and the Council, and said they are going in the right direction with communication.

City Manager St. Peter discussed the impact of state funding, and Mr. Enman said the district lost a million dollars.

Mayor Hurley thanked them. He asked about the money the state paid for the Capt. Albert Stevens School.

Mr. Enman said he would get back to the Mayor with those figures.

Discussion and final action on designating a Downtown/Waterfront Development and Tax Increment Financing District.

Councilor Roberts, seconded by Councilor Condon, made a motion to adopt Council Order # 22, Downtown/Waterfront Development and Tax Increment Financing District, and to authorize the City Manager to execute the resolution, as follows:

WHEREAS, the City of Belfast (the "City") is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, to designate specified areas within the City as the "City of Belfast Downtown Development and Tax Increment Financing District" (the "District") and to adopt a Development Program for the District (the "Development Program"); and

WHEREAS, there is a need for commercial development in the City of Belfast; and
WHEREAS, there is a need to provide new employment for the citizens of the City of Belfast and the surrounding region; to improve and broaden the tax base for the City of Belfast; and to improve the general economy of the City of Belfast and the State of Maine; and

WHEREAS, implementation of the Development Program will help provide additional employment for the citizens of the City of Belfast and the surrounding region; improve and broaden the tax base for the City of Belfast and improve the economy of the City of Belfast and the State of Maine; and

WHEREAS, there is a need to encourage the expansion, improvement and continuation of commercial activities through the establishment of the District in accordance with the provision of Chapter 206 of Title 30-A; and

WHEREAS, THE City desires to designate the City of Belfast Downtown Development and Tax Increment Financing District, and to adopt a Development Program for the District; and to adopt a Development Program for the District; and

WHEREAS, it is expected that approval will be obtained from the Maine Department of Economic and Community Development (the "Department"), approving the designation of the District and the adoption of the Development Program for the District.

NOW THEREFORE BE IT ORDERED, that the attached, which creates the City of Belfast Downtown Development and Tax Increment Financing District, be approved. The City Manager be and hereby is authorized and empowered, at his discretion, from time to time, to make such revisions to the Development Program for the District as the City Manager deems reasonably necessary or convenient, including revisions to the scope, cost or description of the public improvements to be financed with a portion of tax increment revenues generated by the District, in order to facilitate the process for review and approval of the District by DECD, or for any other reason so long as such revisions

Regular Meeting #12 – December 19, 2006

are not inconsistent with these resolutions or the basic structure and intent of the Development Program.

This was unanimously voted.

First reading of an amendment to City of Belfast Code of Ordinances, Chapter 102 Zoning, Bank of America Caretakers cottage from Airport Growth to Office Park zoning district.

Councilor Roberts said he thought it was spot zoning, and said the cottage was bought in the Airport Growth zone, and he felt it should be grandfathered.

City Planner Wayne Marshall said he thought it was inappropriate to grandfather it, and said it was not spot zoning; it was just moving the boundary.

Councilor Roberts said the road should be the dividing line.

City Planner Wayne Marshall said that many times the boundaries of zones cross roads.

Councilor Roberts said that it didn't make sense; he felt it should be left in Airport Growth.

Councilor Lee questioned why it can't be in Airport Growth to prevent expansion.

Councilor Gordon had concerns about the property being split.

There was a consensus to have City Planner Wayne Marshall come back to the Council at the next regular meeting, with new language written to grandfather the caretakers cottage, in the Airport Growth Zone.

Discussion and action on retaining David Barrett of MMA to assist in a recruitment and selection of a new City Manager.

Councilor Roberts said that he thinks we should hire Mr. Barrett's expertise.

Councilor Roberts, seconded by Councilor Gordon, made a motion to retain David Barrett of MMA, to assist in a recruitment and selection of a new City Manager, and to expend up to \$4500.00 for the service. This was unanimously voted.

Vote to reconsider the action of the Dec. 5th City Council Meeting, and rescind the acceptance of bids and bid award of the Fire Department pickup.

Councilor Theye, seconded by Councilor Lee, made a motion to reconsider the action of the December 5th meeting to accept the bid from Whited Truck Centers for a new pickup for the Fire Department pickup bids, and to rescind the Council action taken at the last meeting to award the bid. The intent of this motion is to ratify the telephone poll vote to rescind the Council's acceptance of the bid, and of the award of the bid. This was unanimously voted

City Manager St. Peter said his proposal is for the Council to allow him to talk to the Fire Chief about coming back on January 16 with new specifications, and a March delivery for a new truck.

There was a ten minute break at 9:18 p.m.

Discussion with the City Attorney about a range way.

Regular Meeting #12 – December 19, 2006

Councilor Gordon discussed the complaint letter written by James Dobias, and said it was harassment. Councilor Gordon said he and Jim Bell, Parks & Rec director, went to the property and were parked on the public way, and put steel stakes in place. Jim Bell wrote a rebuttal letter.

Bill Kelly, City Attorney said that the Council can decide how to lay out parking on the city's right of way.

Executive session; Title 1 MRSA §405,6,C; to discuss a real estate matter.

Council Theye, seconded by Councilor Lee, made a motion to go into executive session; Title 1 MRSA §405,6,C; at 9:36 p.m., to discuss a real estate matter. This was voted 4 to 1, with Councilor Roberts voting against.

Councilor Roberts, seconded by Councilor Gordon, made a motion to go out of executive session at 11:30 p.m. This was unanimously voted.

Adjourn

Councilor Roberts, seconded by Councilor Gordon, made a motion to adjourn at 11:31 p.m. This was unanimously voted.

Attest: _____
Robin Reynolds, Deputy City Clerk



CITY OF BELFAST, MAINE 04915

131 Church Street

Terrence St. Peter
City Manager
e-mail: tstpeter@cityofbelfast.org

Tel: (207) 338-3370 ext 10
Fax: (207) 338-2419

CERTIFICATE CITY OF BELFAST, MAINE CITY ASSESSOR

The undersigned City Assessor for the City of Belfast, Maine does hereby certify pursuant to the provisions of 30-A M.R.S.A. Section 5227(2) that the assessed value of the Belfast Downtown – Waterfront Municipal Development District and Tax Increment Financing District as described in the Development Program to which this Certificate is included, was \$45,914,100 as of March 31, 2006.

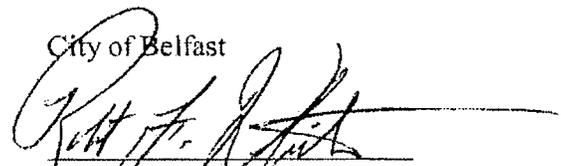
The assessed value of the District is broken down as follows:

Real Estate Value as of March 31, 2006	\$43,321,400
Personal Property as of March 31, 2006	<u>2,592,700</u>
	\$45,914,100

The undersigned further certifies that the tax map and municipal map on which the District is delineated and which are attached to the Development Program referenced above as Exhibits C-1 and C-2 are accurate depictions of the District and the municipality.

IN WITNESS WHEREOF, this Certificate has been executed as of this 10th day of January, 2007.

City of Belfast



Name: Robert F. Whiteley
City Assessor

CO #2006-22
City of Belfast, Maine
City Resolution

Council Order to adopt Downtown TIF District

WHEREAS, the City of Belfast (The "City") is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, to designate specified areas within the City as the "City of Belfast Downtown Development and Tax Increment Financing District" (the "District") and to adopt a Development Program for the District (the "Development Program"); and

WHEREAS, there is a need for commercial development in the City of Belfast; and

WHEREAS, there is a need to provide new employment for the citizens of the City of Belfast and the surrounding region; to improve and broaden the tax base for the City of Belfast; and to improve the general economy of the City of Belfast and the State of Maine; and

WHEREAS, implementation of the Development Program will help provide additional employment for the citizens of the City of Belfast and the surrounding region; improve and broaden the tax base for the City of Belfast and improve the economy of the City of Belfast and the State of Maine; and

WHEREAS, there is a need to encourage the expansion, improvement and continuation of commercial activities through the establishment of the District in accordance with the provision of Chapter 206 of Title 30-A; and

WHEREAS, THE City desires to designate the City of Belfast Downtown Development and Tax Increment Financing District, and to adopt a Development Program for the District; and to adopt a Development Program for the District; and

WHEREAS, it is expected that approval will be obtained from the Maine Department of Economic and Community Development (the "Department"), approving the designation of the District and the adoption of the Development Program for the District.

NOW THEREFORE BE IT ORDERED, that the attached, which creates the City of Belfast Downtown Development and Tax Increment Financing District, be approved.

Passed: December 19, 2006 by the Belfast City Council

3-01

WHEREAS, this property is determined by the City to be suitable for use and development of one or more of the qualified business activities specified in the Pine Tree Zone statute, 30-A MRSA c 206, sub-c. 4., and

WHEREAS, the City agrees to maintain at least one pre-permitted construction and or development site on at least one of these properties on a continual basis throughout the term of the zone designation but only to the extent that the property so designated remains available for development, and

WHEREAS, the City of Belfast agrees that the Midcoast Pine Tree Zone Steering Committee, or its designee, shall direct and oversee the administration and management of the Midcoast Pine Tree Zone on behalf of Belfast and the other participating municipalities and counties pursuant to a plan of administration adopted previously by the group of participating municipal and county applicants, and

WHEREAS, a PTZ Development Plan was adopted as part of the PTZ application that achieved "Final Designation" status on October 26, 2004 which plan included: (1) Documentation of all municipal commitments required under subsection 2; (2) A description of how the Pine Tree Zone will be administered including any related interlocal cooperative agreements; (3) A description of the goals and objectives to be accomplished through the Pine Tree Zone; (4) A description of the resources to be committed to the Pine Tree Zone by the applicant or applicants; and (5) Plans for accomplishing the goals and objectives, including a marketing plan and related time line and milestones, and

WHEREAS, Belfast will not attempt to use the PTZ or its benefits to attract business investment away from other existent or proposed locations within the State.

NOW THEREFORE, be it hereby resolved that the Midcoast Pine Tree Zone Steering Committee or its designee, as appropriate, is hereby authorized to apply on behalf of the City of Belfast for designation of the property described above for inclusion in the Midcoast Pine Tree Development Zone pursuant to 30-A MRSA c 206, sub-c. 4.

Alan Hinscy discussed the Pine Tree Zone parcels.

The above resolution was unanimously voted.

D) Discussion and action on designating a Downtown/Waterfront Development and Tax Increment Financing District.

Noreen Norton, consultant with Eaton Peabody Consultant Group, discussed the Tax Increment Financing District.

City Manager St. Peter asked if EMDC approved the TIF, and Noreen Norton replied that they did. She added that the TIF meets their criteria, and will help create incentives for economic development, with projections of 38 million in new investment over 25 years.

City Manager St. Peter stated that the Council should be prudent, because we don't know how much will be reinvested. He discussed inequity in evaluations.

E) Discussion and action on proposed 2007 Harbor Usage Fees.

Harbor Master Kathy Messier discussed fees and harbor usage, and said she would use the space as well as she can, to keep boats at the facility. She said there were fewer cruisers this year because of the economy and gas prices. The following harbor fees were raised -- mooring rentals, from \$20 to \$25; cruise ship fees, from \$2 per foot per night to \$2.25; and trash removal, from \$2 to \$2.50 per bag.

Councilor Theye, seconded by Councilor Lee, made a motion to accept the 2007 Harbor Usage Fees, as recommended by Harbor Master Kathy Messier. This was unanimously voted.



CITY OF BELFAST, MAINE 04915

131 Church Street

Terrence St. Peter
City Manager
e-mail: lstpeter@cityofbelfast.org

Tel: (207) 338-3570 ext. 10
Fax: (207) 336-2414

CERTIFICATION

I, Terrence St. Peter, City Manager of Belfast, do hereby certify that all information contained in this application is true and correct to the best of my knowledge.



Terrence St. Peter, City Manager

Dated: January 10, 2007

City of Belfast

Tax Increment Financing (TIF) Policy

The following is the City of Belfast's Tax Increment Financing (TIF) policy and application guidelines. This policy is intended to establish the basic principles that should shape economic development in the community as well as to specify the criteria for decision-making and the process for the review of any development proposal.

For a TIF application to be considered by the City Council of Belfast, the application must meet a majority of the following guidelines.

I. Basic Provisions:

1. The proposed District, Development Program and Financing Plan are consistent with the TIF Policy and with the city's bonding limits and current indebtedness.
2. The TIF proposal is consistent with the provision of State law governing the establishment of Municipal Tax Increment Financial Districts.
3. The creation of the TIF District is necessary to bring about the proposed investments.
4. The activities resulting from the creation of the TIF District will not have an adverse impact on existing businesses within the community, and
5. The activities resulting are consistent with the City's Comprehensive Plan, existing or amended local ordinances and overall community development goals, particularly the goals and objectives established for the city's Business Park District.

II. Basic Financial Provisions:

1. The City of Belfast has the option of issuing bonds, which are retired using the tax increment, or paying the tax increment directly to the investing business via a Credit Enhancement Agreement. In order to minimize risk to the citizens of Belfast, tax increment financing provided via a credit enhancement agreement is preferred when the increment is used to support private investment. When the tax increment financing is for public facilities (publicly-owned, publicly-used), a pay-as-you-go method or a bond issuance, would be the preferred mechanism. The applicant must provide any and all other documentation that will protect the city's economic and financial position, and/or that conform both to the letter and spirit of the underlying agreement between the applicant and the City.

2. A Credit Enhancement Agreement will provide for a recapture of the benefits if the project should move to another municipality. Assignments will be allowed only for conventional commercial financing purposes or where the proposed assignee agrees to be bound by the same terms and conditions as the original applicant.
3. As a general rule, the City's share of the dedicated revenues for the project shall not exceed 50% of the incremental taxes over the life of the district. The actual share shall be determined, as deemed necessary for the project, in negotiations between the applicant and the City.
4. The Financing Plan for a proposed TIF District shall provide the city's administrative and legal costs involved with the creation of the TIF to be repaid out of sheltered tax revenues.
5. The Financing Plan for a proposed TIF District shall provide that not less than 5% of the sheltered tax revenues generated over the life of the TIF District shall be deposited in an Economic Development Reserve Fund to be used for promoting economic development in Belfast, maintaining the Belfast Business Park, and administering the TIF District.

III. Guidelines that must be met:

1. The city's participation is economically necessary and involvement by the City is needed in order for the project to be undertaken. Justification for economic need and City involvement must be demonstrated by:
 - a. A need to offset infrastructure costs unique to the site; or
 - b. A need to offset economic advantages available to the entity if it should build (or expand) outside of Belfast; or,
 - c. The unavailability of sufficient private or other public funding sources to meet the full capital investment needs of the entity seeking assistance; or
 - d. The private investment carries with it a need or desire for publicly owned improvements that the applicant and the city wish to include.
2. The project creates new incremental real estate tax value equal to, or greater than, one million dollars (\$1,000,000). The value of new, incremental personal property tax value may be considered if the value is equal to, or greater than, the value of the new incremental real estate tax value.
3. The applicant must provide evidence of financial capability to undertake the project by submitting one of the following.

- a. A letter from a financial institution, government agency, other funding agency, or private investors, indicating a commitment to provide a specified amount of funds, and the uses for which the funds may be utilized.
 - b. In cases where funding is required but there can be no commitment of money until approvals are received, a letter of "Intend to Fund" from the appropriate funding institution indicating the amount of funds and their specified uses.
 - c. The applicants' most recent corporate (or other entity) annual report indicating availability of sufficient funds to finance the development, together with explanatory material interpreting the report.
 - d. Evidence indicating availability of funds if the developer will personally finance the development.
4. Compliance with statutory and regulatory guidelines of the City and the State.

IV. Conditions of Approval and Guidelines to Determine Level of City Participation:

Although an applicant may not meet each of the following criteria, the City may use them to determine the level of participation.

1. The project assists an established business in the City of Belfast, thus retaining existing employment and existing tax base.
2. The project creates long-term, permanent employment opportunities.
3. The project improves the general economy of Belfast.
4. The project improves and broadens the tax base.
5. The project improves a distressed area within the community in need of redevelopment or an area identified as a priority by the City of Belfast for redevelopment.
6. The project improves a distressed or blighted building in need of rehabilitation, or a building identified as a priority by the City of Belfast for rehabilitation.
7. The project creates public infrastructure facilities or benefits which have application beyond the particular development, such as traffic upgrades, public parking facilities, etc.

8. If not from the beginning of the District, then as soon as possible, the project will support community projects or create public benefits, such as granting access to open spaces, creating student internships, providing job training, supporting local contractors and suppliers, etc.

The City Council reserves the right to hear a proposal that may not meet all of the Tax Increment Financing criteria, but due to extraordinary circumstances, is unique and will provide substantial benefits to the City of Belfast.

V. Procedures

The establishment of a Tax Increment Financing (TIF) District, Development Program, and Financing Plan, or a development from proposal for the Belfast Business Park, can involve complex public policy decisions. To assure that the City considers all of the facets of a development proposal and that an applicant is treated expeditiously and fairly, the City has adopted an organized approach for reviewing and considering proposals. This section sets out a process for reviewing and acting on development proposals. This procedure is intended to be a guide for the City and applicant. The City may modify this procedure as necessary to assure thorough but timely consideration of Business Park development and TIF proposals.

Step 1. Informal Discussions with the City Manager and Director of Planning and Community Development.

Private parties contemplating the creation of a TIF District or a development proposal for the Belfast Business Park are requested to meet with the City Manager and the Director of Planning and Community Development. The purpose of this meeting will be to:

- Allow the City staff to obtain an understanding of the possible activities and structure of the TIF, or of a specific development proposal;
- Allow the applicant to gain an understanding of the City's policy regarding TIF's and the lots in the Belfast Business Park; and
- Assure that the applicant understands the process the City will use in considering a TIF request or development application, and the information that will be required as part of the process.

The meeting with the City's Manager and Planner shall be informational in nature. No action will be taken regarding the status of any pending development proposal.

Step 2. Preliminary Submission

Private entities requesting the creation of a TIF District, or making a development proposal for the Belfast Business Park are required to prepare a preliminary submission prior to drafting the formal application. This step is intended to allow the applicant and the city to work together to ensure that the criteria as set forth herein, are met.

The preliminary submission is intended to be a general outline of a development proposal. It should include the following information and submissions:

- A. The area proposed to be included within a TIF District and the rationale for it. If in the Belfast Business Park, the lot or area that will be developed shall be identified.
- B. A description of the development activities anticipated within the TIF District and the estimated market value of taxable improvements.
- C. A general description of the anticipated TIF Development Program and Financial Plan including:
 - i. The share of the new valuation proposed to be sheltered in the TIF (see city guidelines provided below).
 - ii. The proposed utilization of the sheltered tax revenue.
 - iii. Any anticipated "credit enhancement" arrangements.
- D. A description of the employment anticipated to result from the creation of the TIF District including:
 - iv. The estimated number of permanent, year-round jobs to be created.
 - v. The estimated number of permanent, part-time jobs to be created.
 - vi. The estimated number of permanent, full-time and part-time jobs to be retained directly as a result of the activities.
 - vii. The number of construction or temporary jobs to be created.
 - viii. The average hourly wage or annual wage for permanent jobs that will be created or retained.

- E. Statement as to how the proposed TIF conforms to the City's adopted TIF Policy and any other municipal economic development policies or objectives.
- F. An analysis of the impact of the anticipated development activities on municipal services and an assessment of any increase in municipal service costs resulting from the activity.
- G. An analysis of the impact of the proposed activities on existing businesses within the community.
- H. A statement as to why the creation of a TIF District is necessary for the realization of the project, and that there is a clear economic need for assistance.
- I. A statement outlining other sources of publicly supported financial assistance for proposed project activities.
- J. A non-refundable application fee of \$250 for processing an application.

Step 3. Review of the Preliminary Submission

The preliminary submission should be submitted to the City Manager at Belfast City Hall. Upon receipt of a preliminary submission, the City Manager shall:

- A. Forward the submission to the Business Development Committee for review. This review shall include an analysis of the conformance of the proposal with this Policy Statement. If the Committee finds that the proposal is in conformance with this policy, the Committee should identify any improvements that should be considered in drafting the formal application together with any questions on issues that should be addressed in the application. If the Committee finds that the submission is not in conformance with this policy, the Committee, and any staff or consultants contracted by the City to assist the Committee, should work with the applicant to identify possible changes that could be made to the proposal to bring the application into compliance with the policy.
- B. Following the Committee review of the preliminary submission, the City Manager shall notify the applicant of the outcome of the review.

Step 4. Submission and Review of a Formal Application

A formal application for the designation of a Tax Increment Financing District for use of a lot in the Belfast Business Park shall be submitted to the City Manager. The application shall include all of the information required by State law. In addition, the application shall include:

- A. A description and analysis of the employment anticipated resulting from the development proposal, or the creation of the TIF District.

B. An analysis of how the proposed development program and financing plan conform to this Policy Statement

C. An analysis of the impact of the anticipated development activities on municipal services and an assessment of any increase in municipal service costs resulting from the activity.

D. An analysis of the impact of the proposed activities on existing businesses with the community.

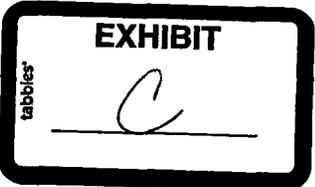
Upon approval, or approval with conditions, or denial of a formal application for the designation of a TIF District, and/or for use of a parcel of land in the Belfast Business Park, the City Manager shall:

A. Notify the applicant of the actions recommended by city officials.

B. If recommended for approval, place the item on the City's agenda for public hearing and advertise the hearing as required by State law, and

C. If recommended for approval, schedule an agenda item for adoption by the Belfast City Council at an appropriate, regularly scheduled Council meeting.

TIF Projections (conducted upon adoption of First Amendment)
 City of Belfast - Downtown Waterfront TIF District



Year	Tax Year	Projected Cumulative Increased Assessed Value - Real Property	Projected Cumulative Increased Assessed Value - Pers. Property	Projected Cumulative Total Increased Assessed Value	Percent of Value Captured in TIF	TIF District Projected Additional Assessed Value	Projected Mil Rate	Total TIF Revenue
<i>(nothing captured until amendment)</i>								
1	2007	\$0	\$0	\$0	100%	\$0	18.60	-
2	2008	\$326,200	\$0	\$326,200	100%	\$326,200	18.60	6,067
3	2009	\$326,200	\$0	\$326,200	100%	\$326,200	18.10	5,904
4	2010	\$204,000	\$0	\$204,000	100%	\$204,000	18.10	3,692
5	2011	\$195,700	\$0	\$195,700	100%	\$195,700	18.10	3,542
6	2012	\$5,285,660	\$0	\$5,285,660	100%	\$5,285,660	19.80	104,656
7	2013	\$9,085,660	\$1,250,000	\$10,335,660	100%	\$10,335,660	19.80	204,646
8	2014	\$9,610,660	\$1,250,000	\$10,860,660	100%	\$10,860,660	19.80	215,041
9	2015	\$16,010,660	\$1,250,000	\$17,260,660	100%	\$17,260,660	19.80	341,761
10	2016	\$25,035,660	\$1,250,000	\$26,285,660	100%	\$26,285,660	19.80	520,456
11	2017	\$27,185,660	\$1,250,000	\$28,435,660	100%	\$28,435,660	19.80	563,026
12	2018	\$33,185,660	\$1,250,000	\$34,435,660	100%	\$34,435,660	19.80	681,826
13	2019	\$33,585,660	\$1,250,000	\$34,835,660	100%	\$34,835,660	19.80	689,746
14	2020	\$45,345,660	\$1,250,000	\$46,595,660	100%	\$46,595,660	19.80	922,594
15	2021	\$45,745,660	\$1,250,000	\$46,995,660	100%	\$46,995,660	19.80	930,514
16	2022	\$46,145,660	\$1,250,000	\$47,395,660	100%	\$47,395,660	19.80	938,434
17	2023	\$46,545,660	\$1,250,000	\$47,795,660	100%	\$47,795,660	19.80	946,354
18	2024	\$46,945,660	\$1,250,000	\$48,195,660	100%	\$48,195,660	19.80	954,274
19	2025	\$50,595,660	\$1,250,000	\$51,845,660	100%	\$51,845,660	19.80	1,026,544
20	2026	\$50,995,660	\$1,250,000	\$52,245,660	100%	\$52,245,660	19.80	1,034,464
21	2027	\$51,395,660	\$1,250,000	\$52,645,660	100%	\$52,645,660	19.80	1,042,384
22	2028	\$51,795,660	\$1,250,000	\$53,045,660	100%	\$53,045,660	19.80	1,050,304
23	2029	\$52,195,660	\$1,250,000	\$53,445,660	100%	\$53,445,660	19.80	1,058,224
24	2030	\$52,595,660	\$1,250,000	\$53,845,660	100%	\$53,845,660	19.80	1,066,144
25	2031	\$52,995,660	\$1,250,000	\$54,245,660	100%	\$54,245,660	19.80	1,074,064
Totals								\$ 15,384,663
Averages								\$ 615,387

Assumptions:

1. The line in the table after Year 6 demonstrates the time when the First Amendment to the Downtown Waterfront TIF District takes effect.
2. Assumes mil rate remains flat over time.
3. Assumes that 100% of the increased assessed value is captured in the TIF district.
4. Projected increased assessed values were developed by the City Planner and Economic Development Director based on estimates of the developments likely for particular lots located in the Downtown Waterfront TIF District. Personal property was not captured until the First Amendment to the Downtown Waterfront TIF District was adopted. Projected increased assessed values for real property include both original District areas as well as areas added upon the adoption of the First Amendment to the Downtown Waterfront TIF District.

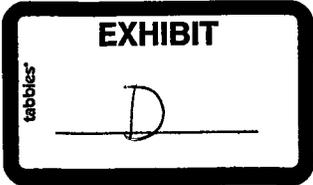
Future Projected Tax Shift Benefits

City of Belfast - Downtown Waterfront TIF District

TIF Year	Tax Year	State Aid to Education Benefit	County Tax Benefit	State Revenue Sharing Benefit	Additional Local Education Benefit	Total Tax Shift Benefits
7	2013	-	-	-	-	\$0
8	2014	-	-	-	-	\$0
9	2015	-	\$14,317	\$8,534	\$11,272	\$34,123
10	2016	\$79,481	\$15,042	\$8,962	\$11,842	\$115,327
11	2017	\$83,518	\$23,872	\$14,140	\$18,767	\$140,299
12	2018	\$132,734	\$36,282	\$21,316	\$28,468	\$218,800
13	2019	\$202,137	\$39,231	\$23,004	\$30,767	\$295,139
14	2020	\$218,670	\$47,446	\$27,673	\$37,163	\$330,951
15	2021	\$264,810	\$47,993	\$27,982	\$37,588	\$378,372
16	2022	\$267,886	\$64,028	\$36,946	\$50,022	\$418,882
17	2023	\$358,321	\$64,572	\$37,247	\$50,442	\$510,582
18	2024	\$361,397	\$65,116	\$37,547	\$50,863	\$514,923
19	2025	\$364,473	\$65,660	\$37,848	\$51,283	\$519,263
20	2026	\$367,549	\$66,203	\$38,148	\$51,703	\$523,603
21	2027	\$370,625	\$71,160	\$40,874	\$55,532	\$538,190
22	2028	\$398,693	\$71,703	\$41,171	\$55,951	\$567,518
23	2029	\$401,769	\$72,245	\$41,468	\$56,369	\$571,852
24	2030	\$404,845	\$72,788	\$41,765	\$56,788	\$576,186
25	2031	\$407,921	\$73,330	\$42,062	\$57,206	\$580,519
26	2032	\$410,997	\$73,873	\$42,358	\$57,624	\$584,852
27	2033	\$414,073	\$74,415	\$42,654	\$58,042	\$589,185
28	2034	\$417,149	-	-	-	\$417,149
Totals		\$5,927,049	\$1,059,276	\$611,701	\$827,692	\$8,425,717
Averages		\$311,950	\$55,751	\$32,195	\$43,563	\$382,987

Assumptions:

1. If the new value from the development were to arrive in the City without the shelter effect of a tax increment financing district, the increased valuation would lead to eventual decreases in State Aid for Education, Revenue Sharing Subsidy and eventual increases in County Taxes owed and additional local education contribution owed by the City to RSU 20.
2. Data sources include the 2012 City "Municipal Valuation Return" provided by the City, the State Treasurer's Office Municipal Revenue Sharing projections for FY2013 as of April 2012, the Maine Department of Education 2012-2013 ED 279 form for RSU 20, the Maine Department of Education 2012-2013 EF-M-46 form for RSU 20 and Waldo County's FY2013 Tax and Jail Breakdown.
3. Tax shelter impacts are lagged by a couple of years because the formulas calculating these figures utilize older State Valuations.
4. These projections assume that the formulas and general inputs for State Subsidies and County Taxes do not change over time and they assume that all other values in other communities are static relative to one another except for the new value captured in the TIF District. The projections are less likely to be accurate farther into the future.
5. These projections include information from the Maine Department of Education form completed by RSU 20 as well as the reorganization plan for RSU 20 indicating that the cost sharing method among member towns will be 100% based on State Valuation for 2013 and beyond. These projections use this 100% state valuation rule throughout the duration of the TIF District. It should also be noted that the projections assume RSU 20 remains comprised of the member municipalities that exist today.



BELFAST RENAISSANCE

A Master Development Plan for Downtown and the Waterfront

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BELFAST RENAISSANCE

A Development Plan for Downtown and the Waterfront

The Downtown/Waterfront Advisory Committee recommended the Belfast City Council adopt this report on November 22, 1994. Unanimously adopted by the Council on the same date.

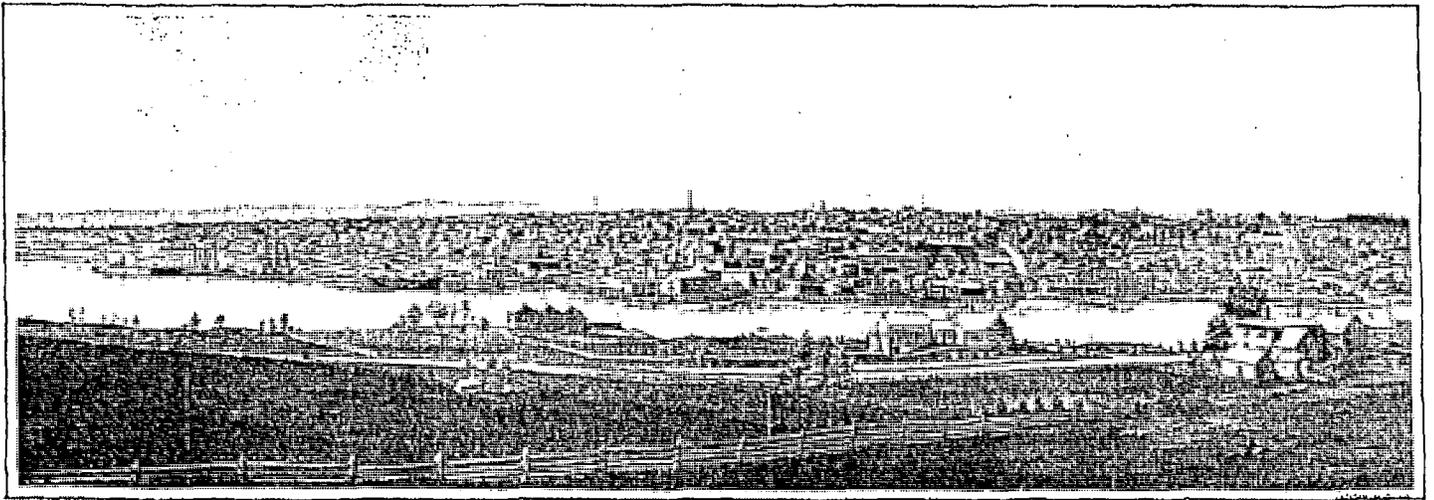
Acknowledgements

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Work on this project was conducted under the direction of City Manager Arlo Redman and an advisory committee of citizens. The Advisory Committee consisted of:

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David Black
Lawrence Gleeson
Lois Higer
Terry Hire
John Krakar
Andy Kuby
Councilor Mike Lewis
Councilor Bruce MacLaren
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View of Belfast - One hundred years ago

“... for the first time in 150 years, all key waterfront owners see an opportunity to work with the City to develop a long range plan.”

1. Introduction

City centers exist and thrive because they are the heart of the community they serve. History has shown that downtown areas are resilient. They change and adapt over time, but they persevere, and at times, they flourish and celebrate their uniqueness with grand buildings, new public parks, boulevards or avenues. They are true centers of commerce, community and culture.

Belfast's downtown is no different. It is strategically located to serve Waldo County and beyond. It stands at the intersection of Routes 1, 3, 7, 52 and 137, with Belfast Harbor and the waterfront at its front door, and it has certainly witnessed and adapted to change. Most recently the City has seen a renaissance in its downtown, with the dedication of Heritage Park (on the waterfront), and a new interest in the potential of rail transportation. However, more can be done to prepare the City for the 21st century and to encourage its economic revitalization.

In early 1994 Belfast residents recognized that they stood at a historic crossroads. As new businesses have established themselves in the area and as obsolete businesses have failed, it has become clear that a thoughtful plan and overall vision for downtown and the "new" waterfront should be developed. Indeed, for the first time in some 150 years, all the key waterfront owners and the City officials recognize

that Belfast faces a unique opportunity – an opportunity to work together and develop a long-range plan for the future.

If the private and public plans for the revitalization of Belfast can be combined, everyone should benefit. Like Daniel Burnham, the visionary planner, they see the benefits to *"(m)ake no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make Big Plans: aim high in hope and work, remembering that a noble, logical diagram once recorded, will never die, but long after we are gone will be a living thing...let your watchword be order and your beacon, beauty."*

This report, and the plans and illustrations that are included, provides the City with a vision of what could be. The plan focuses on downtown and the waterfront and seeks to link them so that they are mutually reinforcing. The plan is based on ideas from the consultants and the advisory committee, from past planning reports and from individual property owners; it presents a picture of what could be and describes the steps that need to be taken by a partnership of public and private interests to bring it to reality. It is indeed a Big Plan, but it will take cooperation and the integration of "little plans" to make it work. Map 1 (over) shows the study area.

2. Issues and Goals

Background

Belfast faces a historic opportunity that cannot be allowed to be lost. The demise of the poultry industry and the willingness of property owners along the entire waterfront to work toward common goals provides a unique window of opportunity that is rare in any coastal town.

Clearly Belfast has turned the corner. Over the last five or six years the City has seen:

- ▶ an influx of artists and art establishments
- ▶ expenditures on downtown lighting and street and sidewalk improvements
- ▶ the relocation of the Co-op to the center of town
- ▶ the dedication of Heritage Park
- ▶ a resurgence of interest in excursion rail
- ▶ improvements to many downtown buildings
- ▶ the completion of an updated Comprehensive Plan
- ▶ revisions and improvements of the City's downtown zoning provisions
- ▶ the establishment of the "Green Streets" group who plant street trees
- ▶ a number of public and private studies that have focused on ways to identify new markets and job creation opportunities in the downtown area, and

- ▶ opportunities to tap into State and Federal funding sources.

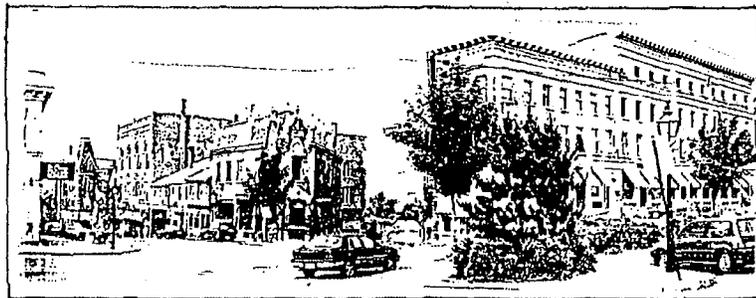
Now is the time to build on this impressive base, to set realistic goals and to show how economic development, access, infrastructure, open space and the quality of life can be enhanced.

Downtown/Waterfront Development Plan Goals

The following goals sum up the advisory committee's recommendations:

- **Economic Development**
 - ▶ Stimulate economic development through public/private cooperation
 - ▶ Give preference to water-dependent redevelopment
 - ▶ Encourage compatible mixed redevelopment
 - ▶ Ensure proper, coordinated, waterfront management
 - ▶ Link downtown with the waterfront with appropriate new development
 - ▶ Redevelop key properties to stimulate investment and revitalization
 - ▶ Expand opportunities in the tourism/recreation markets
 - ▶ Recognize, and build upon, the arts as a key element in the economic development of Belfast.

- Access
 - ▶ Provide public access to, and along, the waterfront
 - ▶ Create a linear, shoreline, trail and bikeway
 - ▶ Ensure good access to the area for all modes (cars, buses, pedestrians, bikes, trains, boats)
 - ▶ Expand rail service (for excursion and other traffic)
 - ▶ Provide good vehicular access to waterfront uses
 - ▶ Provide incentives for developers to create visual and pedestrian access to the water
- Infrastructure
 - ▶ Dredge the harbor to provide space for more vessels
 - ▶ Investigate construction of new breakwaters
 - ▶ Upgrade deteriorated streets, sidewalks and parking areas
 - ▶ Upgrade the railroad track to meet modern standards
 - ▶ Extend "street furniture" (lights, benches, tree planting) improvements
- ▶ Address the sewage odor problem
- ▶ Upgrade sewer and water systems as needed
- Open Space
 - ▶ Preserve and create more open space (public and private)
 - ▶ Provide a variety of open space types (e.g. urban and waterfront parks)
 - ▶ Expand and improve Heritage Park
- Quality of Life
 - ▶ Preserve views of the harbor
 - ▶ Preserve mature trees where possible and plant more street trees
 - ▶ Maintain the quality of existing residential neighborhoods
 - ▶ Maintain the quality of the historic downtown core
 - ▶ Ensure new development complements the historic architecture of Belfast



3. Analysis

Analysis of existing conditions provides clues about the root causes of problems and helps identify trends and solutions. The following discussion serves as a summary; it looks at the Belfast downtown/waterfront area in terms of its regional location, markets, access, parking, views and open space, pedestrian circulation, property ownership and developed and undeveloped lands.

Location

Downtown Belfast is much more than the center of the City of Belfast. It is a regional retail service and a cultural center for Waldo County. It is also a transportation hub for midcoast Maine. Further, the City is sited on Penobscot Bay and has been intimately tied to the sea for much of its history.

These assets can and should be built upon as the City looks to the future. Good access by way of the sea to the east, by road from the south, west and east, and by rail from the north, are all important, as is the existence of a good, local airport that offers a range of services and can accommodate executive jets.
(See Map 2)

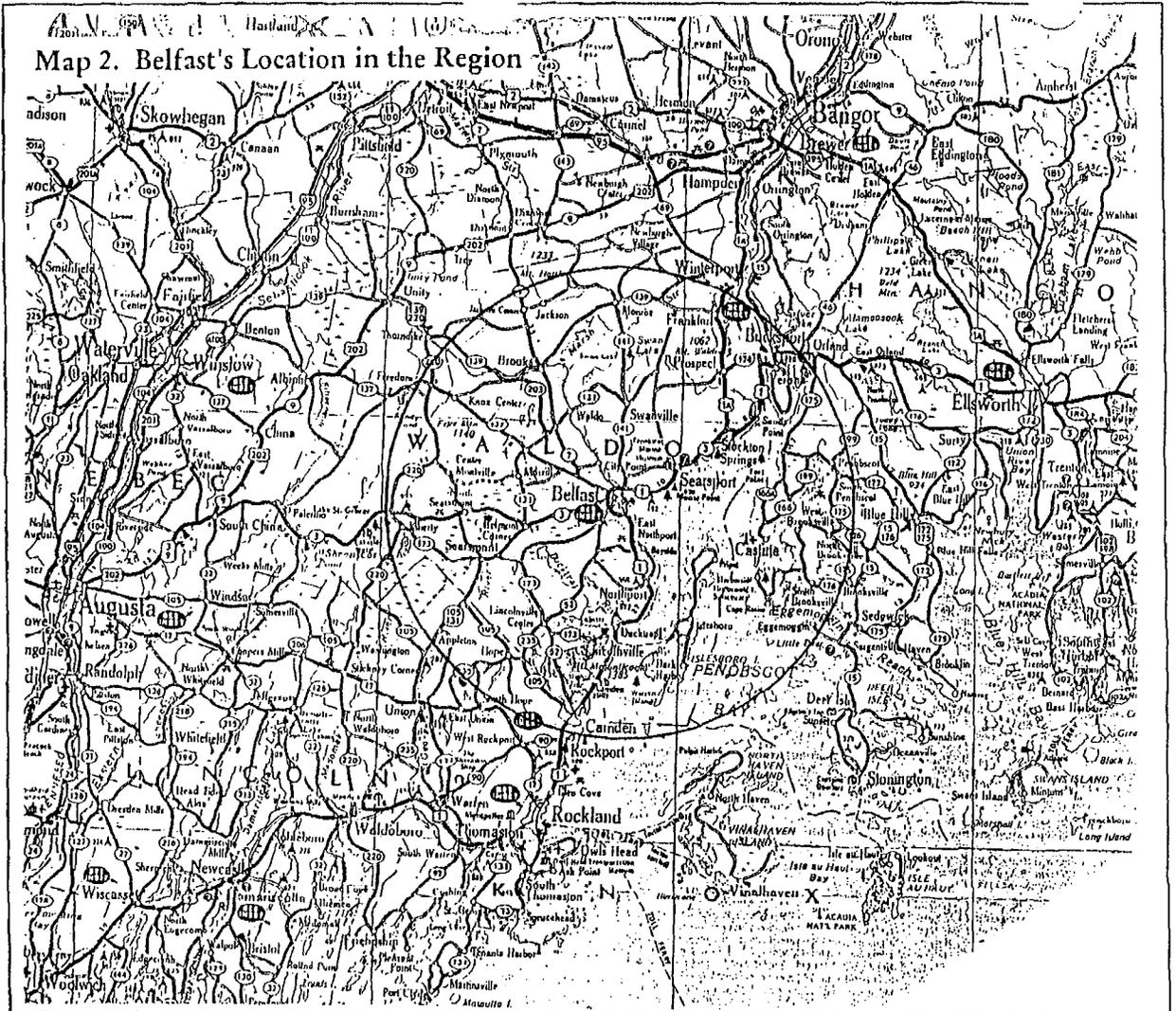
In this day and age it is the road system that gives Belfast a special advantage; located on the major tourist arteries, Routes 1 and 3, with an average of 13,820 vehicles per day throughout the year and even higher volumes during the summer, Belfast can tap into this flow to a greater extent.

The secondary road system radiates out to serve Lincolnville, Palermo, Troy, Waldo, Jackson, Winterport, Searsport and the towns between; these towns are also served by the regional bus system, Waldo County Transportation, which carries over 38,000 riders per year, many of whom come to Belfast to find services or to shop.

The Belfast and Moosehead Railroad has begun to capitalize on the tourist market by providing excursion train rides on its line out of Unity and Belfast. Ridership is expected to increase as more bus tour operators stop in Belfast. The potential for this line to serve both tourists and freight is also being explored. Further, a rail-port connection may soon open up further possibilities for "rail-sail" excursions (on the Voyageur) or a rail-barge interface.



Map 2. Belfast's Location in the Region



Markets

This study has not focused on an investigation of new markets or a marketing strategy for Belfast; that was not part of the contract. Nonetheless, future land use, job creation and revitalization efforts must consider what will work and/or sell in Belfast. Four studies, by others, as well as anecdotal evidence, provide some market guideposts, however.

First, the Sebago Technics/Market Decisions report (of September 1991) identified the following market opportunities, listed here in order of importance:

- **Near the waterfront**
 - ▶ marine-related development (marinas) (5)*
 - ▶ marine-related retail establishments and other water dependent uses (1)
 - ▶ commercial fishing (2)
 - ▶ boat building (4)
 - ▶ commercial/retail uses
 - ▶ restaurants (6)
 - ▶ residences, and
 - ▶ offices
- The numbers reflect the order of importance the public places on these uses, according to the 1991 public opinion survey. Public open space and waterfront parks rated third.

- **Back from the waterfront**

- ▶ offices and residences (on second floors)
- ▶ motels/hotels
- ▶ other mixed uses such as retail, restaurants, services, etc.

The report also recommends that all major new development applications be handled as planned-unit-developments (PUDs). This procedure provides more flexibility for the developer and the city and stimulates a creative approach. Architectural design controls are also advocated.

A more recent study undertaken by a private entity explored some of the above markets and concluded that there was not great strength in the hotel/motel or office space markets, but that the recreational/marine business and regional retail markets looked more promising. (Clearly Belfast has witnessed a large increase in the demand for moorings and there is probably a need for more land-side services, such as fuel, supplies, restrooms with showers, ice, garbage disposal and sewage disposal.)

According to this report, a specialty retail center catering to tourists and residents that is unique within Maine, if not New England, may hold promise, particularly if its focus is "Maine-made" products, antiques and arts and crafts. Product manufacturing, on-site, is also a possibility. The key appears to be in creating a highly desirable destination retail center, so

that Belfast is the place to go to for Maine-made, quality products, food and entertainment.

The importance of Belfast's art galleries, theater and arts community in terms of their economic value should not be dismissed. The 1988 study of "The Arts in Maine's Economy," points to its \$92 million impact statewide and to the 2,600 people employed in the "industry." The 1992 figures, as reported in "Non-profit Cultural Organizations in the New England Economy," show total spending by arts organizations and audiences having a \$114.9 million economic impact on Maine. Belfast's piece of this market could be enhanced if it were made a priority and linked to a Maine-made center. The City's key location within the midcoast tourist region makes this possibility enticing and credible.

Of course, Belfast's importance as a service and retail center for the County should also be built into future marketing strategies. This is a "natural" market and Belfast should explore ways to maximize its draw on customers throughout Waldo County.

Another study, the 1992 Waldo County Tourism marketing Strategy lends credibility to some of the ideas expressed above. Although it took a county-wide view, this recent study suggests that the county (read, Belfast) should:

- ▶ recognize that visitors tend to be older and seek shopping, historical, cultural and natural experiences;

- ▶ "sell" its lack of crowds and congestion;
- ▶ recognize that the arts community is a distinguishing experience;
- ▶ take advantage of the shortage of organized tours such as schooner sailing, bike tours and sea kayaking;
- ▶ provide a large conference facility;
- ▶ increase utilization of the Bay and the access Belfast has to it;
- ▶ focus on a strategy that goes beyond only art and antiques;
- ▶ define an image for itself;
- ▶ get "on the map;"
- ▶ find strategies to get Route 1 travelers to stop; and
- ▶ work to encourage visitors to stay longer.

Finally, "USA Weekend," a newspaper magazine with 37.5 million readers, listed Belfast as one of "five culturally cool small towns," in its September 23-25, 1994 edition. Indeed, the City is featured in John Villani's book, "The 100 Best Small Art Towns in America." (See over) Belfast should capitalize on this new found reputation and link it to other marketing ideas.

Access

Belfast's Route 1 bypass is both a blessing and a curse: it keeps unwanted, unneeded through-traffic out of downtown, but it also diverts potential visitors. This means that Belfast must cultivate downtown as a destination and that access to, and within, the center must be easy. Travelers by car should have clear

TRAVEL

BY JEANNE WRIGHT

5 culturally cool small towns

LOOKING FOR CULTURE, but disenchanted with costly, crowded big-city art enclaves with an attitude? Then travel to small towns, says John Villani, the author of *The 100 Best Small Art Towns in America* (JOHN MCMILLAN PUBLICATIONS, \$12.50), new in bookstores. Five of Villani's favorites:

NEWPORT, ORE.

Hundreds of painters and writers and a few low-profile Hollywood types like David Ogden Stiers of TV's *M*A*S*H* are among the 9,000 who live in this beach haven and historic Yaquina Bay fishing town. Twenty commercial art galleries and three non-profit exhibition spaces at the Visual Arts Center, Backporch Gallery and Casbah lure art lovers. **Travel tips:** Annual events include February's Seafood and Wine Festival and October's

Brews and Blues Front rooms at the Beach Hotel are famous writers. Head for Danny dark, hit Riptide

CREEDE, CALIF.

This former mir in the shadow Mountains bo "splendidly s near the reno tory Theater. from landsc from horsel tivals includ ing Compe the Old M

BELFAST, MAINE

"Bizarrel Belfast h leries ar

BELFAST, MAINE
"Bizarrely staged" theater by the Belfast Maskers and waterfront galleries are highlights of this Penobscot River town of 6,000. Gallery openings often coincide with theater and restaurant affairs. Artfellow and three commercial galleries feature Maine artists. Belfast's working class coexists with a surprising crowd of craftspeople, artists and musicians. **Travel tips:** The Church Street Festival (a parade, performances, crafts) is Oct. 1. You'll find terrific enchiladas at Dos Amigos. Artists favor Darby's Restaurant.

Southern folk sts. For tasty rural food, to Manna rocery and restaurant.

NEW YORK MILLS, MINN.

Visit this nippy town of 900, settled by Finns in the 1870s, in any season. **Travel tips:** A July music and film festival showcases short works by Midwestern filmmakers. An annual philosophical writing contest, the Great Midwestern Think-Off, drew 650 entries in June. (This year's theme: "Does life have meaning?") Try rusinavelli, a fruit soup, at December's Finnish Midwinter Festival. Railroad memorabilia adorns the Whistle Stop Bed and Breakfast, and artists enjoy Muggs Pub for pool and the Blue Horizon Ballroom for dancing.



directions to downtown and, once there, must be able to find convenient parking. Travelers by bus should be able to embark and disembark at a convenient, central location, preferably at a transit stop with restrooms. Cyclists also should be accommodated on designated bike routes and provision for bike parking should be made. Positive small actions such as these can make a difference and help put Belfast "on the map" as a visitor friendly town.

From the bypass, the principal access roads are, on the south, Northport Avenue and Congress Street; on the west, Lincolnville and Belmont Avenue (Route 3); on the northwest, Waldo Avenue (Routes 7 and 137) and High Street.

Within the downtown/waterfront area, the roads that presently serve as the primary access routes are, on the south, Church and High Streets; on the west, Belmont Avenue (Route 3); on the northwest, Waldo Avenue and High Street; and in the center of town, Main Street. In the future these same routes should continue to serve as the primary access routes for cars, trucks, buses and bicycles. (See Map 4)

Parking

Provision for adequate parking is essential to any downtown. In Belfast, parking is provided on street, in municipal lots and on private property. For the most part this parking is conveniently located and adequate, but it will not be adequate if future office, and retail floor space is added to downtown, and/or if

tourism increases, bringing more people by car into the City.

On-street parking in the immediate City center accounts for about 150 spaces; another 160 spaces are available in public parking lots off Washington Street, Cross Street and Main (at the Post Office) and about 70 spaces are available at the dock and Heritage Park. There are parking conflicts here, however, between commercial fishermen, recreational boat users and restaurant patrons. The remaining parking lots are private; the largest private lot is that in front of the Co-op on High Street.

In the future, access to (and directions to) the Washington Street parking lot and any other new City-owned (or private) lots must be improved. Further, any and all parking lots must be carefully integrated into the fabric of central City buildings so that they do not dominate or create barriers. This means carefully planned lots and a creative approach to required parking ratios in downtown zoning districts.

Access to the Water

The City boat ramp at the base of Main Street provides the only public boat access to Belfast Bay within the downtown/waterfront area. It is about 50 feet wide and is served by 12 boat trailer parking bays, between the water and Front Street.

All other access is by way of private land.

Commercial fishermen tie up at the City wharf and floating docks and excursion boats utilize the City pier. Otherwise, boaters rent slips at Belfast Boatyard, Inc., or the new pier across from the Consumers Fuel lot on the waterfront, or utilize moorings in the harbor. There are about 240 moorings.

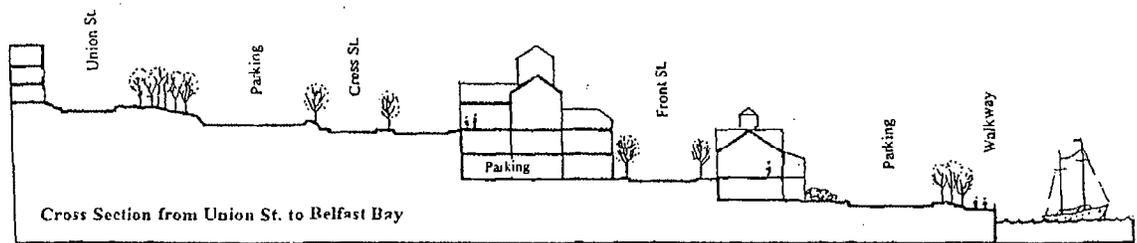
Public access to the shorefront to take in the view or launch a kayak is provided at Heritage Park and the City-owned pier. Public access to the water across private land needs to be addressed. In broad terms, cities on waterfronts around the world have gained from opening up public access to the water. Ideally there should be benefits to the property owners, to the public, and to the City for so doing. To achieve this, the City has incorporated mixed use zoning that allows retail, restaurants and/or marine recreation in these areas. Further, there should be development incentives built into the permitting process that encourage shorefront owners to provide access (both visual and physical) in return for density bonuses and/or setback relief, or other benefits.

Views to the Water

Part of Belfast's charm and viability as a coastal city is its proximity to Belfast Bay, and fortunately, more by accident than by design, many views to the water remain. Map 5 shows the major viewpoints. Every effort should be made to retain these views and open up other views when redevelopment occurs; the views enhance the lure of Belfast as a tourist destination.

The principal viewpoints are described below:

- Views to the water from Main, Spring and Miller Streets are good, except Miller should visually extend to the waterfront; the same is true of Pearl Streets; any redevelopment beyond its eastern end should allow for through views.
- Views to the water from City property, notably the Washington Street parking lot, the City wharf and Heritage Park are remarkable; the northeast edge of the parking lot should be enhanced with a walkway and central viewing area. Views from the wharf and within Heritage Park are unobstructed but views from Federal Street are obstructed by some of the buildings in the Park; at least one, if not both smaller buildings should be removed.
- The attraction and value of a waterfront walkway for views (and for bringing people to private waterfront and shoreland attractions) is great. Incentives to make this happen should be put in place.
- Finally, as redevelopment occurs it is essential that a visual wall on (or near) the waterfront does not end up blocking views for those behind. Fortunately the lay of the land helps achieve this goal. Structures built between the water and Cross and Union Streets should be modest in height (i.e. 2 to 2½ stories at street level) and should step down the slope in a stairlike fashion. (See the Illustration on page 12.)



Pedestrian Circulation

Needless to say, a pedestrian-friendly city is a city that people will return to again and again. It must be easy and pleasant to get around in. Belfast has already started down this path; the City has:

- ▶ well designed, attractively paved sidewalks in its center
- ▶ a good street tree planting program
- ▶ "theme" gas-light lighting fixtures, and
- ▶ attractive street "furniture" (i.e. benches, trash containers)

Yet more should be done:

- ▶ the sidewalks should be extended in a logical pattern so that they link to parking lots and to downtown/waterfront features

- ▶ the street tree landscaping should also follow a plan so that major links and important public spaces are emphasized and celebrated
- ▶ a waterfront walkway, combined with the old RR right-of-way walkway, should be built and extended onto private land south of Heritage Park
- ▶ three vital pedestrian links should be made; one should begin at Beaver Street, follow Pendleton Lane and end up on Federal Street, and the other two should make strong links between the Washington Street parking lot and Front/Water Street. Map 6 shows this pattern of existing and proposed sidewalks and walkways.

Open Space

The pedestrian environment is embellished by open space. Open space can be public or private, it can be large or small, and it can be "hard" and edged with buildings and paving, or "soft" and full of planted materials. A mix is best and central Belfast has such a mix. Belfast also has some ugly, undefined, underutilized open space which detracts from the City's downtown character.

Belfast's urban streets in the center of the City form canyon-like open spaces. Where they are defined by historic building facades, trees and paved surfaces, they are an asset. Church and High Streets within a block of Main, and Main Street itself, are good examples. The areas around the Co-op and Washington Street are examples of ill-defined urban open space that could be improved.

Heritage Park represents "soft," grassed and landscaped open space. Further opportunities to create pleasant open space in the central City are provided by Federal Street, the edges of the Washington Street parking lot (where it meets Main Street), Pendleton Lane and the Co-op/Beaver Street area. A landscape plan for tree planting, paving, lighting and street furniture is needed. Map 5 shows the main elements of an integrated pedestrian/open space plan.

Development Opportunities

As has been stated, for the first time in living memory, almost all of Belfast's most important waterfront parcels are available for redevelopment. This is a rare opportunity, made all the more exciting by the fact that the owners wish to cooperate in doing what's best for the City and themselves. This plan offers that opportunity.

Practically all the property within the area defined by the waterfront (on the northeast); Bridge, Washington, Cross and Union Streets; on the southwest; Pierce on the north; and Commercial Street on the south, is underutilized. (See Map 3) (The main exceptions are: Stinson's, the railroad buildings, Belfast Boatyard, Inc., the towboat facility, buildings around the Weathervane Restaurant and buildings on Lower Main.)

The actions needed to make these properties attractive redevelopment parcels include:

- ▶ an overall plan "vision" based on realistic premises (i.e. this plan)
- ▶ public/private cooperation
- ▶ the identification of viable, new markets
- ▶ infrastructure upgrading (i.e. street, parking and sidewalk improvements, based on an overall plan)
- ▶ assistance for the demolition of blighted structures (primarily the Penobscot Poultry Plant, but possibly others)

- financial assistance (in the form of capital, low interest loans and grants), and
- a cooperative regulatory environment.

Beyond this waterfront area there appear to be two other areas of development opportunity in the downtown area: the under-utilized upper floors of existing businesses and residential land along Bridge Street. The markets for upper floor space are limited at present but, with growth, they offer in-town living space and/or professional office space. Bridge Street on the other hand, offers fine views of the harbor and, once the odor problem of the treatment plant is resolved, would be an excellent location for in-town, medium density residences.

Finally, the old Crosby School structure located on the edge of downtown has potential for innovative housing development, as a co-housing complex, or elderly or affordable housing. Another option might be artist studios or small business/crafts incubator space. These options need to be explored.

Harbor Issues

The 1991 "Harbor and Waterfront Management Plan" undertaken for the Harbor Committee recommends a number of actions geared to upgrading the harbor for commercial and recreational craft. They include:

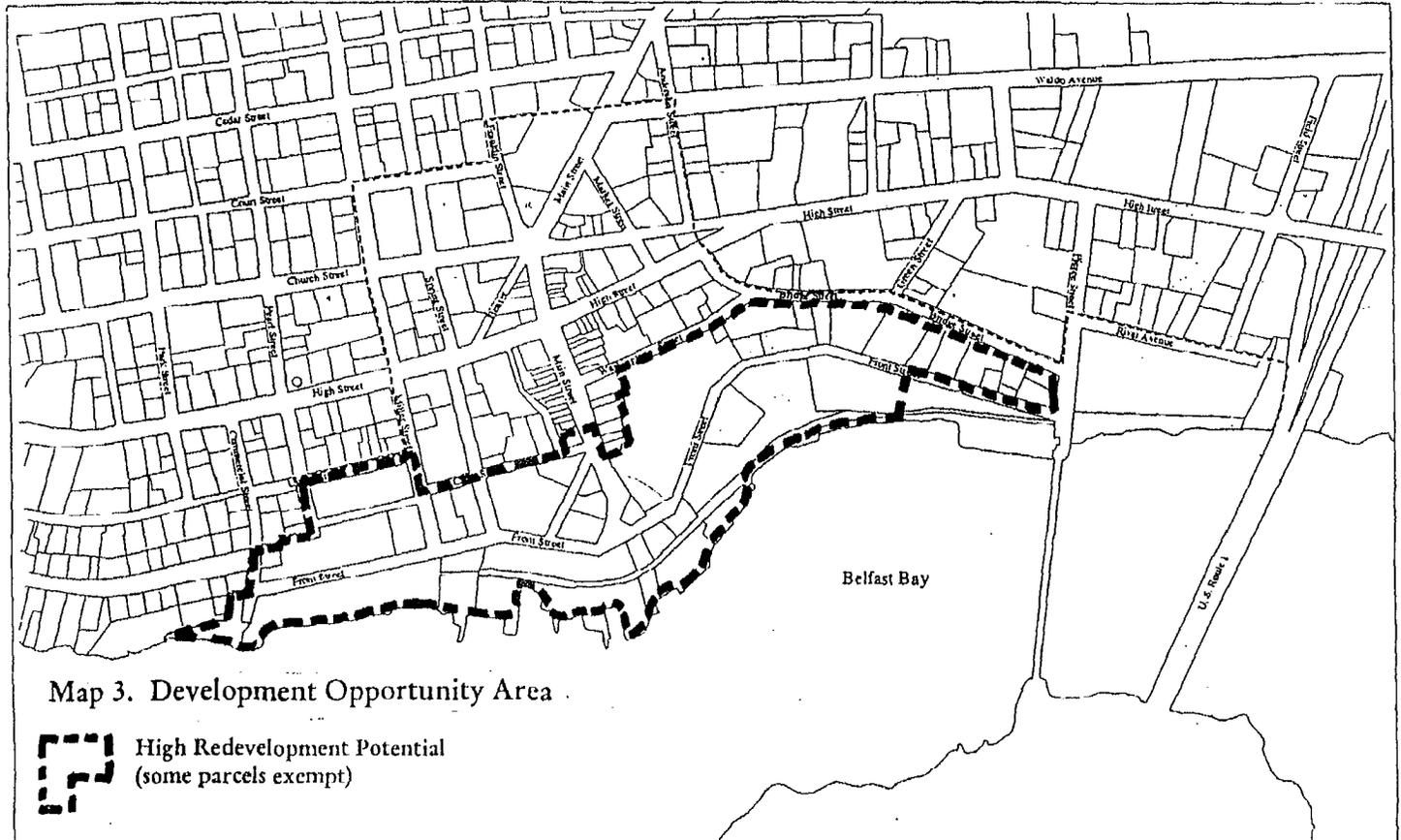
- increase mooring capacity by using two point moorings

- build a 400 foot breakwater/pier off Commercial Street
- install a wave attenuator off Patterson Point, and
- dredge the Bay north of the old Route 1 Bridge to provide moorings for motor boats.

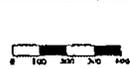
Other issues that need attention include:

- repair of the City wharf; it is being eroded by wave action
- dredging of the channel, and
- dredging off Stinson's and the railroad property to increase docking space for commercial fishermen, recreational or tourist boating, and allow for the possibility of a small barge/freight facility linked to the railroad.





City of Belfast
 Downtown Waterfront Development Master Plan
 October, 1994



Prepared by:
 Maine Tomorrow, Hallowell, Maine
 in association with
 Kent Associates, Planning & Design,
 Gardiner, Maine

4. Plan Principles

"... a noble, logical diagram once recorded, will never die..."

City design is based, in part, on planning principles. Some of these principles can be expressed as diagrams. The value of the diagrams is that they can capture the essence of an idea – the underlying concepts that give logic, longevity, and meaning to a plan. If the concepts or principles behind a plan are lost or ignored it is less effective.

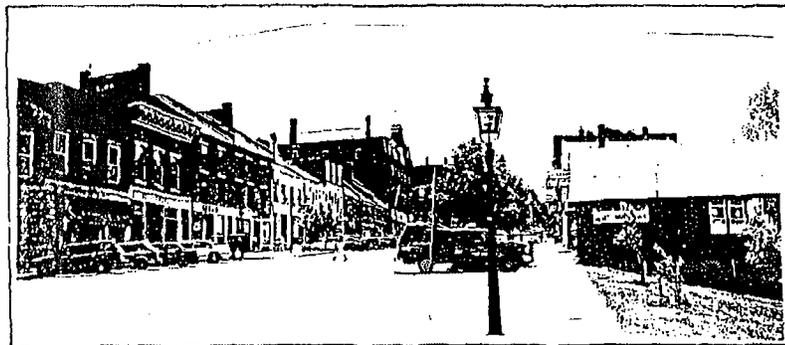
The major ideas that underpin this plan for Belfast are distilled in the diagrams and statements that follow. They provide the skeleton or framework on which the plan is built.

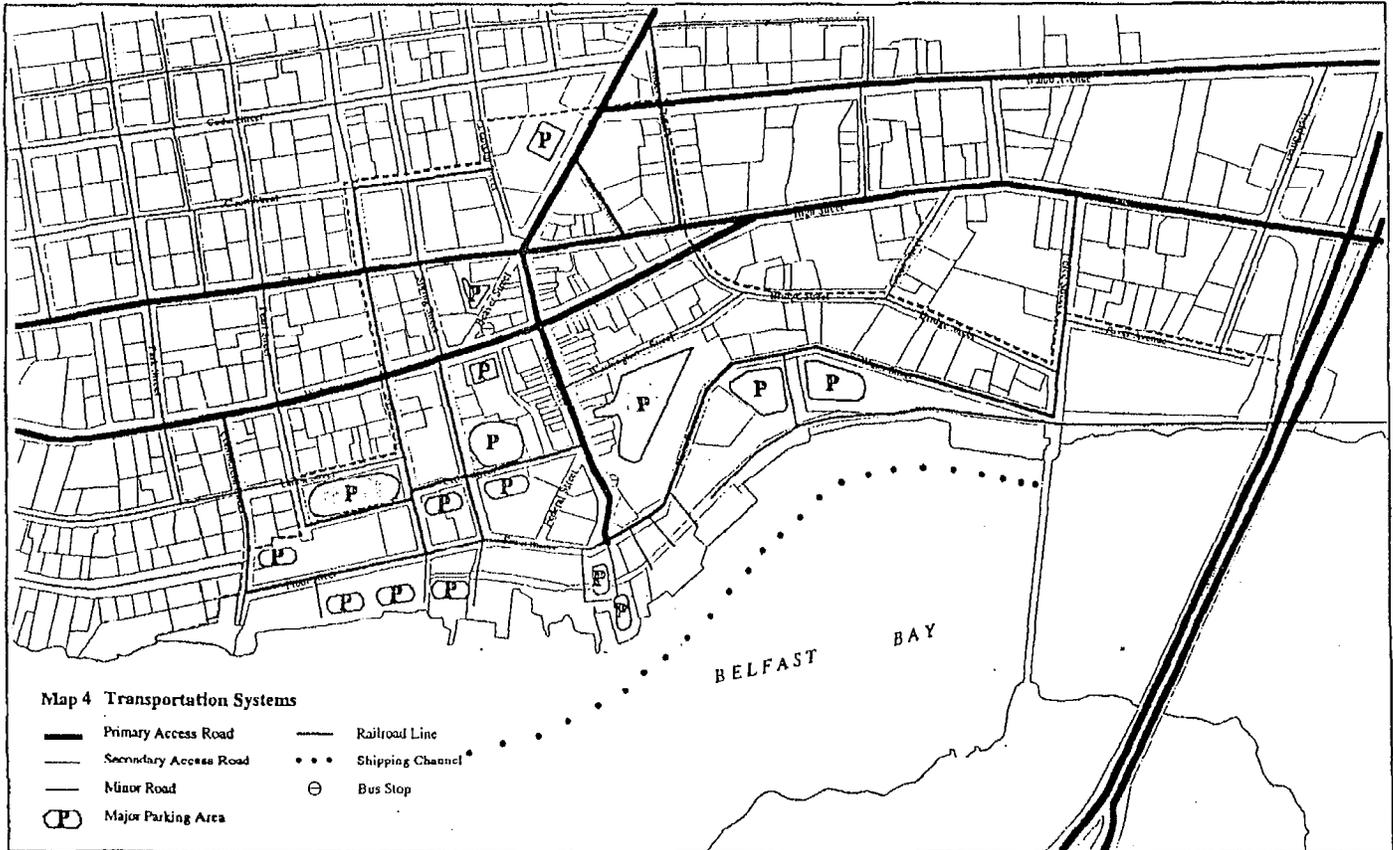
Principles

1. Provide good vehicular access to downtown and the waterfront along existing, major streets. (See Map 4.)
2. Maintain a grid of streets to maximize access to all parcels. (See Map 4.)
3. Provide conveniently located public and private parking on the periphery of downtown in easy-to-find lots. (See Map 4.)

4. Plan for and encourage increased use of public transit; locate transit stops in central locations within 1,000 feet walking distance of all major downtown facilities. (See Map 4.)
5. Ensure Belfast is "pedestrian friendly" by creating a superior sidewalk and walkway system that links parking and transit to all structures, amenities, and the waterfront. (See Map 6.)
6. Build a bicycle friendly Belfast with dedicated bike lanes, bike routes and bicycle parking.
7. Provide a variety of open spaces for walking, sitting, viewing, and playing and tie these into the walkway system. (See Map 6.)
8. Emphasize and beautify the principal walkways and streets with tree planting, lighting and other street furniture.
9. Provide a walkway along the waterfront. (See Map 6.)
10. Plan for a small-scale intermodal (rail/barge/truck) facility on the waterfront, provided it is compatible with adjacent land uses.
11. Provide views to the water down all streets that run perpendicular to the waterfront. (See Map 5.)

12. Maximize views to the water from public land.
(See Map 5.)
13. Set building height limits so that structures closer to the water do not block views for those behind.
14. Provide for a range of mixed uses on the waterfront but give preference to water-dependent uses.
15. Encourage a broad diversity of uses in downtown (retail, residential, office) to help maintain a vibrant, busy and safe environment.
16. Address the odor problem at the City's treatment plant.
17. Phase public improvements (i.e. sidewalks, utilities, street paving, lighting, landscaping, etc.) so that they occur from the center of the City outward.
18. Provide landscaped buffers between incompatible land uses.





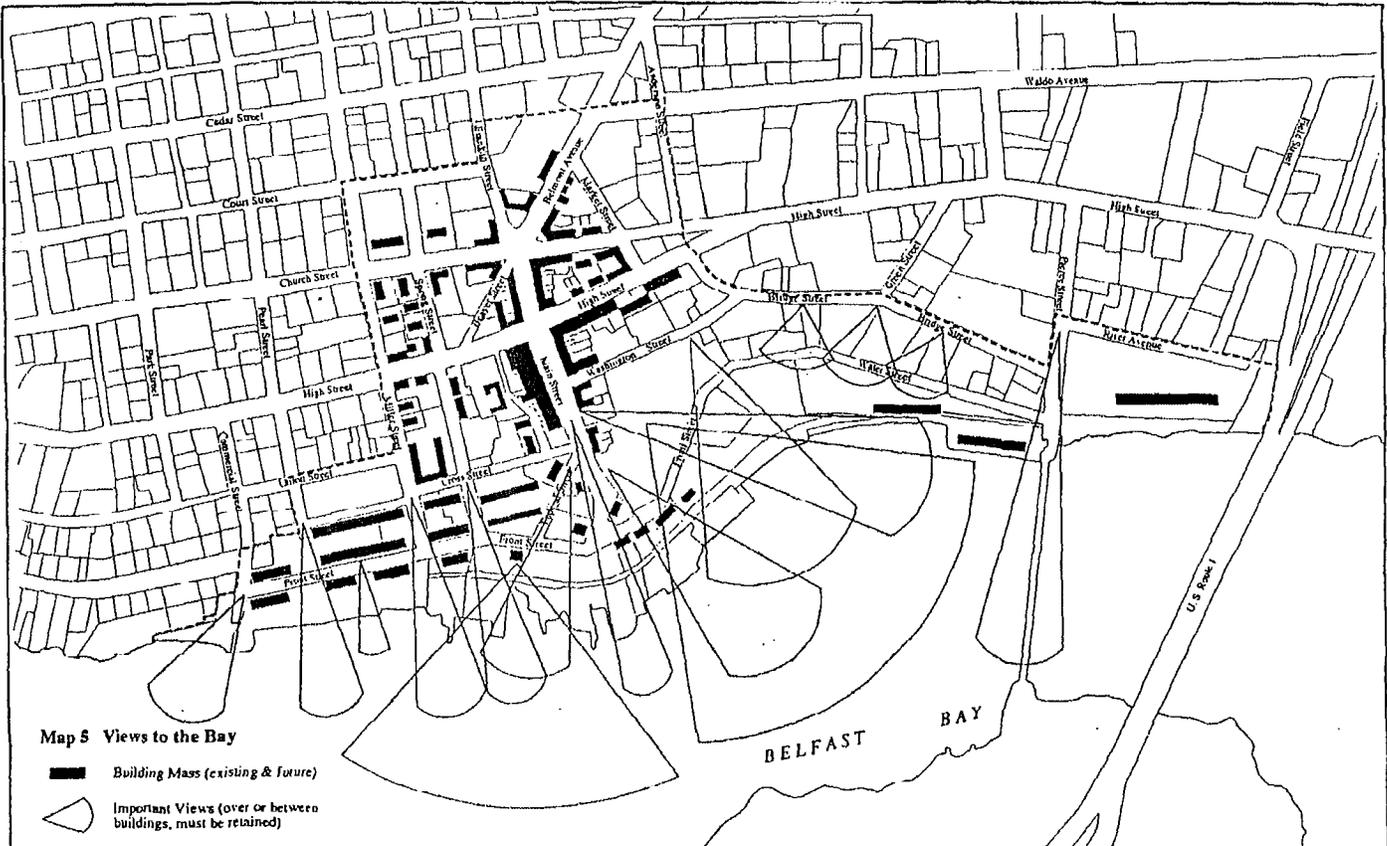
Map 4 Transportation Systems

- | | |
|---|--|
|  Primary Access Road |  Railroad Line |
|  Secondary Access Road |  Shipping Channel |
|  Minor Road |  Bus Stop |
|  Major Parking Area | |

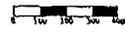
City of Belfast
Downtown Waterfront Development Master Plan
 October, 1994



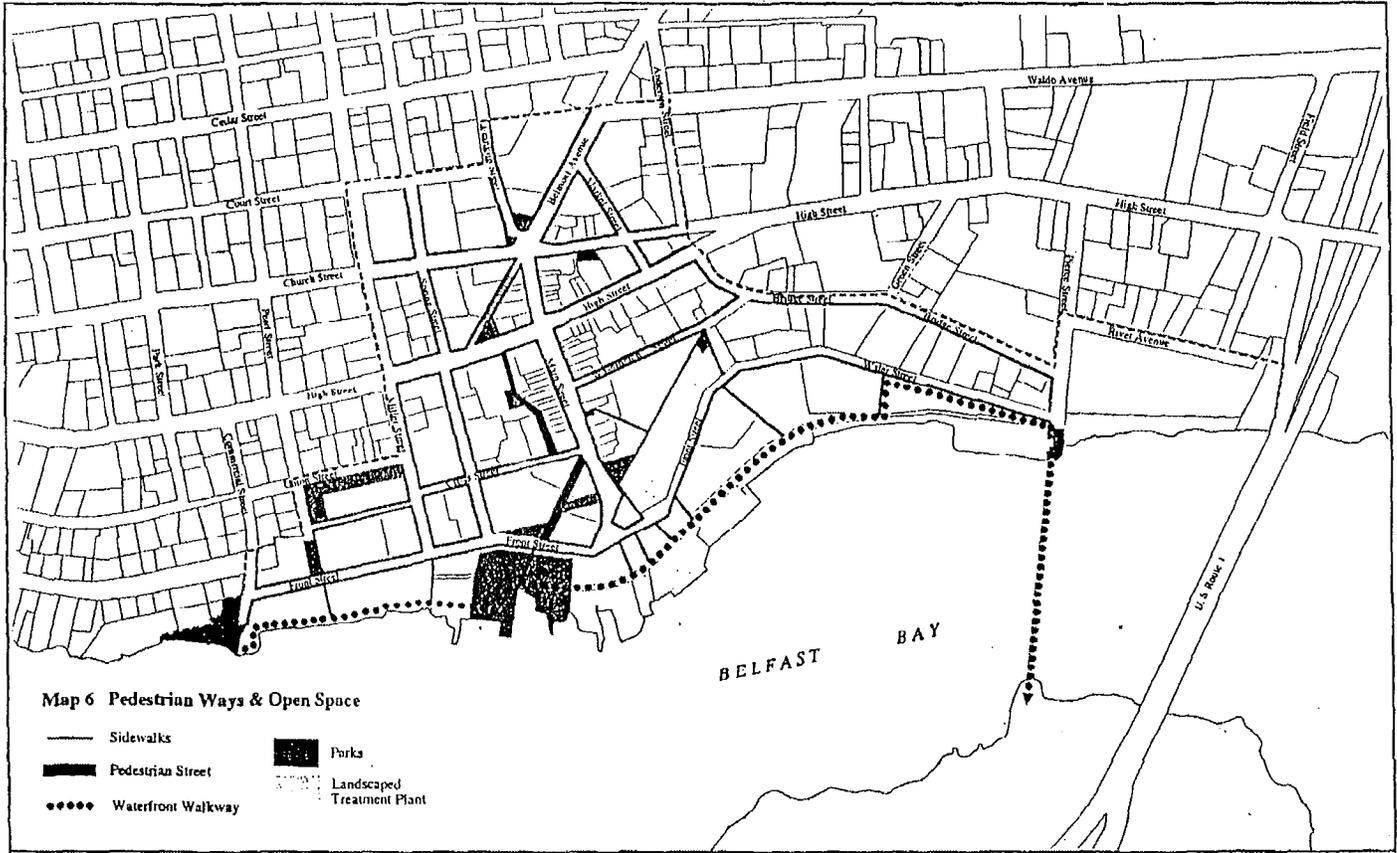
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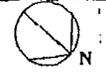
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Map 6 Pedestrian Ways & Open Space

- Sidewalks
- ▬ Pedestrian Street
- Waterfront Walkway
- Parks
- - - - - Landscaped Treatment Plant

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 October, 1994



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5. MASTER PLAN RECOMMENDATIONS

The illustrative master plan and the aerial perspective drawings (on the following pages) provide a picture of Belfast's Downtown and Waterfront in some 15 years time. They show a vision of what might be if the goals and planning principles described here are implemented. They also provide the "ground rules" for future planned unit developments (PUDs). The master plan recommendations are based on:

- ▶ past studies and plans
- ▶ new ideas generated by the consultants and the advisory committee
- ▶ conversations and discussions with the major land owners on the waterfront
- ▶ the availability of funds (primarily the State's Community Development Block Grant (CDBG) Program)
- ▶ the City's infrastructure and geography (most of which is discussed in Chapter 3)
- ▶ the plan goals and guiding principles (as described in Chapters 2 and 4).

For ease of explanation, all the plan recommendations are listed below in the order in which they appear on the plan. (See Map 7.) Clearly this is **not** the order in which they should be undertaken, nor is it a listing of

priorities. Phasing and priority are addressed item by item.

Table A, together with Map 7, summarizes the recommendations. A full explanation of each recommendation follows, along with priority, responsibility and phasing suggestions. The phases referred to are:

Phase I	1995/1996
Phase II	1996/1997
Phase III	1997/1999
Phase IV	2000/2005

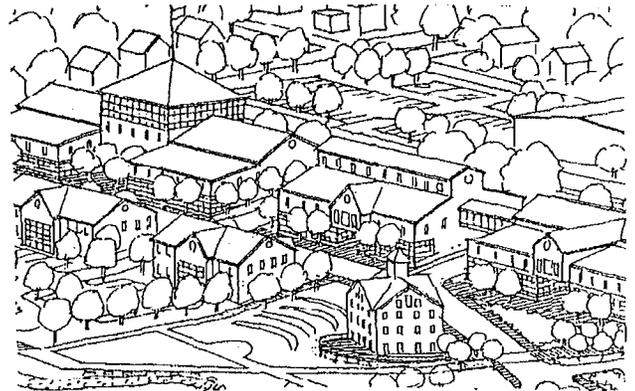
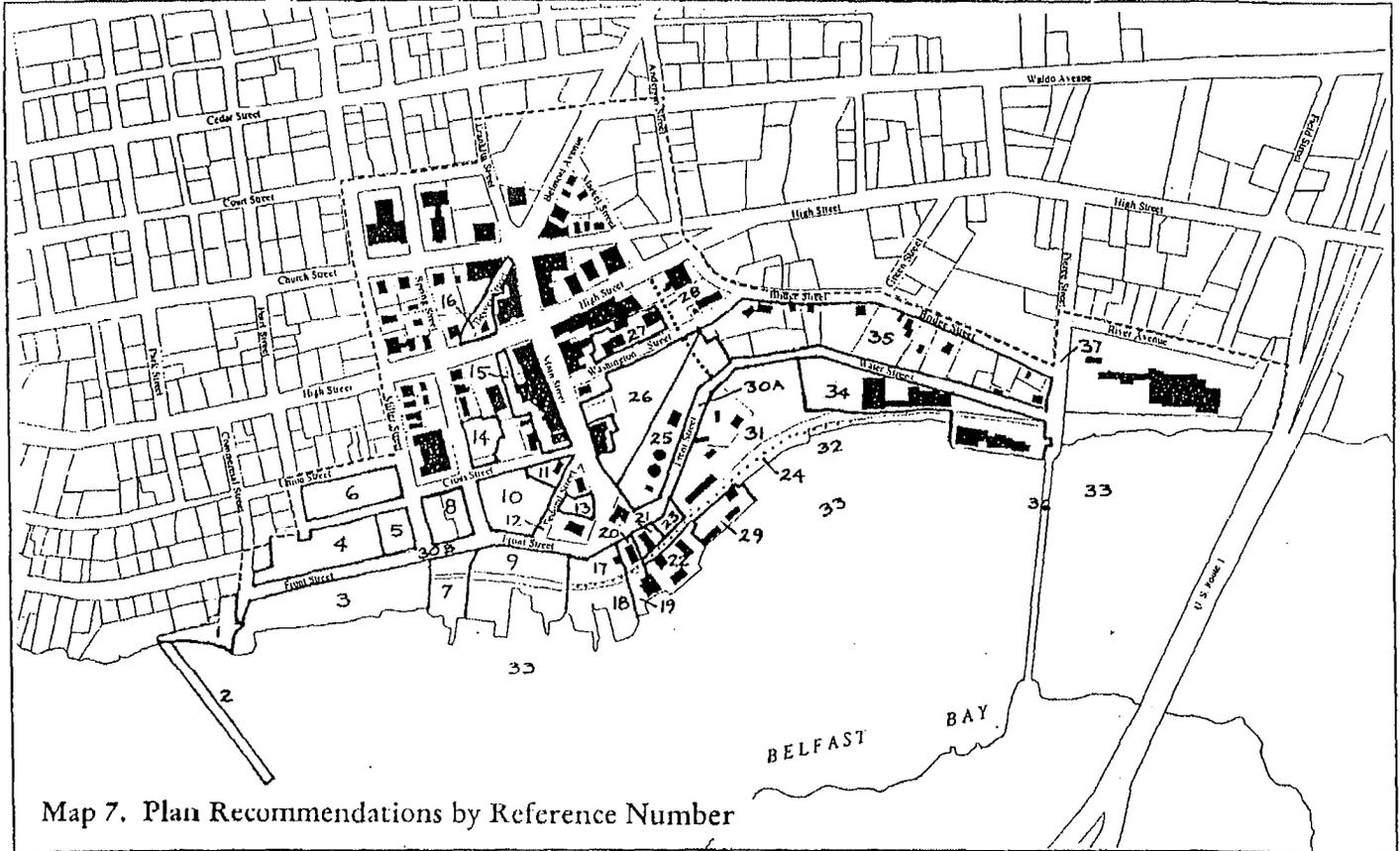


TABLE A

Summary of Master Plan Recommendations
(numbers refer to parcels and land areas
shown on Map 7)

- | | |
|--|---|
| 1. Acquire property as waterfront park and access to breakwater | 20. Upgrade Information building |
| 2. Construct new breakwater and floating breakwater | 21. Make minor landscape improvements |
| 3. Potential redevelopment site | 22. Retain towboat facility |
| 4. Demolish Penobscot Poultry Plant and Redevelop Site | 23. Demolish all structures and redevelop |
| 5. Redevelop Mathews building | 24. Create a waterfront pedestrian way |
| 6. Develop property as parking lot and park | 25. Address the odor problem at the sewage treatment plant |
| 7. Redevelop Consumers Fuel site | 26. Make improvements to City parking lot |
| 8. Develop site | 27. Upgrade west side of Washington Street |
| 9. Improve Heritage Park | 28. Develop a pedestrian way between High and Washington Streets |
| 10. Penobscot Frozen Foods building | 29. Retain existing commercial/recreational boat yard |
| 11. Revitalize corner property | 30A. Improve Front/Water Street (north of Main) |
| 12. Make Federal Street a pedestrian mall | 30B. Improve Front Street (south of Main) |
| 13. Acquire as park | 31. Develop and expand the Belfast and Moosehead Lake Railroad yard |
| 14. Expand City-owned parking lots | 32. Develop multi-purpose docking facilities |
| 15. Make Pendleton Lane a pedestrian way | 33. Undertake dredging in Belfast Harbor |
| 16. Improve the Beaver Street Area | 34. Improve functioning and appearance of Stinson's |
| 17. Upgrade the landscaping and restrooms at the foot of Main Street | 35. Bridge Street housing improvements |
| 18. Repair City wharf and retaining wall | 36. Make improvements to the Old Route 1 Bridge |
| 19. Upgrade waterfront restaurant | 37. Make improvements to Pierce Street |
-

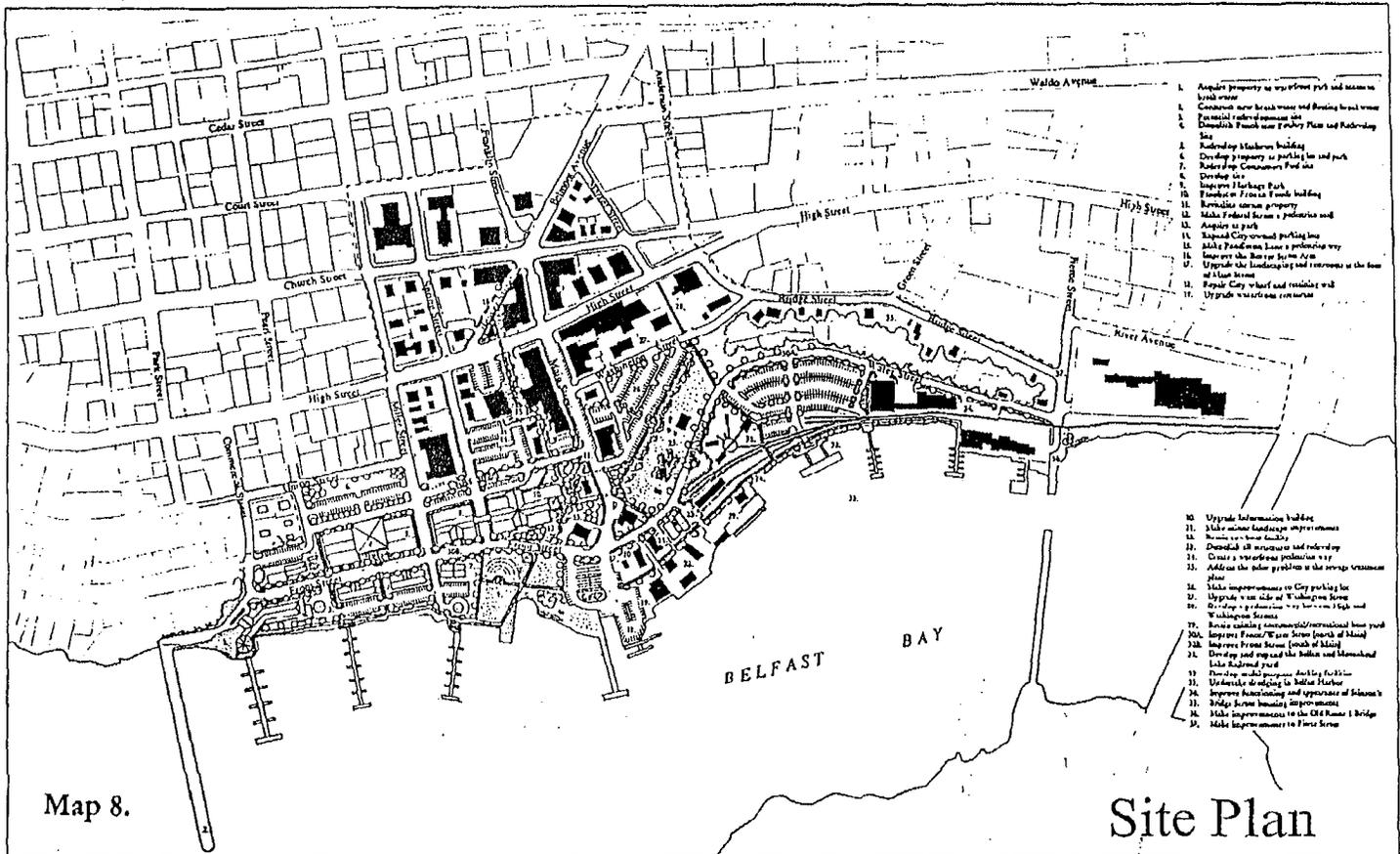


Map 7. Plan Recommendations by Reference Number

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Map 8.

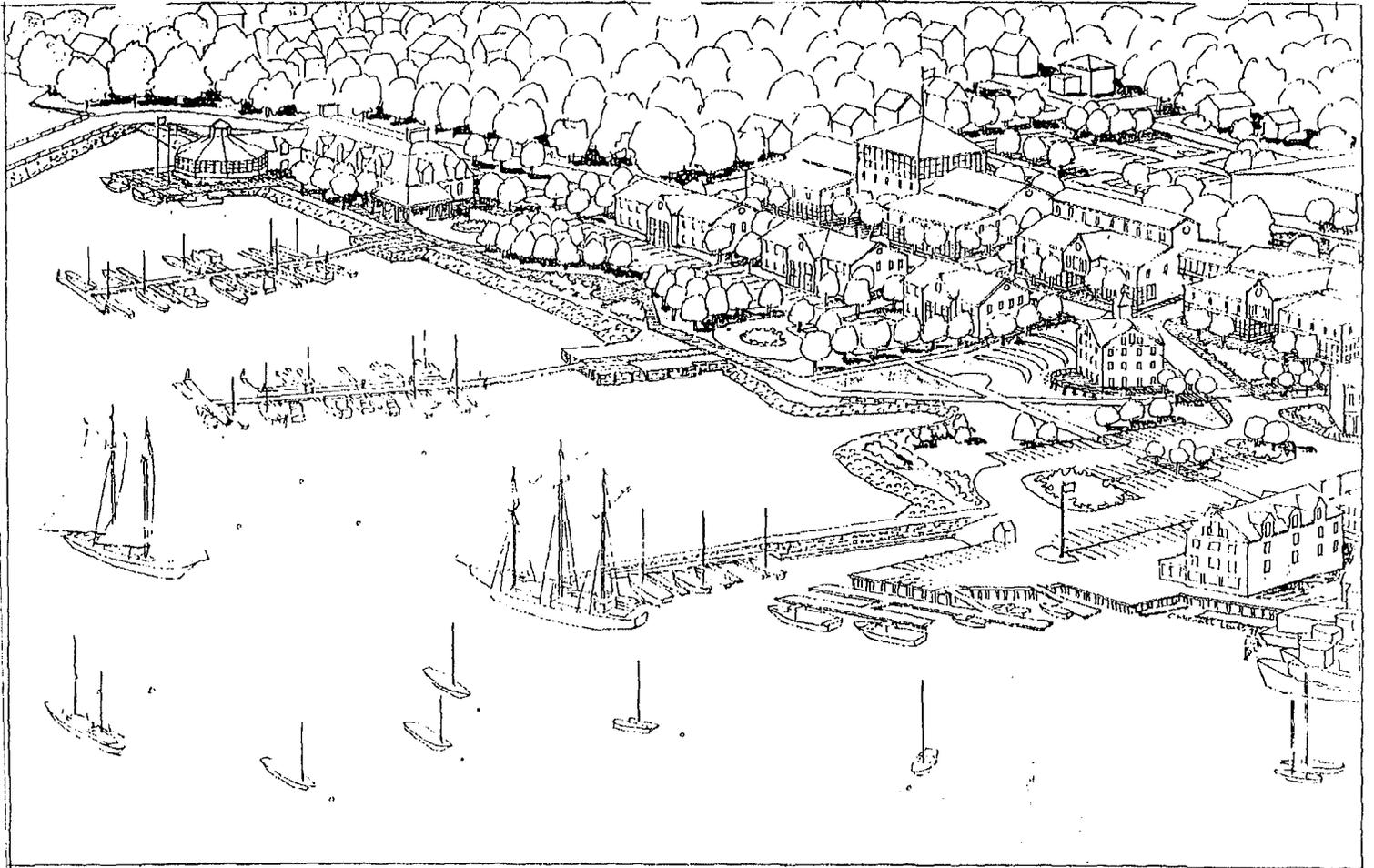
Site Plan

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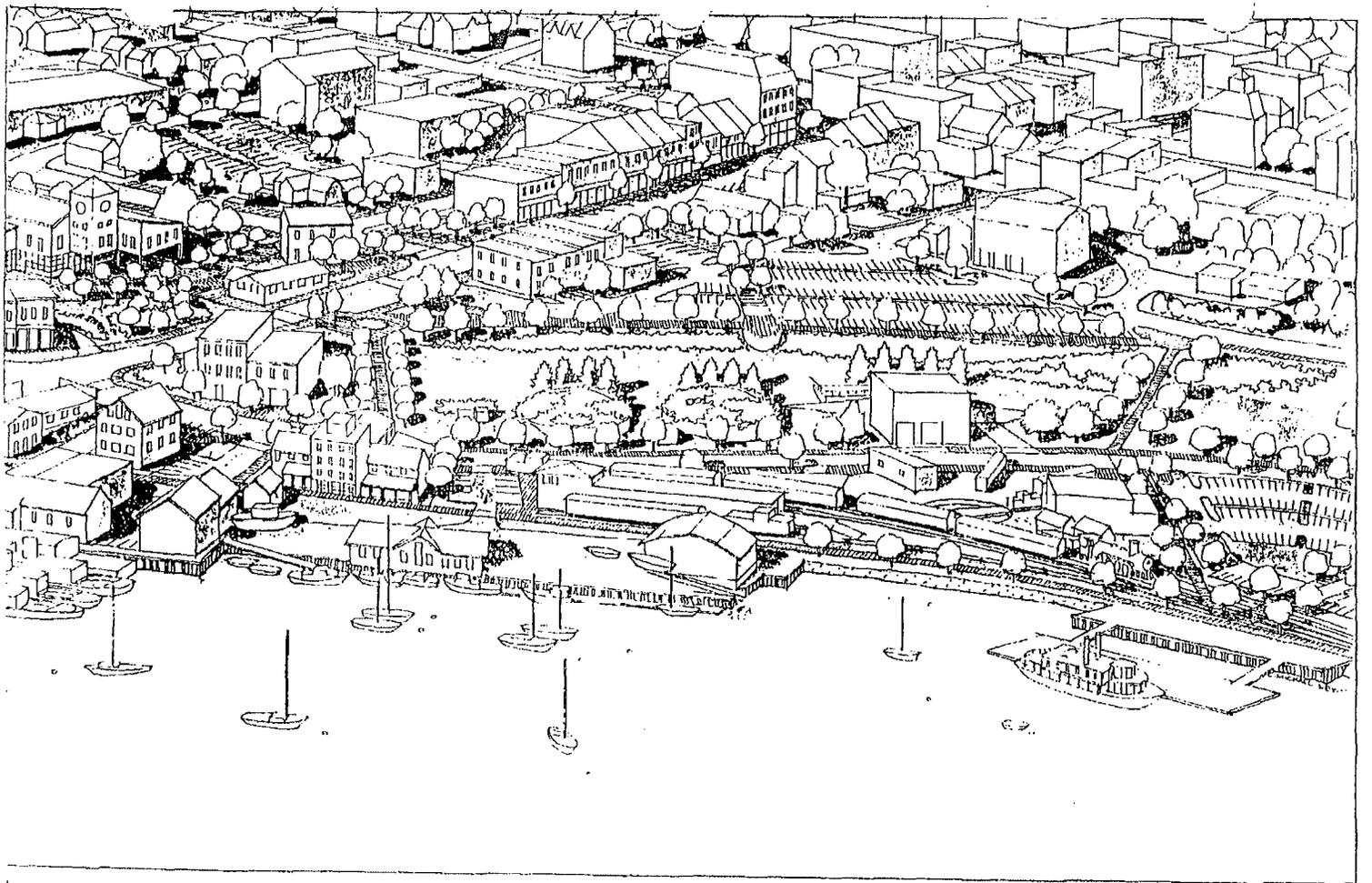


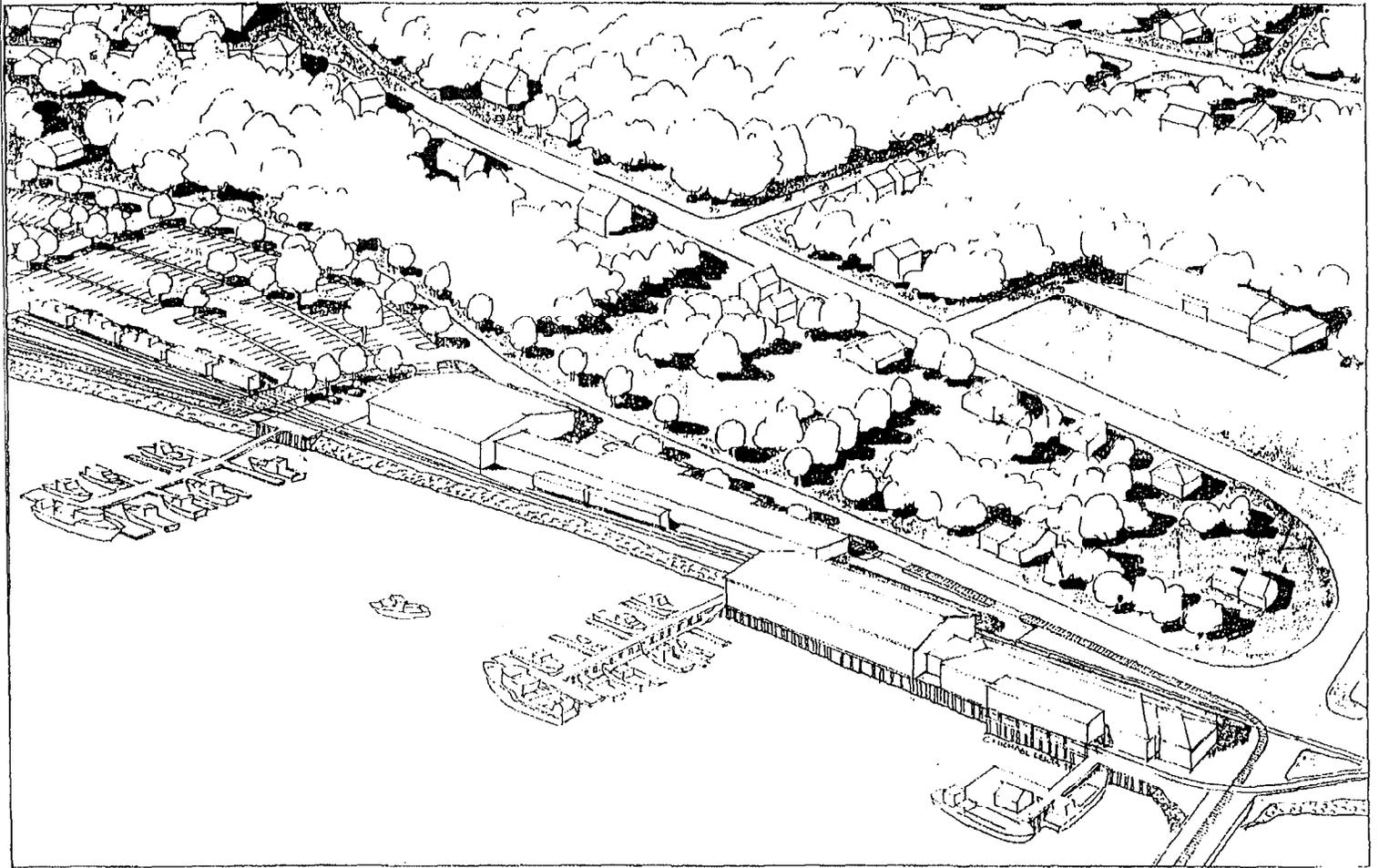
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1. Acquire property at Walden Park and maintain beach area
2. Construct new beach house and develop beach view
3. Potential redevelopment site
4. Develop French name history Park and Redoubt
5. Develop site
6. Develop temporary parking lot and park
7. Redevelop Commercial Post office
8. Develop site
9. Improve Heritage Park
10. Redevelop French name building
11. Redevelop vacant property
12. Make Federal Reserve a pedestrian mall
13. Acquire parking
14. Expand City-owned parking lot
15. Make Penobscot Lane a pedestrian way
16. Improve the Bay or Square area
17. Upgrade the landscaping and recreation at the base of Blue Street
18. Repair City wharf and retaining wall
19. Upgrade waterfront recreation
20. Upgrade information building
21. Make minor landscape improvements
22. Remove one-hour building
23. Demolish all structures and redevelop
24. Create a waterfront pedestrian way
25. Address the solar problem in the average treatment plant
26. Make improvements to City parking lot
27. Upgrade west side of Waterfront Square
28. Develop a pedestrian way between High and Washington Streets
29. Remove existing commercial/recreational base yard
30. Improve French name Square (north of Blue)
31. Improve French name (south of Blue)
32. Develop and improve the harbor and waterfront
33. Redevelop yard
34. Develop multi-purpose docking facility
35. Undertake dredging in Belfast Harbor
36. Improve landscaping and appearance of Johnson's
37. Redevelop vacant property
38. Make improvements to the Old Maine Bridge
39. Make improvements to First Street



Aerial Views of Waterfront





MASTER PLAN RECOMMENDATIONS
(numbers refer to Parcels and Land areas shown on Map 7)

1. Acquire Property as waterfront park and access to breakwater

Acquire property to provide neighborhood access to the water and for access to a future breakwater, that is tied into Commercial Street.

Phase: IV

Responsibility: City, Harbor Committee

Priority: Medium/low

2. Construct new breakwater and floating breakwater

To increase safety and provide more protected moorings within Belfast Bay two new breakwaters are proposed. One, on solid fill, would be at the base of Commercial Street and the other (a floating breakwater) would be tied to the east shore at Patterson Point.

Phase: IV

Responsibility: City, Harbor Committee

Priority: Medium/low

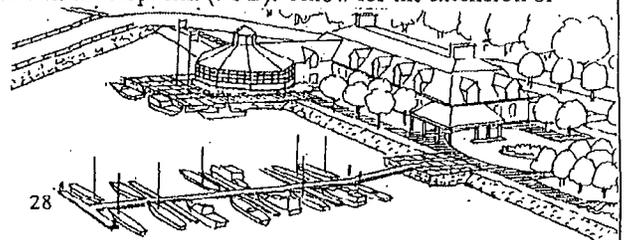
3. Potential redevelopment site

Underutilized waterfront site (currently Mathews lumber storage). Has potential as water-dependent commercial/recreational boating site and/or waterfront residential/hotel/marina site. Plan in concert with adjacent Penobscot Poultry and Mathews properties, i.e., parcels 4, 5, and 6 to the west. Require developer to provide public shoreline walkway and to open up appropriate view corridors. Establish height, massing and architectural standards and treat as a planned unit development (PUD). Allow for the extension of Miller Street towards the water.

Phase: III

Responsibility: Private developer

Priority: Medium/low



4. Demolish Penobscot Poultry Plant and Redevelop Site

Create a redevelopment site by demolishing the old poultry processing plant. Consider residential and commercial (mixed) uses. Plan in conjunction with properties to east and west. Buffer from existing residential uses to south. Allow for through views from Pearl Street. Establish height, massing and residential standards and treat as a PUD. (See Section on page 12.) This is a key site; it has a blighting influence on Belfast. The City should participate in its demolition so as to turn the property into an asset for redevelopment.

Phase: III

Responsibility: Public/Private demolition; private redevelopment

Priority: Medium

5. Redevelop Mathew building site

Ugly structure in reasonable condition; could be torn down (or revitalized with face lift and interior improvements) for commercial (office) or other, mixed uses; lacks parking. Plan in conjunction with adjacent sites. Given its wooden construction and modern fire codes, demolition may be best. Should be subject to height, massing and architectural standards.

Phase: III

Responsibility: Consider public/private demolition; private redevelopment

Priority: Medium

6. Develop property as parking lot and park

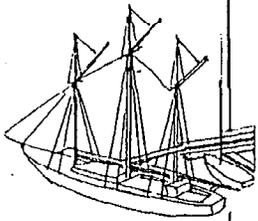
Property is 75% vacant; contains one commercial structure in poor condition. Redevelop in conjunction with properties to east (Penobscot Poultry and Mathews), as City or private parking lot, and create an open space/park buffer on west.

Phase: III

Responsibility: Private (but City should require its use for parking and a park

Priority: Medium

NOTE: Parcels 3, 4, 5 and 6 should be planned and developed in a coordinated way so that parking, views, height, massing and architectural and landscape elements do not conflict and trade-offs between owners can be achieved.



7. Redevelop Consumers Fuel site

Currently utilized for non-marine uses; has potential for variety of uses, including: expansion of Heritage Park; favor water-dependent, commercial/recreation uses or other mixed uses. Plan in conjunction with adjacent properties. Set height, massing and architectural standards; require public access through property, on the water; utilize bonuses to achieve public goals.

Phases: II or III

Responsibility: Private

Priority: Medium

8. Develop site

Largely undeveloped site (two parcels) with small, vacant, restaurant building. Excellent long-term potential as mixed use site: retail/offices/residential/restaurant are possibilities; could be expansion (2nd phase) of site to north. Require massing and architectural design standards. Screen Mathews loading docks to west with on-site parking and landscaping. Develop as part of coordinated development plan for parcels 7, 8, 10 and 12.

Phase: II or III

Responsibility: Private

Priority: Medium

9. Improve Heritage Park

Attractive City-owned parcel containing three vacant structures. Consider the following improvements:

- (a) landscaping (tree planting, lights, more benches, waterfront walk, etc.);
- (b) demolish both of the small buildings to open up views;
- (c) refurbish and redesign the large building (inside and out) by adding pitched roof and outdoor deck; utilize as tourist information/welcome center and bicycle touring center with offices above (for harbor master and/or recreation department); also consider using as a gallery for traveling exhibits, display of local products and local museum.
- (d) reshape and contour the sloping lawns to provide an outdoor performance amphitheater
- (e) reduce the parking encroaching on the park (see plan).
- (f) respect the conservation restrictions on the property -- do not add any new structures.

Phase: II
Responsibility: City
Priority: Medium

10. Penobscot Frozen Foods building

This is a vital property if the City wishes to "turn the corner" and shed its industrial downtown image and open the door to new mixed use development. Clearly this site could be put to higher and better use. It is located between downtown, the waterfront and Heritage Park and at the "front-door" to potential redevelopment parcels to the south; development here could jump-start further investment in the area and help provide the "glue" that links downtown to the waterfront. Possible future uses include: a "Maine-made Marketplace," a center for arts, crafts, specialty retail, restaurants, offices, residences (on the second level) and/or a hotel. Provide on-site parking along Cross Street. New structures should extend the historic character of downtown towards the waterfront; strict architectural and urban design controls should apply. (See illustration.)

This, having been said, is not what the owners have in mind. The existing structure can be upgraded to meet their storage needs and this is a cost-effective option for them, that, without any incentive or buy-out from the City, makes financial and business sense. In the end the City must decide if the public cost of finding an alternative site for frozen food storage can be justified by the long term economic development opportunities demolition offers.

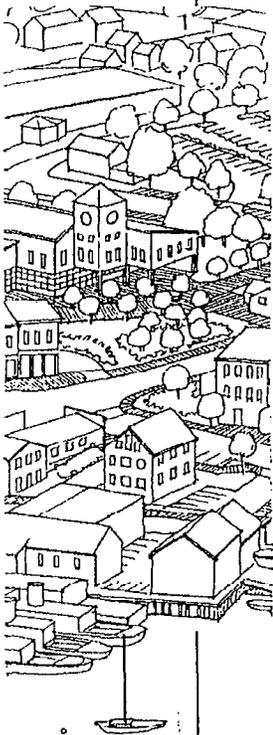
Phases: I or II
Responsibility: Public/private partnership
Priority: High

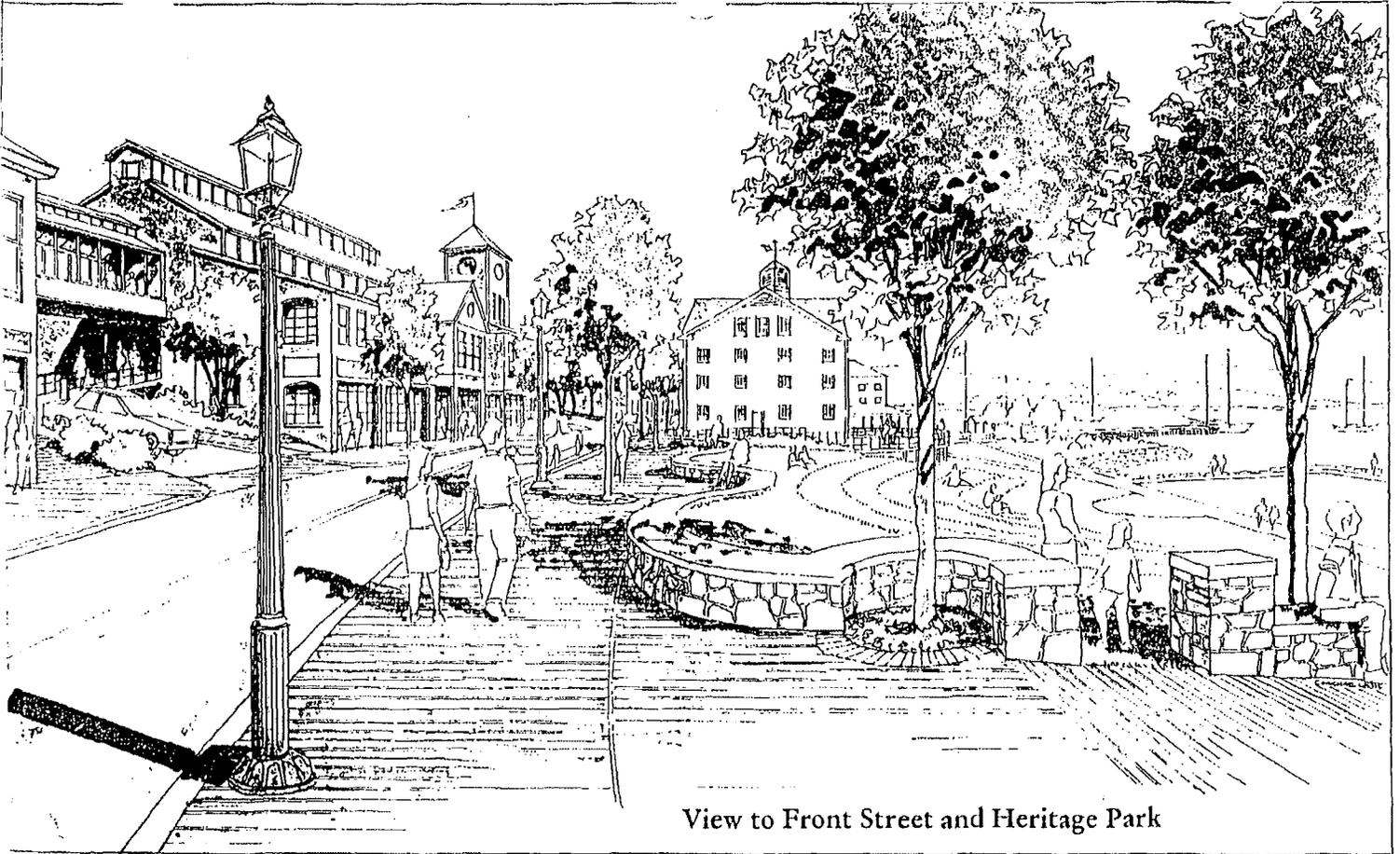
11. Revitalize corner property

Assess building condition; revitalize if economically feasible, or rebuild, create a pedestrian way through the parcel linking Pendleton Lane to Federal Street.

Phase: II
Responsibility: Private
Priority: Medium

NOTE: Parcels 7, 8, 9, 10 and 11 should be planned and developed in a coordinated way.





View to Front Street and Heritage Park

12. Make Federal Street a pedestrian mall

Close Federal Street to traffic (except deliveries and restaurant parking) so as to strengthen the pedestrian link between downtown and the waterfront. Improve with street furniture, planting, lighting, and paving; require street level retail or similar uses on at least one side; provide a clear visual link to the Bay and to the Heritage Park area; create a small park/square at the intersection of Federal and Main. (See illustration.) This upgrade would best be done in phase with the redeveloped Penobscot Frozen Food site; if not, the improvement should be phased in.

Phase: I

Responsibility: City

Priority: High

13. Acquire as park

City acquisition of this parcel would have these advantages:

- keep views to the water open
- improve access to redevelopment parcel from the Washington Street parking lot
- embellish the Federal Street Mall, as an urban park
- provide handicapped parking space for adjacent uses
- allow for a small commercial building

Phases: I or II

Responsibility: City

Priority: High

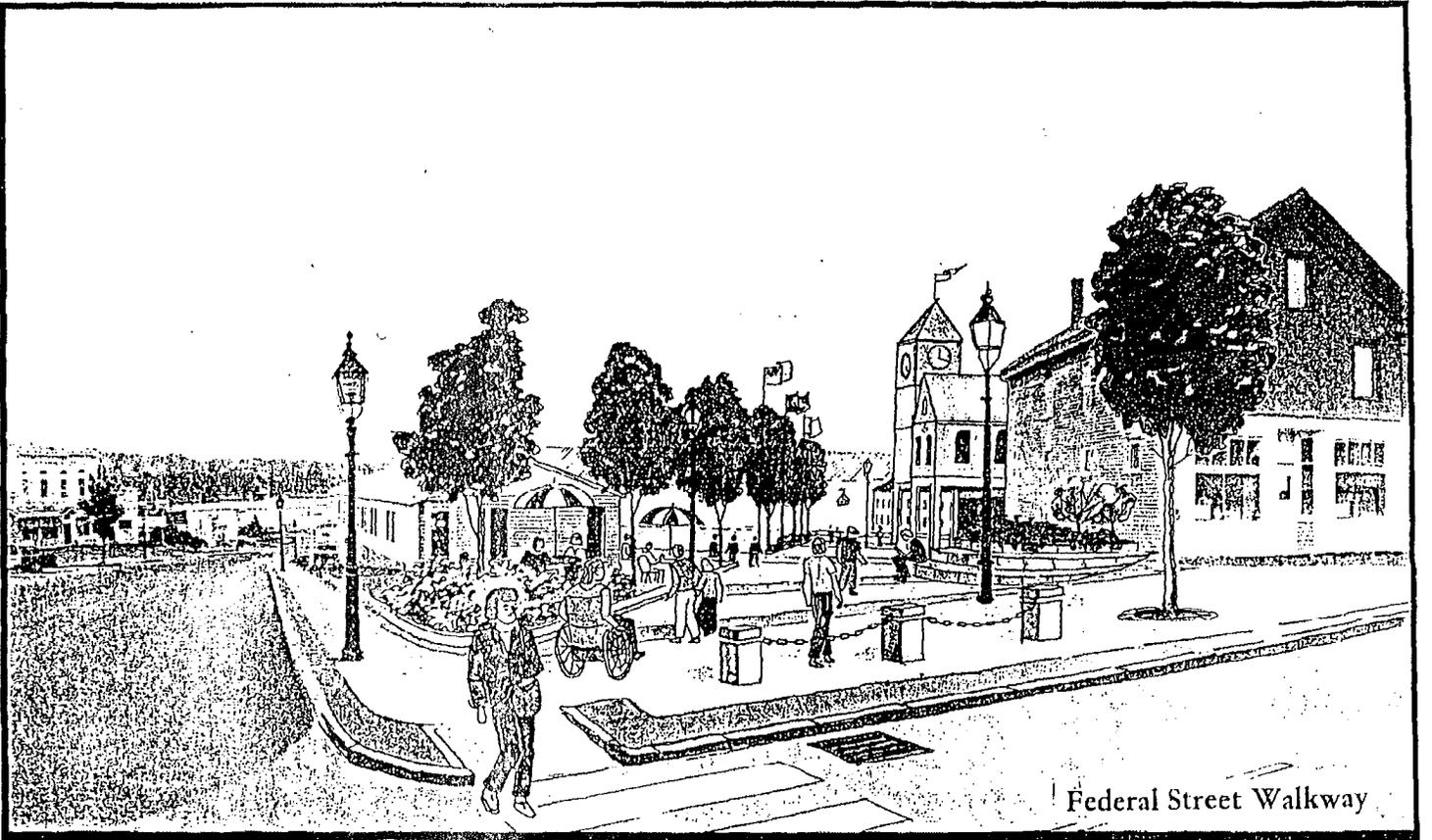
14. Expand City-owned parking lots

Parking availability is crucial to the growth of downtown. Parking lots in this vicinity could serve Main Street and businesses east of Cross Street. The lots should be terraced and landscaped.

Phase: II

Responsibility: City

Priority: Medium



Federal Street Walkway

15. Make Pendleton Lane a pedestrian way

Whereas the Main Street facade of this block is of very high quality, the backside of the block is unattractive. Working together, property owners and the City could revitalize the area by: making the alley a pedestrian way (closed to through traffic but available for truck deliveries and on-site parking); upgrading the architectural treatment of existing historic and contemporary buildings; and undertaking attractive landscaping. The City should cooperate and improve the paving, lighting and furnishing of the alley. The Co-op store should be encouraged to create a small park on the alley on the side of their building and the City should acquire the lot at the southwest corner of Main and Cross for a parking lot.

Phase: I

Responsibility: Public and private owners

Priority: High

16. Improve the Beaver Street Area

The Beaver Street/High Street area is ugly and detracts from the visitors' first impression of downtown Belfast. Recommendations include:

- (a) add a narrow sidewalk to the north side of the street
- (b) provide a sidewalk on the south side and plant street trees
- (c) purchase and redevelop the Beaver/High Street and Pendleton Lane; place restrooms and a transit/bus shelter on the property.

Phases: I and II

Responsibility: City

Priority: High/medium

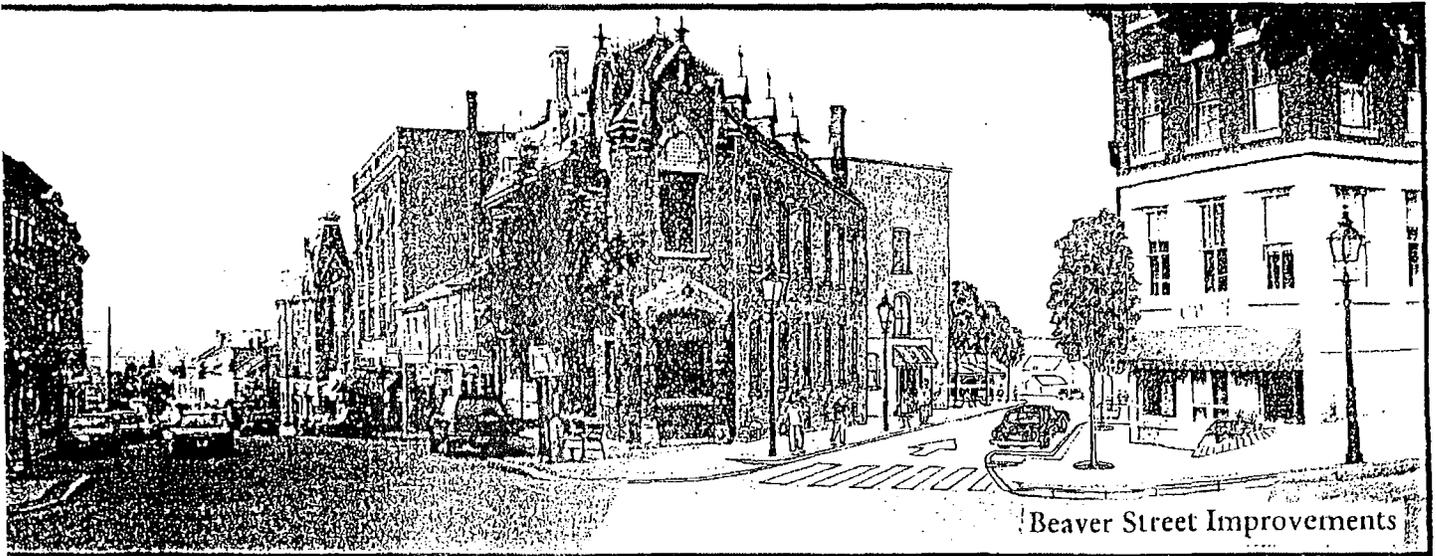
17. Upgrade the landscaping and restrooms at the foot of Main Street

Although serviceable, because of its central location, this building and its surroundings should be upgraded so as to set an example of quality.

Phase: II

Responsibility: City

Priority: Medium



18. Repair City wharf and retaining wall

Make repairs to all three sides of the landing - about 250 feet of retaining wall so as to prevent further undermining of the structure by wave action.

Phase: I

Responsibility: City and Harbor Committee

Priority: High

19. Upgrade waterfront restaurant

Make minor improvements to exterior with landscaping and architectural upgrade. Current building is large and not in character with Belfast's distinctive, historic architecture.

Phases: I-IV

Responsibility: Owner

Priority: Low

20. Upgrade Information building

Make architectural improvements to Chamber of Commerce building; consider reuse or redevelopment if "information" function is moved to City building at the Heritage Park.

Phases: I-IV

Responsibility: Owner

Priority: Low

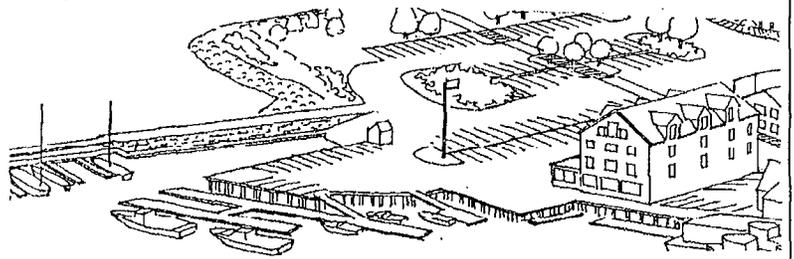
21. Make minor landscape improvements

Building sets excellent example of appropriate waterfront architecture and serves as model for adjacent redevelopment. Minor landscape improvements are needed.

Phases: I-IV

Responsibility: Owner

Priority: Low



22. Retain towboat facility

Good example of working, water-dependent commercial facility. Maintain vehicular access/right-of-way ; maintain and improve existing buildings in shingle and/or clapboard, pitched roof style.

Phases: I-IV

Responsibility: Owner

Priority: Low

23. Demolish all structures and redevelop

Old Agway facility in very poor condition except for one small portion. Demolish and redevelop for retail/office and/or restaurant/residential uses; also consider marine related retail. Require architecture compatible with adjacent buildings and no more than two and a half stories. Link to pedestrian trail on railroad R.O.W. (See illustration.)

Phases: III or IV

Responsibility: Owner

Priority: Medium/low

24. Create a waterfront pedestrian way

Utilize the railroad R.O.W. as a waterfront trail and bicycle way. Encourage adjacent businesses to capitalize on foot/bike traffic on the trail. Develop a unifying design for landscaping, lighting, signage, etc. along the trail. Select appropriate material to pave the trail. (See below) (See illustration.) Look at two options for the trail location at Stinson's:

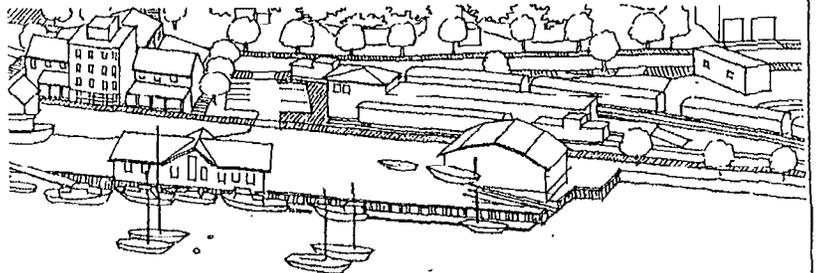
(a) place trail behind, using the Water Street sidewalk to the old Route bridge

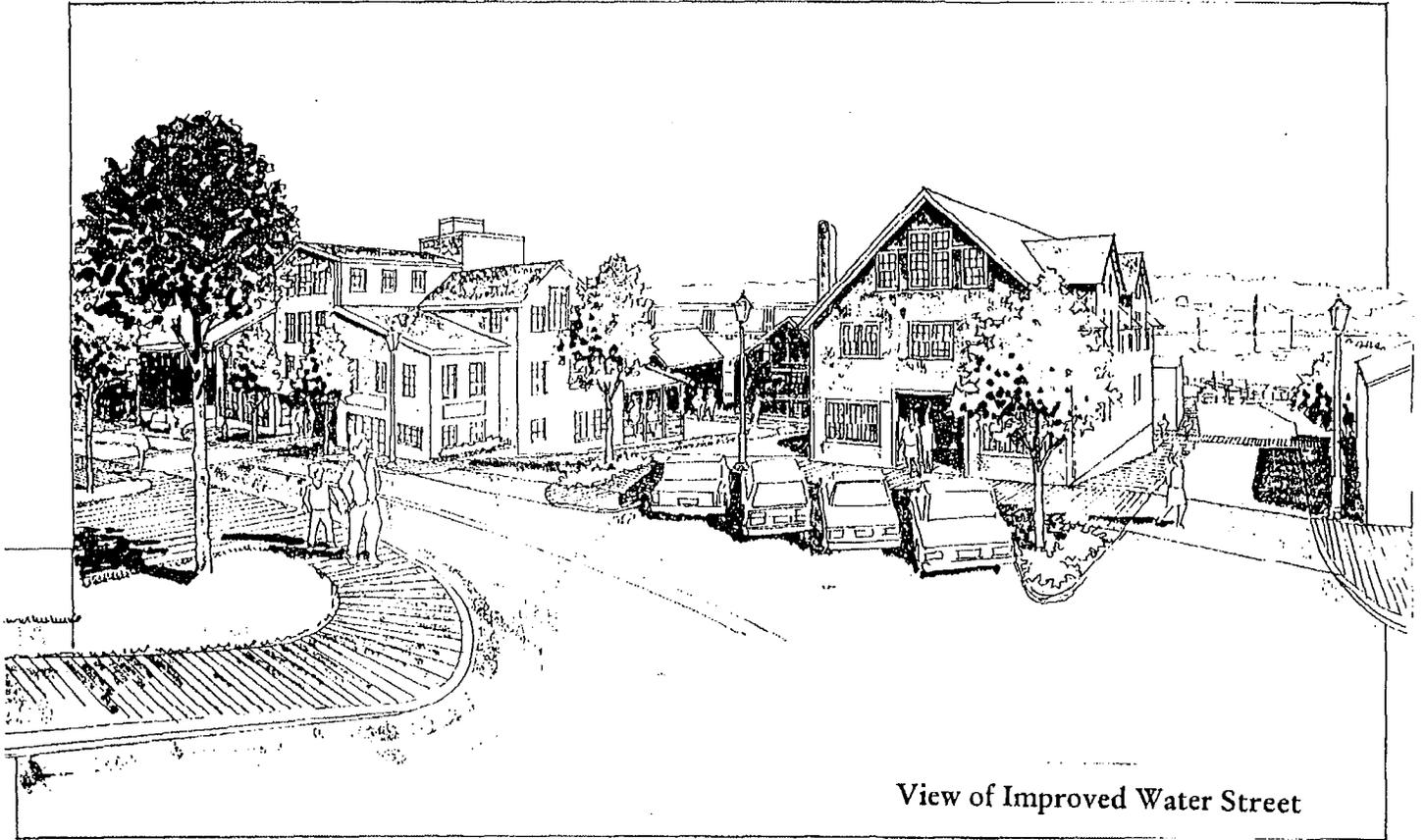
(b) construct an elevated, wooden boardwalk around the water-side of Stinson's, to link up with the Old Route 1 bridge.

Phases: I-III

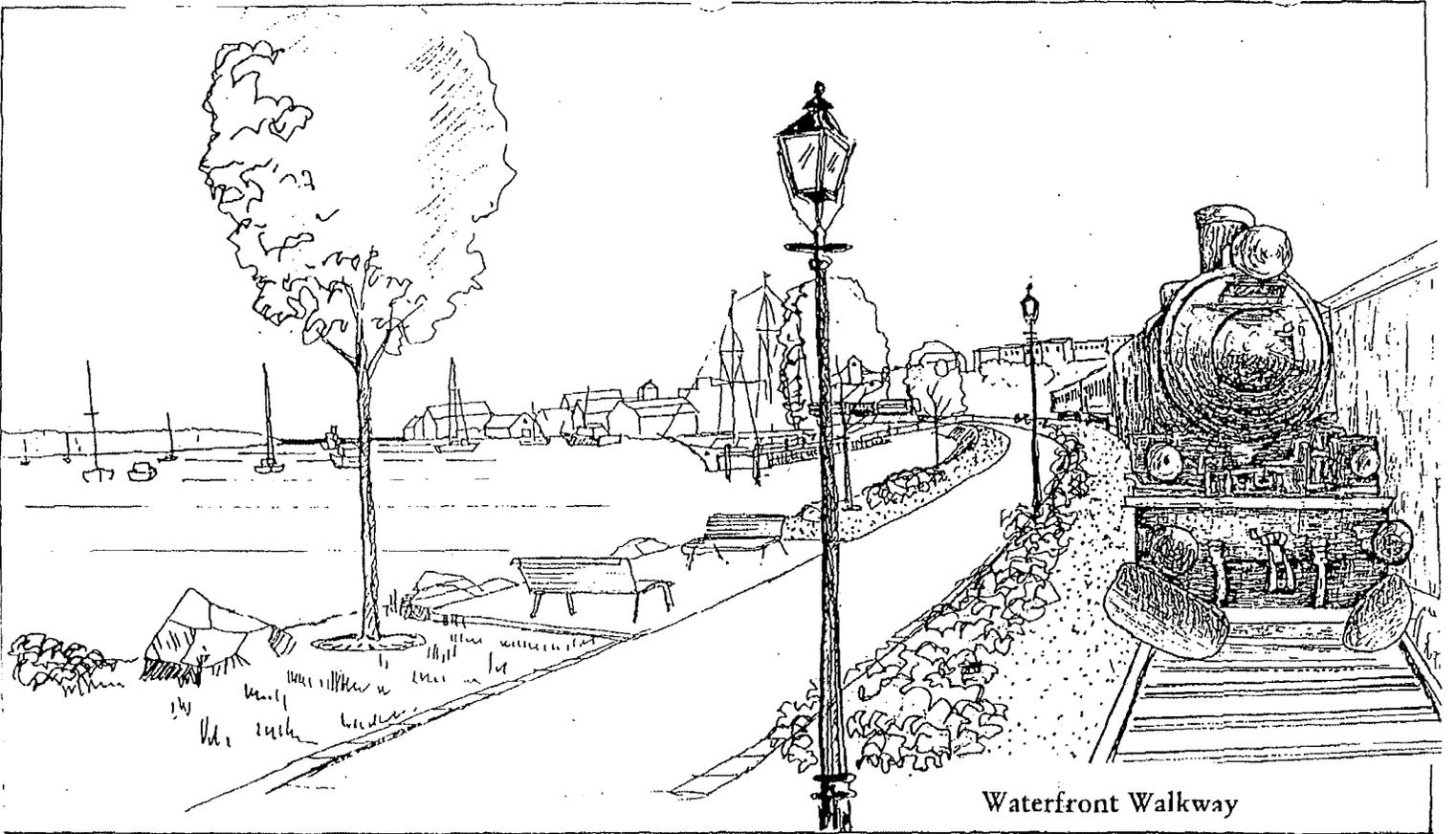
Responsibility:

Priority: High





View of Improved Water Street



Waterfront Walkway

25. Address the odor problem at the sewage treatment plant

Seek engineering advice on dealing with the odor problem. Consider air-scrubbers and covering the settling tanks with domes. Add trees, creepers and shrubs to soften and screen structures; they fail to blend with the historic character of the area. The odor from the plant is a disincentive to economic development in the area and needs to be addressed immediately.

Phase: I

Responsibility: City

Priority: High

26. Make improvements to City parking lot

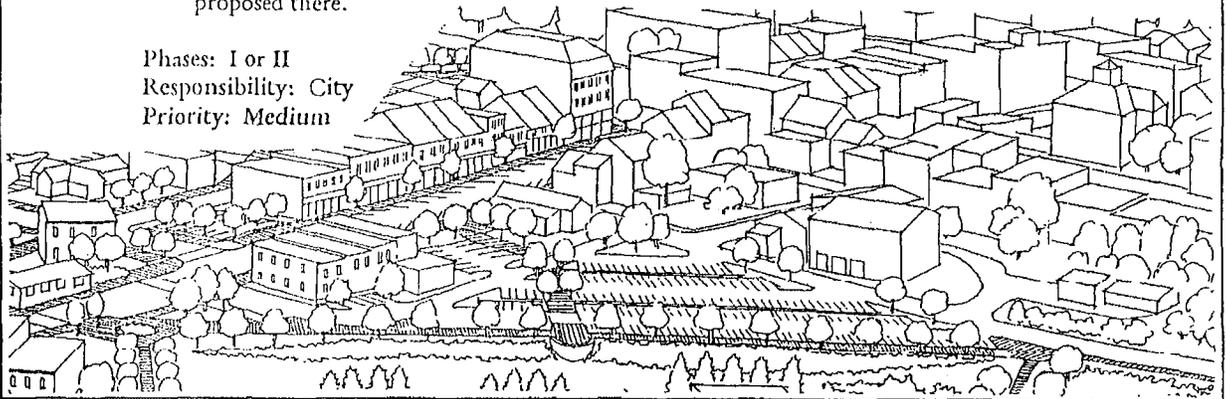
Although well located, this lot can be better utilized and made less of an eye-sore by:

- (a) improving signage to the lot;
- (b) improving access from the lot to the waterfront, with attractive terraced, landscaped and well lighted pathways down to Front Street on both ends of the treatment plant site;
- (c) building a footpath along the edge of the lot, closest to the water and providing benches and a "viewing" area;
- (d) adding trees to break up the size of the lot, frame views and provide shade;
- (e) creating small parks on Main Street that will act to draw visitors to upper Main and the new development fronting on Federal Street; and
- (f) provide a transit/bus stop on lower Main, across from Federal Street, next to the small parks proposed there.

Phases: I or II

Responsibility: City

Priority: Medium



27. Upgrade west side of Washington Street

The back-sides of buildings and the lack of landscaping detract from the positive aspects of downtown and present an ugly face to the municipal parking lot. Minor improvements are required.

Phases: I-IV

Responsibility: Property owners/City

Priority: Low

28. Develop a pedestrian way between High and Washington Streets

Investigate the feasibility of this link which could connect High Street to the City parking lot and the Front Street railroad/marina complex. (Market Street did once extend to the waterfront, according to old City maps.)

Phase: IV

Responsibility: City

Priority: Low

29. Retain existing commercial/recreational boat yard

Viable, active, water-dependent use that sets stage for possible expanded marine recreation to the north, on railroad waterfront. Maintain and improve and ensure access/R.O.W. is retained from Front Street.

Phase: Ongoing

Responsibility: Private

Priority: Medium

30A. Improve Front/Water Street (North of Main)

Front/Water Street provides the sole access to the entire waterfront between Main and Bridge Streets. With increasing use for commercial and tourist/recreation traffic, and as the front door to this area, it should be improved with curbing, an avenue of trees, pedestrian crosswalks, a sidewalk (on the north side), and attractive lighting. Avoid overhead wires if possible.

Phases: II or III
Responsibility: City
Priority: Medium

30B. Improve Front Street (South of Main)

With redevelopment, the entire length of Front Street between Main and Commercial will need upgrading to provide for on-street parking, broad sidewalks, lighting, tree planting, etc. This should be achieved with the cooperation of adjacent property owners. Further, the Front/Commercial Street corner should be re-engineered.

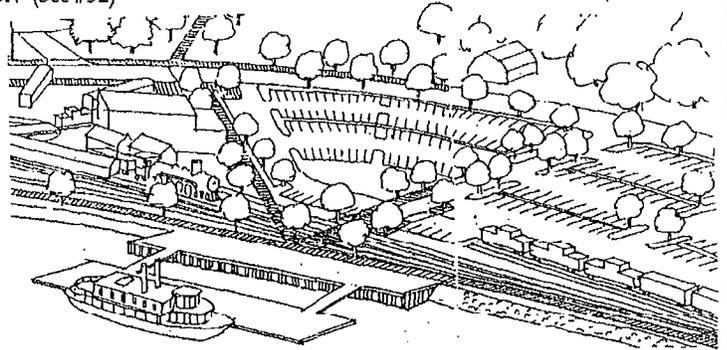
Phases: III or IV
Responsibility: City and adjacent landowners
Priority: Medium/low

31. Develop and expand the Belfast and Moosehead Lake Railroad yard

The railroad proposes to expand the excursion/tourist attractions it offers by developing vacant land along Front Street, linking its rail and sail facilities, and by adding a recreational/commercial marina (see #32). Improvements proposed for the railroad's shore property include adding:

- (a) ± 100 parking spaces;
- (b) an expanded historic railroad museum complex;
- (c) a waterfront boardwalk (in conjunction with the marina) (see #24)
- (d) space for marina access and a marine holding area;
- (e) landscaping throughout the entire area.
- (f) a docking area for the Voyageur. (See #32)

Phases: I, II and III
Responsibility: the Railroad
Priority: High



32. Develop multi-purpose docking facilities

The Railroad proposes to establish multi-purpose docks along its shoreline property. One major wharf is proposed along with two minor floating piers. (See Map 8) The facilities would offer:

- ▶ a tie-up for excursion ships, such as the company's *Voyageur*, as part of a rail/sail attraction
- ▶ an interface between the rail line and the water for barge/rail traffic transfers (provided any such plans are acceptable to both the City of Belfast and the Railroad and it can be shown that noise and/or dust problems can be avoided and all applicable local, State and/or Federal laws can be met).
- ▶ docks for recreational vessels (north of the major wharf), and
- ▶ commercial docking space for fishermen (in the vicinity of Stinson's).

Phases: I and II

Responsibility: the Railroad

Priority: High

33. Undertake dredging in Belfast Harbor

There is a need for considerable dredging in the harbor to accommodate commercial fishing vessels, charter boats and private sailing and motor boats. Three areas require dredging:

- ▶ first, a maintenance dredge of existing dredged areas and channel is required;
- ▶ second, the shoreline between the Belfast Boatyard and Stinson's needs dredging to provide for recreational and commercial vessels; and
- ▶ third, in order to expand mooring space for motor boats, the bay north of the Old Route 1 Bridge should be dredged.

Phases: I and II

Responsibility: City, MDOT and Corps of Engineers

Priority: High

34. Improve functioning and appearance of Stinson's

Stinson's must continue to function as a vital water-dependent use, yet adjustments should be made to accommodate new uses in the area. The following changes should be made:

- ▶ a parking lot to serve Stinson employees and overflow City/downtown parking should be developed, with the City

- ▶ the City should work with Stinson's to find the best location for the pedestrian way from the City wharf to the old bridge
- ▶ roadside delivery and pick-up at Stinson's should be carefully planned;
- ▶ general landscape (planting and lighting) improvements must be made; and
- ▶ a highly functional commercial fishing pier and dock area must be planned in conjunction with the Railroad and harbor interests. (Note: Rights to the submerged waters off Stinson's should first be resolved.)

Phases: III or IV

Responsibility: Owners/City/State and harbor committee

Priority: Medium

35. Bridge Street housing improvements

Some Bridge Street residences are in medium to poor condition. The City should offer to assist homeowners with improvement grants and/or loans if the residents so request. Overall, properties on Bridge Street should increase in value as the waterfront is redeveloped. The harbor views provide added value, and, as the odor problem is resolved redevelopment for higher density, low-rise multi-family housing is a possibility.

Phases: III or IV

Responsibility: Private owners and City

Priority: Low/medium

36. Make improvements to the Old Route 1 Bridge

The old bridge can, with non-structural improvements, be made to serve as a walkway, bicycle trail, sewer and water carrier and fishing platform. It does need safety and cosmetic improvements and a mini-park is proposed for the Pierce Street shore-side.

Phases: III or IV

Responsibility: City/State

Priority: Low

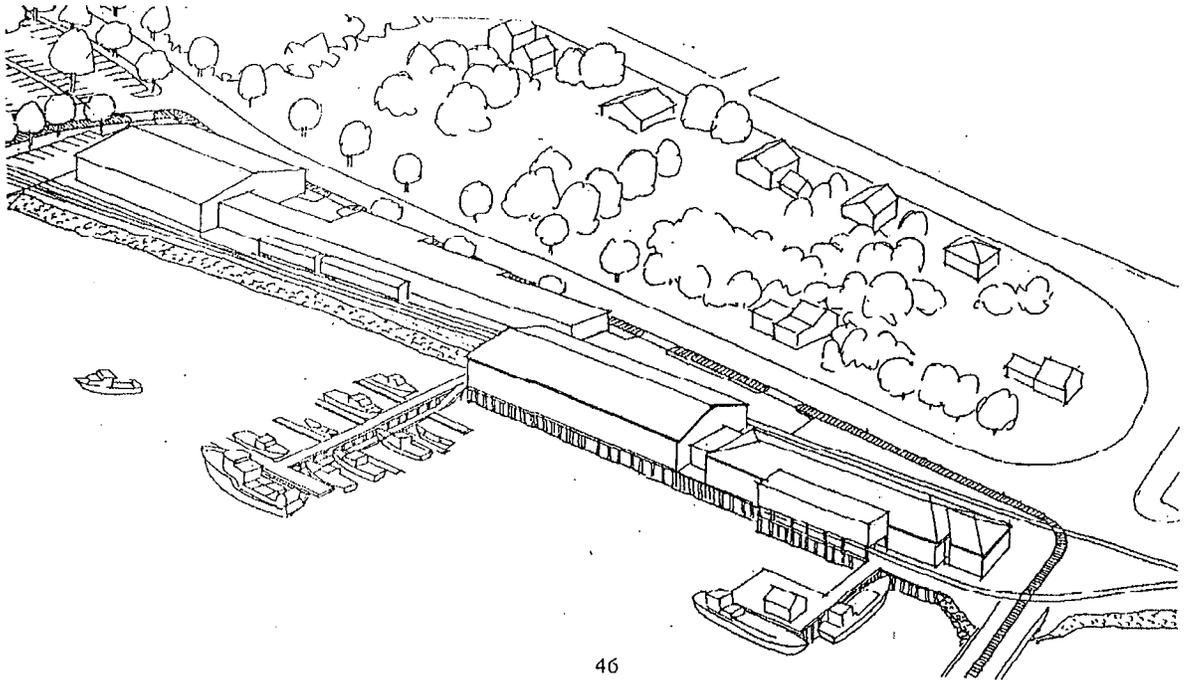
37. Make improvements to Pierce Street

Pierce Street provides access to many waterfront businesses and, together with Front/Water and Commercial Streets, completes a service loop off Church and High Streets. Its maintenance and improvement for truck and trailer traffic is vital.

Phase: III

Responsibility: City

Priority: Medium



6. IMPLEMENTATION STRATEGY

The Study Goals

At the outset this planning effort had two major goals:

- I to bring together the best ideas for the revitalization of downtown Belfast and the waterfront in a form that attracts attention and allows residents, owners and officials to visualize the future with maps and drawings; and
- II to use the master plan as the centerpiece of future grant applications to the State; past applications have failed to place funding requests in the context of an agreed upon, overall strategy.

This report, and the maps and illustrations that accompany it, achieve these broad goals, however, the vision must be more than pretty pictures and recommendations – no matter how well grounded they are. This last chapter focuses on implementation measures.

Public/Private Cooperation

This master plan has come about through cooperation and consensus building. While there are some areas in which there is not strong or total agreement as to specific ideas, the strength of the main ideas and plan principles have been agreed upon. A strong framework has been established; it has worked because the City and those private interests with a stake in the future of downtown and the waterfront see the value of cooperation as a means to achieve community and individual goals. This is what good planning is all about.

The next steps, however, are crucial and this spirit of cooperation must persevere. It can do so through the following public/private initiatives.

A. CDBG Application

In the short term (1994-1996), the City should apply for CDBG (Community Development Block Grant) funds, through the Public Facilities Infrastructure Grant program. A successful application, based on this master plan, would provide funding for 2 years for needed public and private projects, such as: improvements to the City landing, covers for the sewage treatment plant settling tanks, facade grants and sidewalk improvements. The application must verify that the City and private owners are willing and able to contribute to the success of the program and

that adequate public participation has occurred. The program would be administered by the City. Up to \$400,000/year for 2 years is available to successful applicants.

B. City/Landowner Cooperation

One of the most effective ways of implementing this plan is for the major landowners to work directly with the City Manager and Council. This public/private partnership can work provided there is public support for this master plan and it is adopted as the official guide for the area.

C. The Role of Belfast's Development Corporation

If the City is to maintain a sustained effort to attract new business ventures to the downtown/waterfront area, the existing Belfast non-profit development corporation should be reinvigorated. It could:

- ▶ offer assistance to present and potential developers/owners in redeveloping waterfront and other downtown parcels;
- ▶ pursue grants;
- ▶ provide liaison with City boards;
- ▶ help fund a market study and then target key tenants and entrepreneurs;
- ▶ help achieve public access goals; and
- ▶ work toward the active implementation of the master plan.

D. Tax Increment Financing

Towns as diverse as Presque Isle, Old Town, Brewer and Gardiner have used Tax Increment Financing (TIF) as a means of funding public improvements needed to support private investment. In Belfast, the TIF mechanism could be used to remove the blighted Penobscot Poultry factory and/or other structures and help build support to redevelop the area on both sides of Front Street between Commercial Street and Main Street. (See Map 9)

The TIF concept is simple and presents a win-win situation. As the assessed value of the redeveloped parcels rises, as a result of investment, the increased tax revenues are dedicated to retire the debt on the public improvements in the TIF designated area. TIF can be used for demolition, construction, relocation, parking lot development and street and sidewalk improvements; it can also cover professional fees, organization and other associated costs.

In Belfast, the key to making a TIF scheme work will be establishing a level of confidence, if not certainty, that a major new attraction (perhaps a Maine-Made Marketplace) can succeed and that there is private financing, capital and commitment to make it work. The local development corporation, or the City

itself should explore these options. Assistance and information on TIF procedures is available from the Department of Economic and Community Development in Augusta.

Public Initiatives

Park, Sidewalk and Other Improvements

The City has already achieved remarkable progress in the downtown through a sustained, phased, sidewalk improvement program. The pavement, lights, trees and benches the City has installed are the tangible results. This high quality program should continue and all other public works efforts in the master plan area should be informed by the plan. Quality landscape plans for sidewalks, mini-parks, alleys, public parking lots and Heritage Park itself should be prepared by a landscape architectural firm. The initial cost will be greater but the benefits will be reaped later. Sources of funds for these and other downtown/waterfront improvements include:

- ▶ the CDBG program (see above)
- ▶ Land and Water Conservation Fund Grants (contact the Department of Conservation Bureau of Parks and Recreation)
- ▶ Boat Facilities Program Grants (contact the Department of Conservation Bureau of Parks and Recreation)
- ▶ Waterfront Action Grants for construction projects (probably available in 1995) through DECD

- ▶ Maine DEP, Section 205, water quality planning grants
- ▶ The U.S. Army Corps of Engineers
- ▶ EDA public works grants

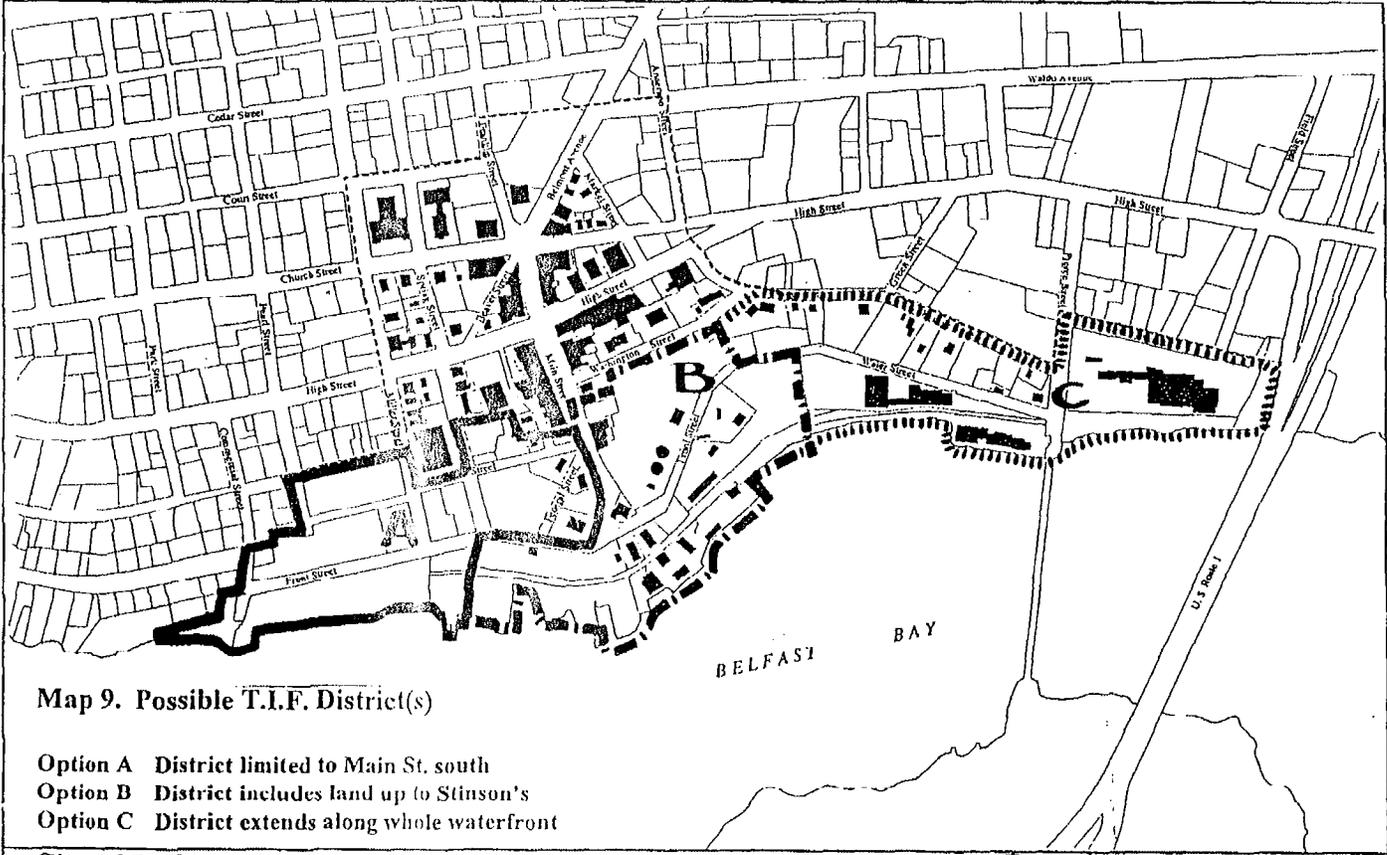
Transportation Funds

Belfast should also continue to pursue funds available through MDOT under the federal ISTEA program. About \$2.5 million per year is available in Maine for Transportation Enhancement. This money is awarded every two years. The 1996/97 awards have just been made but about \$5 million will be available for 1998/99 and applications must be submitted by the Fall of 1996. This money is awarded in 3 categories:

- I Pedestrian and/or Bicycle
- II Scenic and/or Environmental
- III Historic and/or Archaeological

Further, MDOT has Congestion Mitigation/Air Quality (CMAQ) funds available for programs that help reduce air pollution. (About \$7.5 million was awarded for 1996/97.) Projects that qualify include those that:

- ▶ improve public transit (the bus station on High Street at Beaver Lane);
- ▶ promote ridesharing



Map 9. Possible T.I.F. District(s)

- Option A** District limited to Main St. south
- Option B** District includes land up to Stinson's
- Option C** District extends along whole waterfront

City of Belfast
Downtown Waterfront Development Master Plan
 October, 1994



Prepared by:
Maine Tomorrow, Hallowell, Maine
 in association with
Kent Associates, Planning & Design
Gardiner, Maine

- ▶ reduce truck or single-occupancy vehicle use (by converting to rail, for example);
- ▶ provide fringe parking (such as is proposed on Water Street near Stinson's);
- ▶ provide bicycle lanes and bicycle storage (such as might be provided along the waterfront and beyond and at the Heritage Park information center); and
- ▶ close streets for pedestrian use (Federal Street and Pendleton Lane may qualify, but it is a long shot).

Belfast is probable best able to take advantage of these two programs by focusing on the waterfront walkway/bikeway (provided this trail can be shown to be expandable) and continuing to investigate ways to utilize the railroad so that it qualifies for CMAQ funds – through expanded passenger/excursion service, an intermodal connection or as a freight carrier. Because of public and council opposition to such funding this year (1994) the railroad would have to prove the effectiveness and logic of any such mitigation program.

Harbor-Improvements

The master plan looks to Belfast Bay as a safe, convenient harbor and mooring area. The economic benefits and spin-off from harbor improvements could be substantial. But the improvements will require a sustained and concerted effort to achieve. The proposed breakwater beyond Commercial Street and the dredging needed to increase mooring,

channel and dock space will require an inordinate amount of effort, primarily on the part of the Waterfront Management Committee. The Committee should use the master plan to spearhead discussions with MDOT and the Corps of Engineers. The plan helps justify these projects.

MDOT's Ports and Marine Transportation Division stands ready to work with the City to help it affirm its importance as a regional harbor and to assist the City with applications for harbor improvement funds from general obligation bond sources, as described in MDOT's State Transportation Plan. MDOT's Port Division can also provide technical assistance and advise the City on possible non-State funding sources.

Private Initiatives

As has been said, a remarkable spirit of cooperation and willingness to work towards common, master plan goals has been exhibited by private property owners in the study area. However, where public goals impose conditions on private property, the City must be prepared to provide incentives (fiscal, regulatory and other) to private owners. (Public access along private land on the waterfront is but one example of a public benefit that should be rewarded.)

One kind of private initiative that needs to continue has already occurred. The Belfast and Moosehead Lake Railroad, Consumers Fuel and Mathews

“ Belfast must not just emerge from the cloud that the failure of the chicken/poultry industry has cast over it, but it must define a new vision.”

Brothers have all conducted privately funded studies to look at redevelopment and market opportunities. Some of their ideas are incorporated in this master plan; clearly, such studies build on each other and benefit everyone with a stake in Belfast's future.

Other Public Responsibilities

Selling the Plan

The most vital, immediate implementation strategy for the City is to "sell" this master plan.

That is the central purpose of this plan, to instill in people's minds a picture of what can be. This means:

- ▶ good, extensive, press coverage including a summary of the plan with pictures in a fold-out or special edition of the local newspapers
- ▶ state-wide coverage, using the aerial perspective drawing, in the Bangor and Portland weekend editions; and
- ▶ possible New England-wide exposure through Downeast or Yankee Magazine.

Further, such publicity should be sustained. The display drawings should be available for public display in stores and banks and should be displayed in City Hall, the information center, and elsewhere.

The master plan and drawing(s) can also be the centerpiece of an economic development brochure

for Belfast. It should show prospective developers and investors that Belfast has the vision and commitment to achieve its own renaissance.

Promotion

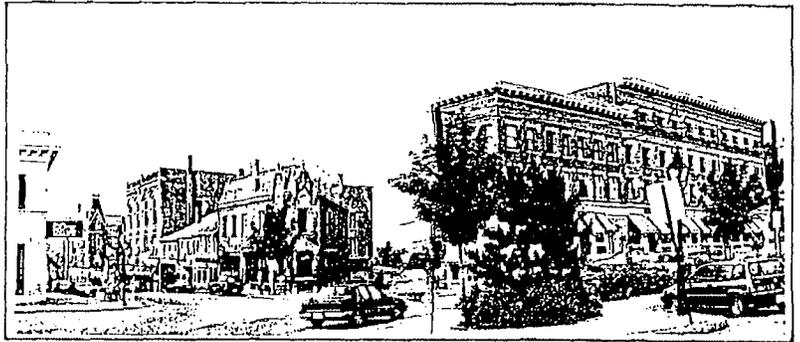
Beyond this the City should participate in and encourage merchants and downtown businesses to market and promote themselves in a coordinated fashion. Cooperative advertising, special events, facade improvements, attractive signs, coordinated business hours and the like, can all help improve downtown's competitive advantages.

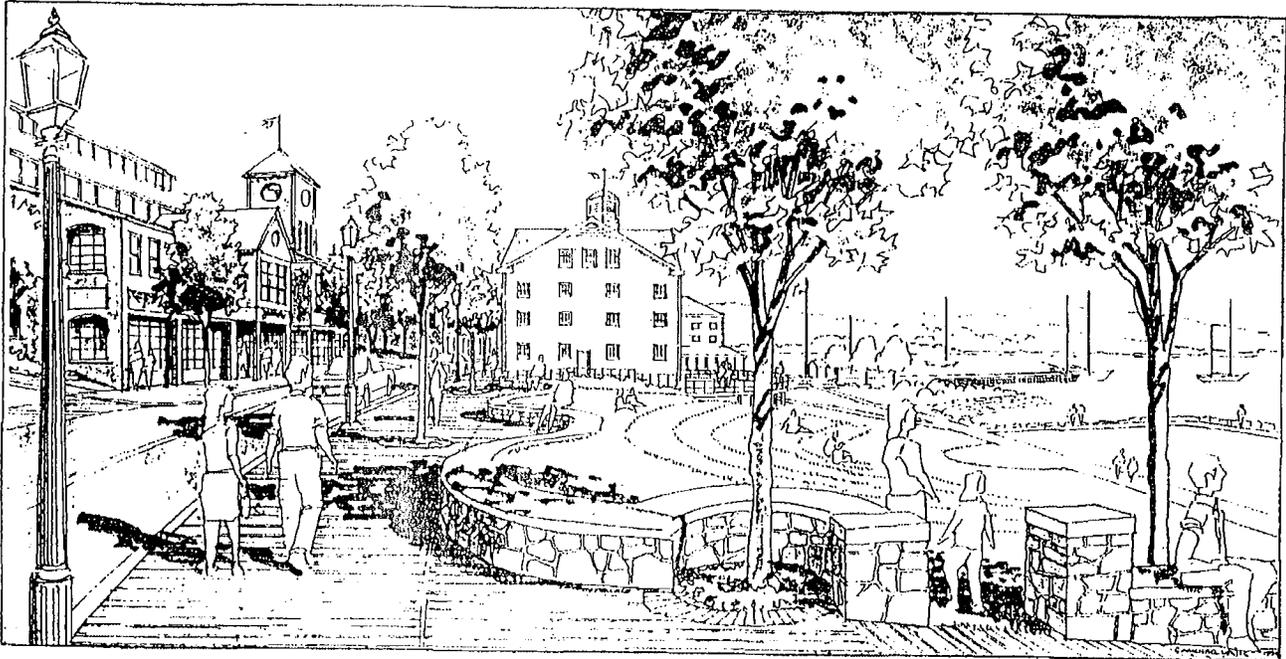
Regulations

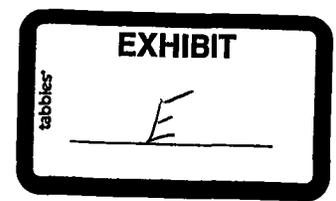
Belfast has already taken steps to revise its zoning ordinance language to allow for a compatible, but broad mix of land uses in the downtown/waterfront area. Past studies have also pointed out the need to:

- a) Ensure architectural design guidelines inform future development schemes so that quality design that is compatible with Belfast architectural heritage is assured.
- b) Include bonus provisions and incentives that make it worthwhile for developers/owners to provide public access, open space and visual access to the water.
- c) Use a planned unit develop (PUD) approach that provides for regulatory flexibility, innovation and creativity while setting

reasonable parameters on the project. (Note: to be effective, a PUD approach should involve the services of staff or consultant with architectural/design/planning training.)







BELFAST RENAISSANCE
A Master Plan for Downtown and the Waterfront
Prepared in November 1994

Status Report on Master Plan Recommendations
November 1, 2005

BACKGROUND & PURPOSE OF REPORT

The Belfast Renaissance Plan was prepared in 1994 by the consultant firms of Kent Associates and Maine Tomorrow working in cooperation with 12 community representatives. The intent was to create a Plan that identified a 'vision' of what could be for the waterfront and downtown area, and specific work and projects that the City and private property owners should implement to achieve this vision. The heart of the Plan is a list of 37 Recommendations which were intended to be completed over a four Phase schedule:

- Phase I: 1995 – 1996
- Phase II: 1996 – 1997
- Phase III: 1997 – 1999
- Phase IV 2000 – 2005

This Status Report is largely intended as a quick review of work the City and private property owners performed between 1995 – 2005 to implement this Plan. The report also may serve as a launching point for the planning, engineering, and strategizing work that the City may soon undertake for the downtown and waterfront area. In short, it's often nice to review where you have been before you take the next step.

On the whole, quite a few of the Recommendations have been completed, either by the City or private property owners, and work continues on several tasks. It also appears that the several elements of the 'vision' and Recommendations identified in 1994 are no longer appropriate. Further, several of the Recommendations that have not been implemented remain appropriate and warrant consideration for the next phase of work in the downtown and waterfront area. It is particularly noted that many of the recommendations contained in this report involve privately owned properties, and that to date, many of the private property owners have chosen not to redevelop their properties or to list them for sale. In constrast, most of the improvements that are largely City actions have been completed.

This Status Report is based on a review of the Plan recommendations performed by Mike Rauch and Jim Roberts, City Councilors, Terry St. Peter, City Manager, and Wayne Marshall, City Planner over the course of one 2 hour meeting. In short, it was not intended to be an exhaustive analysis. We have listed the Recommendation identified in the Master Plan, provided a status or assessment of work completed to date, and in some cases, suggested some issues that the community may want to consider in the next phase. Readers should refer to the original Master Plan for a full description of each Recommendation. The attached Map identifies the location of each Recommendation.

SUMMARY OF MASTER PLAN RECOMMENDATIONS

1. Acquire property (boathouse at Steamboat Landing) as waterfront park and access to breakwater.

Status: Essentially Complete. Public Project.

2. Construct new breakwater and floating breakwater (near Commercial Street).

Status. Not Implemented. New breakwater not feasible. Examine need for floating breakwater. Public Project.

3. Potential development site (former Mathews Brothers lumber yard).

Status: Partly implemented – Shift in focus. Now is a public park. Public and private project.

4. Demolish Penobscot Poultry Plan and Redevelop Site.

Status: Partly implemented – Shift of focus. Now is part of Belfast Commons. Public improvement.

5. Redevelop Mathews Brothers Building.

Status. Partly Implemented. Privately owned parcel.

6. Develop property (top of Belfast Commons) as parking lot and park.

Status. Largely completed. Public project.

7. Redevelop Consumer Fuels site.

Status. Little Action. Privately owned parcel.

8. Develop site (vacant land owned by Jean Evans and McCrum Processing).

Status. No action. Privately owned parcel.

9. Improve Heritage Park.

Status. Significant improvements to park, but some change in focus. Public project.

10. Penobscot Frozen Foods Building (redevelop site)

Status. No action. Privately owned parcel.

11. Revitalize corner (Winston York) property.

Status. No action. Privately owned parcel

12. Make Federal Street a pedestrian mall.

Status. Some street improvements, partly implemented. Public project.

13. Acquire land between Consumer Fuels and Dockside Restaurant on Main Street as a park.

Status. Not Implemented. Suggested public action.

14. Expand City owned parking lots (Cross Street).

Status. Generally Implemented. Public Action.

15. Make Pendelton Lane a pedestrian way.

Status: Some street improvements, partly implemented. Public project.

16. Improve the Beaver Street Area.

Status. Minimal improvements to date. Public project.

17. Upgrade the landscaping & restrooms at the foot of Main Street.

Status. Now being implemented. Public project.

18. Repair City wharf & retaining wall.

Status. Completed. Public project.

19. Upgrade waterfront restaurant (Weathervane).
Status. Private property owner has made some improvements. Private
20. Upgrade (Chamber of Commerce) information building.
Status. No longer applicable for this building. Semi-public action.
21. Make minor landscaping improvements (along Front Street)
Status. No action. Public Improvement.
22. Retain towboat facility.
Status. Performed by private property owner. Private Action.
23. Demolish all structures and redevelop (Lookout Pub area)
Status. Performed by private property owner. Private Action.
24. Create a waterfront pedestrian way.
Status. Planning underway. Public Action with private participation.
25. Address the odor problem at the sewage treatment plant.
Status. Completed public action.
26. Make improvements to City (Washington Street) parking lot.
Status. Much work completed, more envisioned. Public action.
27. Upgrade west side of Washington Street.
Status. Few improvements. Public action. Also involves private land.
28. Develop a pedestrian way between High and Washington Street.
Status. No action. City likely does not own land. Public improvement.

29. Retain existing commercial/recreational boat yard (Alex Turner)

Status. Boatyard remains in operation. Private Action.

30A.Improve Front Street (north side of Main)

Status. Some improvements to date, more needed. Public Action.

30B.Improve Front Street (south side of Main)

Status. Some improvements to date, more needed. Public Action.

31. Develop and expand the Belfast and Moosehead Lake Railroad yard.

Status. Thompson Wharf completed. Railroad likely gone. Public and private action.

32. Develop multi-purpose docking facilities (Thompson Wharf area)

Status. Thompson Wharf completed. Fisherman dock part of Old Belfast Bridge (Roberts project). Public and private action.

33. Undertake dredging in Belfast Harbor.

Status. Harbor channel dredged. Other dredging needed. Public action.

34. Improve functioning and appearance at Stinson's

Status. Change of use at site. Work underway. Private Action.

35. Bridge Street housing improvements.

Status. Completed. Private Action. City improvements to street.

36. Make improvements to the Old Route 1 Bridge

Status. Underway and soon completed. Public Action.

37. Make improvements to Pierce Street.

Status. Partly done. More may be needed. Public Action.

MASTER PLAN RECOMMENDATIONS

1. Acquire (Boathouse property) Property as waterfront park and access to breakwater. Phase IV

Acquire property to provide neighborhood access to water and access to a future breakwater, that is tied into Commercial Street.

Status: Essentially Complete.

Comments. The City now owns the boathouse and the lot on which it is located. It is noted that the original concept for this lot did not necessarily involve retaining the boathouse building. The City also uses this property as a landing/storage area for dinghy docks which is consistent with the original plan. This area, however, has minimal value as an access to a breakwater because it is impractical to construct a breakwater (reference recommendation # 2) in this location.

2. Construct new breakwater and floating breakwater. Phase IV

To increase safety and provide more protected moorings within Belfast Harbor two new breakwaters are proposed. One, on solid fill, would be at the base of Commercial Street, and the other (a floating breakwater) would be tied to the east shore at Patterson Point.

Status. Not Implemented.

Comment. The solid breakwater at the base of Commercial Street likely has little value as a project. It would be very difficult to obtain a permit for this breakwater, it would be costly to construct, and it has limited value. The concept of constructing a floating breakwater has merit and is supported by the Harbor Committee. This project would require at least feasibility engineering study to determine its effectiveness and cost before the City invests money in project construction.

3. Potential development site (former Mathews Brothers lumber yard). Phase III.

Underutilized waterfront site (currently Mathews lumber storage). Has potential as water dependent commercial/recreational boating site and waterfront residential/hotel/marina site. Plan in concert with adjacent

Penobscot Poultry and Mathews properties; i.e. parcels 4, 5 and 6 to the west. Require developer to provide public shoreline walkway to open up appropriate view corridors. Establish height, massing, and architectural standards and treat as a planned unit development. Allow for the extension of Miller Street towards the water.

Status: Partly implemented – Shift in focus.

Comment: MBNA purchased this property and developed most of it as a park, including a coastal walkway, and subsequently conveyed this area (Steamboat Landing) to the City. Clearly, the main thrust of the recommendation envisioned in 1994 was not implemented. The area is now an active and maintained City park and not a redevelopment site for either residential or nonresidential development. The only current development on the original site is French & Webb's boat building operation.

4. Demolish Penobscot Poultry Plan and Redevelop Site. Phase III

Create a redevelopment site by demolishing the old Poultry Plant processing building. Consider residential and commercial mixed uses. Plan in conjunction with properties to the east and west. Buffer from existing residential uses to the south. Allow for through views from Pearl Street. Establish height, massing and residential standards and treat as a PUD. This is a key site; it has a blighting influence on Belfast. This City should participate in its demolition so as to turn the property into an asset for redevelopment.

Status: Partly implemented – shift of focus.

Comment: The former Poultry Plant was demolished, which achieved a key recommendation of this report which was to eliminate the blight associated with this abandoned industrial plant. MBNA gifted this property to the City, and the City has retained the area as general open space. This is a significant change in focus from the 1994 concept which was to develop this area for residential and mixed use development, while being sensitive to water views from surrounding properties. It may be appropriate to revisit the concept proposed in 1994 for this property, and to consider strictly managed residential development of this lot along with that which was recently proposed for site number 5 (former Mathews Brothers building). Also, City should

consider expanding the size of the current parking lot it built on the southeasterly corner of this lot.

5. Redevelop Mathews Brothers building site. Phase III

Ugly structure in reasonable condition: could be torn down or revitalized with face lift and interior improvements for commercial office or other mixed use; lacks parking. Plan in conjunction with adjacent sites. Given its wooden construction and modern fire codes, demolition may be best. Should be subject to height, massing and architectural standards.

Status: Partly Implemented.

Comment: The former building has been demolished and this ½ acre parcel adjacent to Belfast Commons is a privately owned property. Current owner has contemplated a residential condominium project. As noted in # 4 above, the City may want to consider joint development of this site with a portion of the City owned Belfast Commons property as residential property.

6. Develop property as a parking lot and park (top of Belfast Commons).
Phase III

Property is 75% vacant; contains one commercial structure in poor condition. Redevelop in conjunction with properties to the east (Penobscot Poultry and Mathews) as City or private parking lot and create an open space/park buffer on the west.

Status. Completed.

Comment. Last remaining building was demolished. The City now owns this property, has constructed a small parking lot, and uses the site as open space; it is part of Belfast Commons.

7. Redevelop Consumers Fuels Site Phase II or III

Currently used for none marine uses, has potential for variety of uses including expansion of Heritage Park; favor water dependent uses, commercial/recreation uses or other mixed uses. Plan in conjunction with adjacent properties. Set height, massing and architectural

standards; require public access through property on the water, utilize bonuses to achieve public goals.

Status: Little Action.

Comment: Property is privately owned and continues as a Consumers Fuels site and a marina. Little opportunity to develop this property as part of a larger scale project because it is mostly surrounded by park areas on the water. The site, however, continues to have redevelopment potential. City has implemented zoning standards to allow mixed use development and to consider issues such as height, massing and architectural standards. A public walkway through this property remains a long term goal.

8. Develop site (vacant land owned by Jean Evans and McCrum Processing). Phase II or III.

Largely undeveloped site (two parcels) with small vacant restaurant building. Excellent long-term development potential as mixed use site, retail/offices/residential/restaurant as possibilities; could be expansion of second phase of site to the north. Require massing and architectural design standards. Screen Mathews loading docks to west with on-site parking and landscaping. Develop as part of coordinated development plan for parcels 7, 8, 10 and 12.

Status. Not implemented. No change from 1994 status.

Comment. The two vacant privately owned lots remain as significant development parcels. Likely has greater value as residential/office development sites because of separation from downtown area unless significant redevelopment occurs on parcels 10 and 12. Comp Plan Committee is proposing a change of zoning for this area to Downtown Commercial zone. These properties clearly should be part of a waterfront – downtown TIF district to facilitate development.

9. Improve Heritage Park. Phase II

Attractive City owned parcel containing three vacant structures. Consider the following improvements.

- (a) Landscaping
- (b) Demolish both of the small buildings to open up views.

- (c) Refurbish and redesign the large building (inside and out) by adding pitched roof and outside deck. Use as tourist information and welcome center and bike touring center with offices above for harbor master and recreation department; also consider as a gallery for traveling exhibits, display of local products and local museum.
- (d) reshape and recontour the sloping lawns to provide an outdoor performance amphitheater.
- (e) reduce the parking encroaching on the park
- (f) respect the conservation restrictions on the property – do not add any new structures.

Status: Significant improvements to Heritage Park; but some change in focus.

Comments. City clearly operates Heritage Park as a park and has made significant nonstructural improvements to the Park. There has, however, been several significant changes in focus. The City has decided to retain all 3 buildings on the site, and 2 of these have undergone extensive renovations and now house a water related use, French & Webb's boat building operations. The remaining building likely will be used as the harbor master. There are no plans to construct an amphitheater on the site.

10. Penobscot Frozen Foods building (cold storage). Phase I or II

This is a vital property if the City wishes to “turn the corner” and shed its industrial downtown image and open the door to new mixed use development. Clearly, this site could be put to higher and better uses. It is located between the downtown, the waterfront and Heritage Park, and at the “front door” to potential redevelopment parcels to the south; development here could jump start further investment in the area and help provide the “glue” that links downtown and the waterfront. Possible future uses include: a Maine made Marketplace, a center for arts, crafts and speciality retail, restaurants, offices, residences (on the second level), and/or a hotel. Provide on site parking along Cross Street. New structures should extend the historic character of the downtown towards the waterfront, strict architectural and urban design controls should apply.

This, having been said, is not what the owners have in mind. The existing structure can be upgraded to meet their storage needs and this is a cost-effective option for them, that, without any incentive or buy-

out from the City, makes financial and business sense. In the end, the City must decide if the public cost of finding an alternative site for frozen food storage can be justified for the long term economic development opportunities that demolition offers.

Status: No Action. Remains a cold storage locker.

Comment. The key action identified in 1994, to redevelop this site as a vital connection between the downtown and waterfront is a true today as it was in then. The change in ownership of the processing plant may create future opportunities to redevelop this site. At a minimum, the City should include this property in the proposed waterfront – downtown TIF district. It also should work cooperatively with McCrum Processing to consider future reuse of this site. It is also noted that redevelopment of this site could present many financial challenges to a private party or the City.

11. Revitalize corner property (Winston York). Phase II

Assess building condition, revitalize if economically feasible or rebuild, create a pedestrian way through the parcel linking Pendelton Lane to Federal Street.

Status: Minimal Change.

Comment. The owner of the building has made improvements to the existing structure, however, the site remains a potential redevelopment property. City should encourage private redevelopment and should include this property in the proposed downtown –waterfront TIF district.

12. Make Federal Street a pedestrian mall. Phase I

Close Federal Street to traffic (except for deliveries and restaurant parking) so as to strengthen the pedestrian link between downtown and the waterfront. Improve with street furniture, plantings, lighting, and paving, require street level retail or similar uses on at least one side; provide a clear visual link to the Bay and to the Heritage Park area; create a small park/square on the intersection of Main and Federal Streets. This upgrade would best be done in phase with the redeveloped Penobscot Frozen Foods site, if not, the development should be phased in.

Status: Partly Implemented.

Comment. The City has upgraded Federal Street by installing sidewalks, paving and lighting similar to other areas in the downtown. The City should consider the future use of this street in concert with future redevelopment. This area should be part of the proposed downtown – waterfront TIF.

13. Acquire as a park (lot between Dockside and Consumer Fuels) Phase I or II.

City acquisition of this parcel would have these advantages.

- Keep view to the water open.
- Improve access to redevelopment parcel from the Washington Street lot.
- Embellish the Federal Street Mall as an urban park.
- Provide handicapped parking for adjacent uses
- Allow for a small commercial building.

Status: Not Implemented.

Comment: Change in focus is likely appropriate. Do not pursue as a park but encourage private redevelopment. Should be part of proposed downtown –waterfront TIF district.

14. Expand City owned parking lots. Phase II.

Parking availability is crucial to the growth of downtown. Parking lots in this vicinity could serve Main Street and businesses east of Cross Street. The lots should be terraced and landscaped.

Status. Generally accomplished.

Comment. City owns and manages the Cross Street parking lot as public parking lot. Expansion of this lot would be costly. The City may want to explore acquiring the Mathews Brothers parking area to provide additional parking, but some of this demand could be shifted to the parking area at the top of Belfast Commons and some on-street parking opportunities near Cross Street.

15. Make Pendelton Lane a pedestrian way. Phase I.

Whereas the Main Street façade of this block is of very high quality, the backside of the block is unattractive. Working together, property owners and the City should revitalize the area by making the alley a pedestrian way (closed to through traffic but available for truck deliveries and on-site parking); upgrading the architectural treatment of existing historic and contemporary structures, and undertaking attractive landscaping. The City should cooperate and improve the paving, lighting and furnishings of the alley. The Co-op Store could be encouraged to create a small park on the alley on the side of their building and the City should acquire the lot at the southwest corner of Maine and Cross for a parking lot.

Status. Partly Implemented.

Comment. The City has made significant improvements to Pendelton Lane, which is a one-way street; sidewalks, lighting and paving similar to other areas in the downtown. The concept of a pedestrian only street has an appealing ring to it, but this street likely is better left open to traffic. The wants pedestrians to walk along Main Street and the main entrances to the stores, and Pendelton Lane is important to those who have businesses or live along the street. At present, the City has no plans to purchase any of the buildings along Pendelton Lane.

16. **Improve the Beaver Street area.** Phase I and II.

The Beaver Street/High Street area is ugly and detracts from the visitors first impression of downtown Belfast. Recommendations include:

- (a) add a narrow sidewalk to the north side of the street.
- (b) provide a sidewalk on the south side of the street and plant trees
- (c) purchase and redevelop the Beaver Street/High Street and Pendelton Lane; place restrooms and place a transit/bus shelter on the property.

Status: Minimal Improvements

Comments. The Beaver Street area may warrant improvement, such as sidewalks and accessibility to public and private parking lots in the area. There likely is little need for a bus shelter, and constructing public restrooms in the area seems impractical and costly.

17. Upgrade the landscaping and restrooms at the foot of Main Street.
Phase II.

Although serviceable, because of its central location, this building and its surroundings should be upgraded so as to set an example of quality.

Status. Now being implemented.

Comment. The City considered several options to upgrade its restroom facilities in this area and is currently constructing a new public restroom facility at the harbor.

18. Repair City wharf and retaining wall. Phase I

Make repairs to all three sides of the landing about 250 feet of retaining wall so as to prevent further undermining of the structure by wave action.

Status. Completed.

Comment. City has made repairs to the City wharf and regularly maintains the wharf and landing.

19. Upgrade Waterfront Restaurant (Weathervane). Phase I - IV

Make minor improvements to exterior with landscaping and architectural upgrade. Current building is large and not in character with Belfast's distinctive historic architecture.

Status. Property owner has made improvements.

Comment. This is a low priority issue. Restaurant seems to fit on the waterfront.

20. Upgrade Information Building (Chamber) Phases I – IV

Make architectural improvements to Chamber of Commerce building, consider reuse or redevelopment if information function is moved to a City building at Heritage Park.

Status: No longer applicable for this building.

Comment. This is a privately owned structure. Chamber of Commerce should identify its potential need for a new/different visitor's center.

21. Make minor landscape improvements. Phase I – IV

Building sets excellent example of appropriate waterfront architecture and serves as model for adjacent redevelopment. Minor landscape improvements are needed.

Status: Inconsequential.

Comment. No action. Little need.

22. Retain towboat facility. Phases I – IV

Good example of working, water dependent commercial facility. Maintain vehicular access/right-of-ways, maintain and improve existing buildings in shingle and/or clapboard; pitched roof style.

Status: Done by private sector.

Comment: Private owner demolished the former building and has constructed a new building.

23. Demolish Structures and Redevelop. Phases III – IV

Old Agway facility in very poor condition except for one section. Demolish and redevelop retail/office or restaurant and residential uses; also consider marine related retail. Require architecture compatible with adjacent buildings and no more than 2 and ½ stories. Link to pedestrian trail on railroad right of way.

Status. Done by private sector.

Comment. Look-out Pub is main tenant in the building. Area, in general, now supports more commerce than occurred in 1994; Three Tides, Look-out Pub, art gallery and offices.

24. Create a Waterfront Pedestrian Trail. Phase I – III.

Utilize the railroad ROW as a waterfront trail and bicycle way. Encourage adjacent businesses to capitalize on foot/bike traffic on the

trail. Develop unifying design for landscaping, lighting, signage, etc along the trail. Select appropriate material to pave the trail.

Status: Planning and financing for trail now active.

Comment. This walkway is one of the centerpieces of the City's efforts to the redevelopment of the waterfront area. Portion of trail will be built as part of Stinson redevelopment and City has received grant funds to assist in engineering and design of the trail. City will pursue downtown –waterfront TIF to provide funds for much of trail construction. Ties into the footbridge project.

25. Address the odor problem at the treatment plant. Phase I

Seek engineering advice on dealing with odor problem. ... Odor problem hurts economic development of the area.

Status. Completed in the 1990's.

Comment. City has made significant improvements to the Treatment Plant. Odor is no longer a significant issue.

26. Make Improvements to City Parking Lot (Washington Street). Phase I or II.

Although well located, this lot can be better utilized and made less of an eyesore by:

- (a) Improving signage to the lot.
- (b) Improving access from the lot to the waterfront
- (c) building a footpath along the edge of the lot
- (d) adding trees to break up the size of the lot
- (e) creating small parks on Main Street
- (f) providing a bus shelter

Status: Much work completed.

Comment. The City made significant improvements to the parking lot, including directional signage, a path to the waterfront, and building a park on Main Street. The Washington Street lot, however, is in need of reconstruction, including considering an alternative interior lay-out.

The proposed downtown and waterfront TIF district could help provide funds for this construction.

27. Upgrade west side of Washington Street Phase I - IV

The back-sides of buildings and the lack of landscaping detract from the positive aspects of downtown and present an ugly face to the municipal parking lot. Minor improvements are required.

Status: No Improvements to date.

Comment: The City should consider future plans for this area as part of its upcoming planning effort for the downtown and the waterfront. Washington Street is badly in need of repair and the private property on the west side of this street presents many opportunities for redevelopment. This area should be included in the proposed downtown – waterfront TIF.

28. Develop a pedestrian way between High and Washington Streets
Phase IV

Investigate the feasibility of this link which could connect High Street to the City parking lot and the Front Street railroad/marina complex. (Market Street did once extend to the waterfront, according to old City maps.)

Status: No Improvements.

Comment. The City likely no longer owns this right-of-way, but should conduct the necessary research to discern its status. If the ROW is available, the City should pursue construction of the path.

29. Retain existing commercial/recreational boatyard. Phase: Ongoing

Viable, active, water-dependent use that sets stage for possible expanded marine recreation to the north, on railroad waterfront. Maintain and improve and ensure access/R.O.W. is retained from Front Street.

Status: Belfast Boatyard remains in operation.

Comment: Belfast Boatyard remains a viable business. City should explore potential use of the property it recently acquired from the railroad to support waterdependent uses such as boat repair and storage.

30A. Improve Front/Water Street (North of Main) Phases: II or III

Front/Water Street provides the sole access to the entire waterfront between Main and Bridge Streets. With increasing use for commercial and tourist/recreational traffic, and as the front door to this area, it should be improved with curbing, an avenue of trees, pedestrian crosswalks, a sidewalk (on the north side), and attractive lighting. Avoid overhead wires if possible.

Status. Limited improvements to date.

Comment. The City should consider potential improvements to this area as part of the upcoming planning and engineering study for the waterfront area. Front Street should be pedestrian friendly, while providing good access and potential parking to area businesses and public places. This is a high priority target and performing the improvements could benefit from establishing a TIF district.

30B. Improve Front Street (South of Main) Phases: III or IV

With redevelopment, the entire length of Front Street between Main and Commercial will need upgrading to provide for on-street parking, broad sidewalks, lighting, tree planting, etc. This should be achieved with the cooperation of adjacent property owners. Further, Front/Commercial Street corner should be reengineered.

Status: Limited improvements to date.

Comment. City has made some improvements to the initial section of Front Street near Main Street, including providing additional parking. The proposed redevelopment of the former Stinson Seafoods property heightens the need to improve this street. This will be examined as part of the upcoming waterfront planning and engineering project, and should be considered as a high priority target for upgrade. The

proposed TIF district may help generate the funds to construct the improvements.

31. Develop and expand the Belfast and Moosehead Lake Railroad yard
Phases: I, II and III

The railroad proposes to expand the excursion/tourist attractions it offers by developing vacant land along Front Street, linking its rail and sail facilities, and by adding a recreational/commercial marina (see #32). Improvements proposed for the railroad's shore property include adding:

- An expanded historic railroad museum complex;
- A waterfront boardwalk (in conjunction with the marina) (see #24)
- Sp+ 100 parking spaces;
- ace for marina access and a marine holding area.
- Landscaping throughout the entire area.
- A docking area for the Voyageur. (see #32)

Status. Thompson Wharf work completed. Future railroad operations very questionable.

Comment. The Belfast and Moosehead Lake Railroad likely will have a limited future along the waterfront. The City has terminated its lease arrangement with the railroad, and the railroad would need to obtain future City approval to operate in this area. It is noted that the waterfront facilities envisioned in these Recommendations, Thompson Wharf, were constructed, and that the City now operates this dock. City reuse of the former railroad lands is now an issue before the Council.

32. Develop multi-purpose docking facilities Phases: I and II

The railroad proposed to establish multi-purpose decks along its shoreline property. One major wharf is proposed along with two minor floating piers. (See map 8) The facilities would offer:

- A tie up for excursion ships, such as the company's Voyageur, as part of a rail/sail attraction.
- An interface between the rail line and the water for barge/rail traffic transfers (provided any such plans are acceptable to both the City of Belfast and the Railroad, and it can be shown that noise and/or dust problems can be avoided and all applicable local, State and/or Federal laws can be met).

- Docks for recreational vessels (north of the major wharf), and commercial docking space for fishermen (in the vicinity of Stinson's).
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Status. Constructed.

Comment. The City now owns and operates the Thompson Wharf facility for both private dock space and charter boat operations. This recommendation also envisioned this area being used to support fishermen activities. It is noted that the adjacent Old Belfast Bridge project will provide dock facilities specifically for commercial and fishermen uses and that this dock will be leased to the City to manage.

33. Undertake dredging in Belfast Harbor Phases: I and II

There is a need for considerable dredging in the harbor to accommodate commercial fishing vessels, charter boats and private sailing and motor boats. Three areas require dredging:

- First, a maintenance dredge of existing dredged areas and channel is required;
- Second, the shoreline between the Belfast Boatyard and Stinson's needs dredging to provide for recreational and commercial vessels;
- Third, in order to expand mooring space for motor boats, the bay north of the Old Route 1 Bridge should be dredged.

Status. Channel dredge completed. Other dredging needed.

Comment. The ACOE, in 2003, completed the long hoped for maintenance dredging of Belfast Harbor. The most critical current need for dredging is near the City boat harbor. This dredging likely will need to be paid for by the City. In addition, there is some long-term interest in dredging other areas of the harbor to provide additional mooring facilities, including the area to the north of the footbridge.

34. Improve functioning and appearance of Stinson's Phases III or IV

Stinson's must continue to function as a vital water-dependent use, yet adjustments should be made to accommodate new uses in the area. The following changes should be made.

- A parking lot to serve Stinson employees and overflow City/downtown parking should be developed with the City.

-
- The City should work with Stinson's to find the best location for the pedestrian way from the City wharf to the Old Bridge.
 - Roadside delivery and pick-up at Stinson's should be carefully planned.
 - General landscaping (planting and lighting) improvements should be made; and
 - A highly functional commercial fishing pier and dock area must be planned in conjunction with the Railroad and harbor interests. (Note: Rights to the submerged waters off Stinson's should first be resolved.)

Status. Changed Approach now Underway.

Comment. Obviously, the proposed use of former Stinson plant is now different than envisioned in 1994. The current multi-use project, however, has addressed many of the issues raised in 1994. There will be a pedestrian path through the site, the use of the near-shore waters in front of the Stinson site have been resolved and will be developed as a marina, including an area for fishermen, and the appearance of the area will be improved.

35. Bridge Street housing improvements Phases: III or IV

Some Bridge street residences are in medium to poor condition. The City should offer to assist homeowners with improvement grants and/or loans if the residents so request. Overall, properties on Bridge Street should increase in value as the waterfront is redeveloped. The harbor views provide added value, and, as the odor problem is resolved redevelopment for higher density, low-rise multi-family housing is a possibility.

Status Private Investment has accomplished.

Comment. Most of the housing on Bridge Street is now in excellent condition. Private homeowners have invested considerable monies to upgrade their properties. This is no longer considered a blighted area..

36. Make improvements to the Old Route 1 Bridge Phases: III or IV

The old bridge can, with non-structural improvements, be made to serve as a walkway, bicycle trail, sewer and water carrier and fishing

platform. It does need safety and cosmetic improvements and a mini park is proposed for the Pierce Street shore-side.

Status. Work underway and nearing completion.

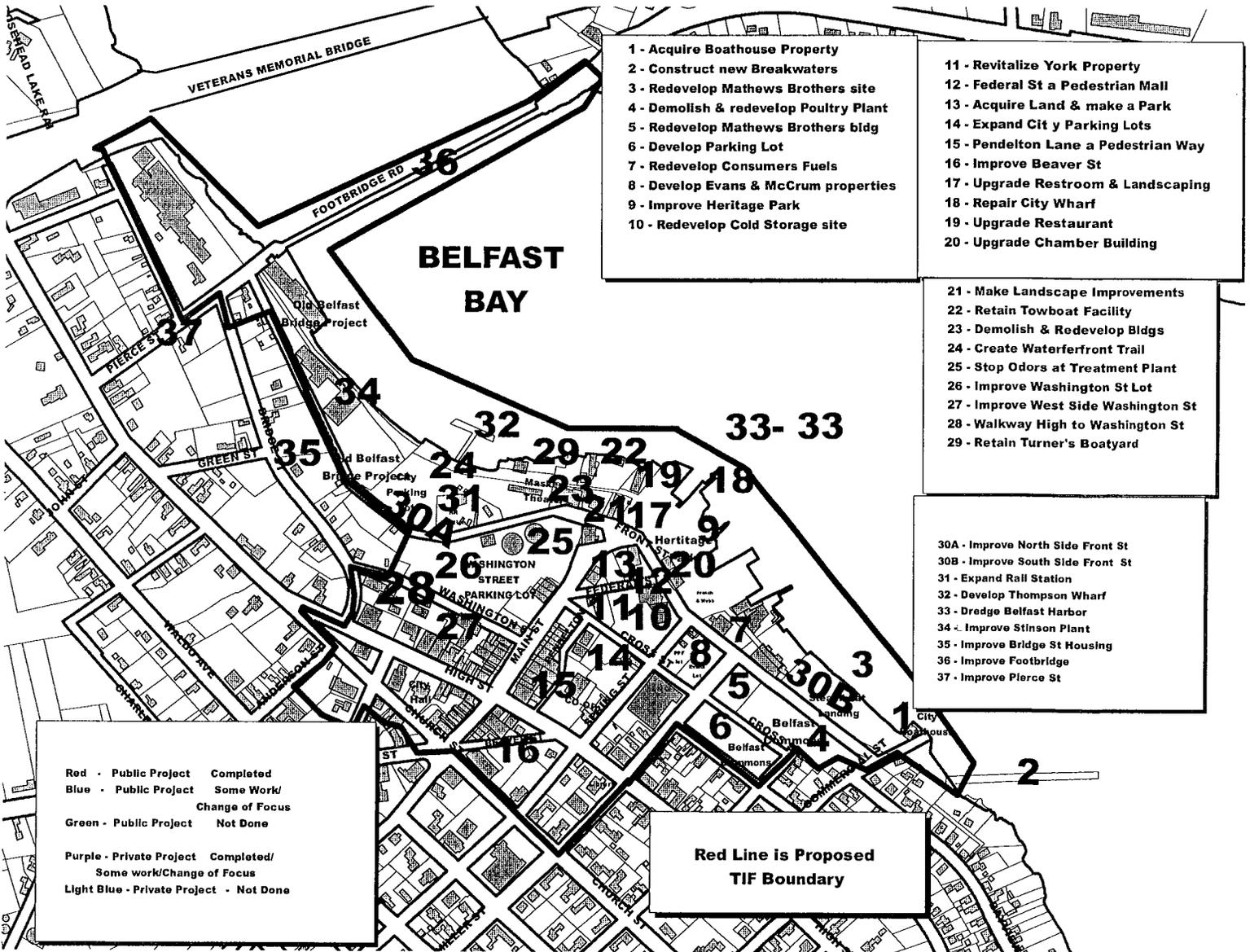
Comment. The footbridge project is underway and is a much different looking project than envisioned in 1994, and its cost also is much greater. This project is a centerpiece for waterfront redevelopment efforts. The project also includes the mini-park envisioned near the bridge entrance as well as a connecting walkway, and a draw bridge to allow upriver boat traffic.

37. Make improvements to pierce Street Phase: III

Pierce Street provides access to many waterfront businesses and, together with Front/Water and Commercial Streets, completes a service loop off Church and High Streets. Its maintenance and improvements for truck and trailer traffic is vital.

Status. Some Improvement. Potential additional work.

Comment. The City improved the sewer line of Pierce Street. The upcoming redevelopment of the former Stinson Seafoods property and potential redevelopment of the McCrum Processing property, as well as this street providing access to the footbridge, could warrant additional improvements. The potential need for improvements to this street could be considered as part of the upcoming downtown –waterfront planning project.



**CITY OF BELFAST
DOWNTOWN & WATERFRONT
MASTER PLAN**

Adopted by City Council

June 1, 2011

Updated February 21, 2012

**ACTION STATEMENTS
IDENTIFIED IN THE MASTER PLAN**



**SUMMARY REPORT PREPARED BY WAYNE MARSHALL,
CITY PLANNER, CODE & PLANNING DEPARTMENT, CITY OF BELFAST**

Introduction

The Belfast City Council, in its FY 2010 Budget, allocated \$100,000 in local general tax monies to fund the preparation of a Comprehensive Master Plan for the City's Downtown and Waterfront area. The City engaged the consultant services of MRLD and a team of subcontractors to MRLD to work with the City Code and Planning Department and a Council appointed Downtown-Waterfront Steering Committee to prepare this Master Plan. The Committee conducted an initial kick-off meeting in October 2010, and regularly met to consider information provided by the consultant team and comment offered by the public. On June 1, 2011, the City Council adopted the Steering Committee's recommendations and approved this Master Plan. In February 2012, the Council adopted several amendments to the Plan to incorporate additional proposals offered by the Harbor Committee and to better recognize how the new Front Street Shipyard development at the former Stinson Seafoods property has positively affected use of the City's waterfront.

This summary includes a brief description of information in each Chapter of the Plan and identifies a summary version of the actions identified in each Chapter. The following map identifies the overall area on which the Master Plan focuses.



PLANNING INITIATIVES

Belfast has often chosen to initiate broad community wide planning projects, projects that considered a specific area of the City, projects that targeted specific issues or concerns and efforts that warrant new organizational structure. The City Council and other City boards and committees have routinely sought to gauge public sentiment in analyzing existing and future conditions, and to provide direction and strategies regarding how to proceed. This Master Plan for the downtown and waterfront area is only the most recent project, and implementation of this Plan will require the City to devote additional resources to its on-going planning efforts.

Following is a quick overview of significant planning projects and organizational activities associated with the downtown and waterfront area:

- Belfast prepared Comprehensive Plans for the community long before the State Growth Management Law was enacted. One plan dates to the mid-70's, and a second to the mid-80's. In 1997 the City prepared a Plan consistent with Growth Management requirements and the City is nearing completion of a new Plan which it will submit to the State in 2012.
- In 2006, the City completed the Creating Vibrancy Report which largely focused on how to stimulate growth and activity in the downtown and adjacent waterfront area. This Report was a springboard to this Master Plan effort and is included as an appendix to this Plan.
- In 1994 the City prepared the Belfast Renaissance Plan, which also focused on the downtown and waterfront. In 2005 and again in 2010 the City reviewed how this Plan had been implemented and found that while most public sector improvements had been accomplished, few of the proposed private sector initiatives had been realized.
- In 1990, the City prepared a Harbor Management Plan that also provided the template used to regulate land use activities along the waterfront throughout the 90's until 2005.
- The City, through a project, examined the potential to use the now vacant Mathew Brothers building as an event/performance center and in 2010 similarly considered the viability of the now vacant National Theater Workshop (former Crosby School) building located on Church Street.
- In 2011, after first organizing as a Maine Street network community, Belfast, through the 'Our Town Belfast' organization, became the newest Maine Street community. Although it is only 1 year old, it now seems to be an indispensable contributor to the vitality of the downtown.

In short, Belfast is not a community which just sits back and expects good things to drop into its lap. Local business leaders and citizens demand that the City government take risks and be aggressive in pursuing opportunities that would benefit for the community.

ZONING RECOMMENDATIONS – DOWNTOWN, WORKING WATERFRONT, & EXISTING RESIDENTIAL AREAS

The City should pursue implementing the following recommendations to ensure City Ordinances support the type and character of development the City wants to encourage and attract to its downtown, working waterfront and residential areas. The City notes that the target dates for achieving the Recommendations identified in this Section are all expected to occur within the next 2.5 years.

Recommendation #1. The City shall implement land use recommendations identified in its Future Land Use Plan (new Comprehensive Plan) for the downtown and working waterfront and existing residential areas. **Target Date for Implementation July 2012**

Recommendation #2. The City should ensure its redesigned website (operational in summer 2011) includes easily understandable or accessed information regarding permitting standards and processes. **Target Date January 2012**

Recommendation #3. The City should consider including additional properties along the inland side of Front Street, particularly several properties located westerly of the Sewer Treatment Plant, in the Waterfront Mixed Use Zone. **Target Date July 2012.**

Recommendation #4. Ensure City zoning ordinances recognize redevelopment opportunities associated with Waterfall Arts' use of the Governor Anderson School and the office building on High Street formerly occupied by the National Audubon Society; potential use of contract rezoning. **Target Date July 2012**

Recommendation #5. The National Theater Workshop is making little use of the former Crosby High School which it purchased and extensively renovated in the late 1990's. The City should ensure Ordinances recognize opportunities for multi-use; potential use of contract rezoning. **Target Date July 2012**

Recommendation #6. The City should re-enact provisions of its Intown Design Review Ordinance, Chapter 80, City Code, and should examine the merits of expanding the size of the area subject to Type 1 Mandatory Compliance permit review. **Target Date July 2012**

Recommendation #7. Current zoning ordinances and building codes may impede the redevelopment and reuse of upper floors of buildings in the downtown that are 3 floors or greater in height. The City should ensure its building code fosters opportunities for reuse of existing buildings that are greater than 3 floors or greater in height, and should consider the potential use of financial incentives in concert with the zoning code to achieve this goal. **Target Date July 2013**

Recommendation #8. The City should pursue establishing performance standards and technical standards for new development and the redevelopment of existing properties that reflect development considerations specifically related to the downtown and waterfront area. At present, some development in this area must comply with standards that are based on how development should occur in residential areas or on larger rural lots. **Target Date July 2013**

Recommendation #9. City should cooperatively work with FEMA to ensure current Floodplain maps for Belfast, which were produced in 1990, are updated. City believes current maps may inaccurately identify flood elevations for the section of the working waterfront located westerly of the City breakwater. **Target Date July 2014**

DOWNTOWN & WATERFRONT BUILDINGS & EXISTING CONDITIONS

Most of the buildings located along Main Street, Church Street, and High Street are located in a state and federally recognized historic district. Many consider downtown Belfast to be one of the best preserved downtowns in Maine. Many of the existing buildings are in good or very good condition, and quite a few have undergone changes in the last 10 years (2001 – 2010). A survey conducted by the Code and Planning Department found the following:

- 4 Buildings were increased in height or the number of floors.
- 12 Buildings were expanded to provide more square footage.
- 31 Buildings were renovated.
- 4 Buildings were demolished.
- 1 New Building was constructed.

That said, some buildings and properties located on the immediate edge of downtown and along the waterfront are in very poor and deteriorating condition. While much is ‘right’ in Belfast, many buildings are in real need of improvement. The following actions are suggested:

Recommendation #1. The City should pursue strategies to encourage redevelopment in areas in which a majority of the existing buildings are in poor or very poor condition. The area along Front Street, near the former Stinson Seafood property, and the area near the Penobscot Frozen Foods freezer plant on Front, Spring and Cross Streets are most in need. In addition, the area near the Duvall service station on Market, Anderson and Church Streets also is a concern, as is the Washington Street area. Streetscape and infrastructure improvements are particularly needed. Strategies include pursuing grant funds and using City monies to construct improvements. **Target Date 2012 – 2020. (Note – This is a major undertaking and will require incremental improvements).**

Recommendation #2. The City should consider implementing a façade grant/loan program that would assist private property owners to upgrade their existing storefronts. This approach may involve pursuing outside grant funds and using monies from the City Downtown Tax Increment Financing District to support such a program. **Target Date January 2014.**

Recommendation #3. Conduct a good quality inventory of the condition and amount of usable space in all downtown and waterfront buildings. Further, use this information to assist in marketing said properties. **Target Date July 2012**

Recommendation #4. Allow multi-use development in the downtown and waterfront area, particularly the use of upper floors for residential development. This recommendation includes continuing the current standard which eliminates the need for on-site parking for most areas in the downtown, and which allows the Planning Board flexibility in considering on-site parking requirements in areas adjacent to the downtown. **Target Date Continue Current Standards**

Recommendation #5. Provide education to downtown business owners regarding the use of historic tax credits to assist them in the potential renovation of their buildings. **Target Date January 2013 and ongoing.**

Recommendation #6. Explore opportunities to enhance the energy efficiency and ‘green’ friendly redevelopment of existing structures in the downtown. Work toward Belfast becoming a more energy efficient community. Belfast’s participation in the PACE program is but one example. **Target Date Ongoing**

Recommendation #7. Pursue CDBG funding to assist multi-family residential property owners to upgrade their existing units, including addressing energy efficiency concerns. To date, Belfast has not participated in this program. **Target Date 2011**

Recommendation #8. In the past, much of Belfast’s downtown area was used to support industrial activities and numerous existing properties may be subject to some level of contamination. Pursue the use of federal/state Brownfields assessment funds to assist property owners to determine potential contamination and to pursue funds to remedy identified problems. **Target Date January 2012**

Recommendation #9. Ensure the City Code Enforcement Officer is well trained in implementation of the state-wide building code with respect to nonresidential structures and accessibility. This will require the dedication of City funds for training. **Target Date January 2012 and Ongoing**

Recommendation #10. The City should encourage new construction and the renovation of existing buildings to be compatible with the form and scale of existing buildings in the downtown and along the waterfront by continuing the current Ordinance provisions requiring design review and potentially expanding the area subject to mandatory compliance. **Target Date July 2012**

RESIDENTIAL BUILDINGS & USES IN THE DOWNTOWN AREA

Overall, the number of new private housing starts in Belfast has been trending downward. From 2000 - 2006, there routinely were 20 - 35 new single family housing starts in Belfast. In 2007 - 2010, this number decreased to only 10 - 14 new starts. While there were two new multi-family housing development projects undertaken by firms using government grants or bonds to construct affordable or special needs housing, the only new privately constructed multi-family housing was by Tall Pines, an assisted living facility. While none of this development occurred in the downtown or along the waterfront, it is significant to note that 2 proposed redevelopment projects for the former Stinson Seafoods property, one of which involved 22 residential condominium units and a second which involved about 35 units, failed. Most housing activity in Belfast centered on the renovation of existing housing units, including several property owners who renovated the upper floor of an existing downtown building to create one or more residential units.

A survey conducted by the Code and Planning Department determined that there are about 120 residential dwelling units, most of which are 1 or 2 bedroom units in the downtown area. All but a few are located on the upper floors of existing buildings. While there are some opportunities to construct additional residential units in several of the larger downtown buildings, most 2 or 3 story buildings appear to be nearly fully developed for residential housing.

Recommendation #1. Belfast should continue its current regulatory approach which does not establish a density standard for the number of housing units that can be constructed on the upper floors of downtown buildings. **No change needed to existing policy.**

Recommendation #2. Belfast should continue its current regulatory approach which does not require on-site parking for residences located on the upper floors of buildings located in much of the downtown area. **No change needed to existing policy.**

Recommendation #3. Belfast should explore the desirability of using credit enhancement agreements through its existing Tax Increment Financing (TIF) district for the downtown and waterfront area if a property owner constructs a new building or renovates an existing building to provide additional year-round residential dwelling units. Further, this program could be targeted to encourage owners of several of the existing larger buildings (3 or more stories) in the downtown to renovate their buildings for residential use. At present, the Belfast TIF district dedicates all revenues generated through the TIF to public projects. **Target Date 2013**

Recommendation #4. Many of the existing multi-family housing units in Belfast located near the downtown are in poor condition, and many tenants rely upon Section 8 vouchers. In 2011, the City applied for and obtained CDBG Housing funds to assist in renovating existing substandard multi-family housing units. City intends to implement this program by January 2012. It is recommended that the City attempt to establish this program as an on-going revolving loan fund and that the City seeks future grant monies as such may be available. **Target Date January 2012 & Ongoing**

Recommendation #5. There are several existing privately owned larger buildings in or near the downtown area that are located in a protected residential zoning district. The City should ensure current zoning offers flexibility to encourage the reuse of these buildings for a housing or multi-use project that includes housing. Contract zoning likely is the preferred option. **Target Date July 2012**

Recommendation #6. The City should remain in contact with owners of the National Theater Workshop building (former Crosby School) to determine if they want to sell the building, and to explore options and a strategy for its redevelopment. **Target Date July 2012 & Ongoing**

Recommendation #7. The City should encourage the demolition of the former Bradbury Nursing Home building on High Street and encourage its redevelopment as a residential housing project; likely 6 units or more. City should expand current use of contract rezoning and should consider the designation of a specific tax increment financing district for this property so that the existing abandoned and deteriorating structure can be demolished and the property redeveloped. **Target date Spring 2013 for TIF designation.**

ECONOMIC DEVELOPMENT & EMPLOYMENT OPPORTUNITIES

Belfast is the County seat and the 'shire' town of Waldo County. We believe folks who live elsewhere in Waldo County consider Belfast in such a light because many regularly drive into Belfast to work, to shop, to recreate and to socialize. And, while some consider the downtown to be a 'quiet' area and that there isn't enough reason to frequent the downtown, we offer a few perspectives on the state of the downtown.

An informal survey conducted in 2006 identified that 1035 people regularly worked in the downtown and waterfront. While this is fewer than the 1500 employees at Bank of America, employees in the downtown work in an area that is only 60 acres in size, which includes public streets, sidewalks and parking areas. In short, the downtown is an economic engine; and people earn a living by working in Belfast's downtown.

In 2010 the Code and Planning Department took a snapshot of the assessed values of both land and buildings located mostly along Main Street, from the bottom of Main Street Hill to Camden National Bank. While this area is less than 30 acres in size, total property value was \$30,665,000; a land value of \$11,562,100, and total building value of over \$19,000,000. If the downtown were viewed as a single entity rather than a collection of small lots, nearly one-half of which are less than 10,000 square feet in size, the downtown would be the second largest property tax payer in Belfast.

Some sections of Belfast's waterfront, particularly the former Stinson Seafoods property, have been pretty desolate since the former processor ceased operations in 2001 and eliminated over 100 jobs. While two past attempts to redevelop this property have failed, in January 2011, DUBBA, LLC purchased the property and established the Front Street Shipyard project. DUBBA immediately demolished several dilapidated buildings and began construction of a 165 ton marine travel-lift, the largest north of Rhode Island. The Shipyard (February 2012) now has 75 employees and believes they may reach 150 employees by 2013. The Shipyard is a transformative project for the waterfront.

Recommendation #1. City should financially support local downtown economic and organizational efforts, particularly Our Town Belfast, and should be an active participant in the organization. **Target Date 2011 & Ongoing**

Recommendation #2. The City should continue its past practice of financially supporting the Chamber of Commerce. **Target Date 2011 & Ongoing**

Recommendation #3. Belfast should also financially support Waterfall Arts and their efforts to have Belfast be a center for the creative economy. (Update. City & Waterfall Arts obtained a \$50,000.00 Creative Economy Grant in late 2011.) **Target Date 2011 & Ongoing**

Recommendation #4. Belfast should continue its participation and financial support of regional economic development efforts, particularly KWRED. **Target Date 2011 & Ongoing**

Recommendation #5. The boundaries of the City Tax Increment Financing district should be expanded to include both the Waterfall Arts and National Theater Workshop properties, at a minimum, which may create opportunities to spur new venues for the performing and visual arts, as well as opportunities for new housing. **Target Date Spring 2013**

Recommendation #6. The City should ensure that the Farmer's Market remains in the downtown area. The Belfast Farmer's Market is listed as one of the 50 best Farmer's Markets in New England (among 6,000 markets). The City now works with the Market to close off a section of Main Street once per month. (Update: Farmers Market has relocated from Front Street parking lot to Waterfall Arts) **Target Date 2012 & Ongoing**

Recommendation #7. Analyze the value of using TIF monies to fund organizational and operational costs of entities such as Our Town Belfast and special events such as the Celtic Festival, Arts in the Park, and such. **Target Date January 2013**

Recommendation #8. Ensure the hire and support of an Economic Development Director. This position has been part of City administration/management for only 1 year, since June 2010, and the City is seeing direct value from the decision to hire a Development Director. Development Director should work with organizations such as Our Town Belfast, the Chamber, Waterfall Arts and such. **Ongoing**

Recommendation #9. Upgrade City website. Work should be accomplished by August 2011. Current website is inadequate. **Target Date August 2011**

Recommendation #10. Pursue development of a second downtown hotel. The current hotel, a boutique hotel with 9 rooms has been a welcome addition to the fabric of the downtown, but there is a great need for hotel rooms in the downtown and on the west side of the River. **Target Date 2013 & Ongoing**

Recommendation #11. Pursue long term economic efforts to bring off-shore electrical power through the Belfast region and partner with other communities like Searsport to facilitate the manufacture and distribution of renewable energy components, the possible creation of a municipally owned power company, the creation of renewable energy industrial parks and the service of off shore renewable energy research and initiatives. **Target Date Ongoing**

Recommendation #12. Use information in the Event Center Report and the evaluation of the NTWH building and decide if Belfast should seek to construct an event center. **Target Date January – July 2013 & Ongoing**

Recommendation #13. Pursue marketing efforts that are directed to the people of the State of Maine to capitalize on getting people within reach of the City to come and spend time and money here 365 days a year. **Ongoing**

Recommendation #14. Look into the potential Benefits of creating a "Sister City Program" with Belfast, Ireland. Recommendation from Vibrancy Report. **Target Date 2013 & Ongoing**

Recommendation #15. Pursue becoming a model energy reduction and efficiency Community and pursue green technology businesses for Belfast. **Ongoing**

Recommendation #16. Encourage the creation of additional festivals and special events in Belfast. This was a key recommendation in the Vibrancy Report. Belfast has seen much success with the establishment of the Celtic Festival, the Boat Building Challenge, the Free Range Music Festival, and others, but there is room for more. **Ongoing**

Infrastructure

Much of the public infrastructure in the downtown and waterfront area is in reasonably good condition. The City has made significant upgrades to its Wastewater Treatment Plant, it has upgraded many of the major sewer service lines (partly to comply with a DEP overboard discharge abatement order), and stormwater and road improvements have often accompanied the sewer project improvements. Most of Main Street was improved in the late 1980's through a downtown rehabilitation project. Many of the streets have pedestrian scale lighting, sidewalks and on-street parking. This infrastructure is needed to support the density and scale of development in the downtown and waterfront area. It is noted that the Belfast Water District, a separate entity, manages the public water supply and fire hydrant system.

The recommendations in this section focus on deficiencies and some long-term desired improvements. Also, additional recommendations can be found in the Capital Improvement Program.

Recommendation #1. Front Street is an old and often neglected City street. This street, however, is the only way a vehicle can travel along the City's working waterfront. In the near-term, the City should conduct a preliminary engineering study to assess how best to rebuild Front Street, particularly the section located between Main Street and the Armistice Bridge. The preliminary engineering study should consider and offer recommendations regarding all infrastructure on this street, including but not necessarily limited to: public sewer, public water, stormwater, public parking, sidewalks, streetscapes, lighting and the location of power poles and the potential of locating power underground. **Target date to implement Conduct engineering study in 2012 - 2013 Construct improvements in 2013 Potential use of City TIF monies and EDA funds for this improvement**

Recommendation #2. City should examine potential benefits of using LED lighting for street lighting, and if appropriate, should install such lighting as local funding allows. City also should establish priorities for the replacement of existing lighting, including the type of light post, the location of such, and the cost to convert existing CMP arc lights to pedestrian scale lighting on select streets, including but not limited to: Cross Street, Miller Street, Front Street, and Washington Street. **Target Date Assessment in 2013 and begin implementing upgrades in 2014**

Recommendation #3. The City, in reconstructing or resurfacing existing roads, should ensure that existing curbs are reconstructed to ensure there is adequate facing to help direct stormwater. **Target Date Ongoing, as roads are resurfaced**

Recommendation #4. City should commission a stormwater management master plan, similar to its 2000 sewer master plan, to identify how to upgrade storm sewers through-out the downtown and waterfront area and in the adjacent residential housing areas. **Target Date July 2013 budget year**

Recommendation #5. City should examine the cost of how to provide a transportation 'clear zone that would eliminate or relocate overhead power lines to better enable the transport of boats to storage yards located outside the waterfront and downtown area. Main target areas are Front Street, Main Street, and Waldo Avenue. **Target Date July 2013 budget year for study Examine if feasible to implement**

Recommendation #6. City regularly makes repairs to its existing downtown sidewalks. City should pursue expanding sidewalks to currently unserved areas, such as but not limited to: Cross Street, lower Spring Street, Front Street (Harbor Walk project), Pierce Street, and Market Street. **Target Date Implement a 7 year plan beginning in 2012 to expand sidewalk system**

Recommendation #7. City should upgrade its current waterfront facilities, reference Harbor recommendations.

PEDESTRIANS & RECREATION

Much of the downtown and waterfront area is connected by a sidewalk and road system. That said, the shoulders of the downtown area (Cross St, Washington Street, Market Street, and Front Street) often lack adequate sidewalks, and several of the major intown streets (inside the bypass) also lack sidewalks. As a community in which many residents and visitors walk, it is critical that Belfast have a good quality pedestrian friendly sidewalk system. Also, the importance of connectivity in Belfast is perhaps best underscored by the community's decision in 2006 to spend \$3.7 million (\$2.7 million in local tax revenues) to renovate the former Route 1 Bridge (now called the Armistice Bridge) to provide a pedestrian connection across the Passagassawakeag River between Belfast and East Belfast.

Recreation along the waterfront and in the downtown is supported by the City's extensive series of parks along the waterfront; Heritage Park, Steamboat Landing Park, and Belfast Common. Belfast's boat harbor provides access to Penobscot Bay for both commercial and recreational users. Belfast's many summer festivals also provide recreational and social opportunities.

In this Plan, our main thrust is to encourage connectivity, both along the waterfront, between the downtown and the waterfront, and between Belfast's urban streets and the downtown and waterfront area.

Recommendation #1. Belfast should continue to encourage use of its downtown and waterfront parks to support special activities, such as the Celtic Festival, Arts in the Park and the Boatbuilding Challenge, while ensuring that the parks are regularly accessible to residents and visitors for casual use. Parks and Recreation should take the lead. **Ongoing**

Recommendation #2. Belfast should complete the design and construction of the Harbor Walk, including constructing the Footbridge Road improvements. The intent is to create connectivity among Belfast's waterfront parks and facilities and area businesses, including enhancing access to the Armistice Bridge. **Target Date Construct most of Harbor Walk in 2012 Construct Footbridge Road section of Harbor Walk in 2014**

Recommendation #3. Encourage greater pedestrian connectivity between the downtown and major employers and public facilities and institutions near the Route 1 bypass, including but not limited to access to the University of Maine Hutchinson Center and Bank of America on Route 3, and access to Troy Howard Middle School and the YMCA on Rte 52. **Target Date Long-term project Likely 5 – 10 years to implement**

Recommendation #4. Encourage pedestrian access between the downtown and Belfast's rural area along the former Belfast and Moosehead Lake Railroad line by pursuing construction of the Passy Rail Trail project. City purchased railroad right-of-way in 2010. Project would connect with the Harbor Walk. **Target Date First examine feasibility and then explore construction Long term project Likely 5 – 10 years to fully construct this 2.5 mile long trail.**

Recommendation #5. Work with local service providers, such as Waldo County General Hospital, to encourage more recreational walking in Belfast. **Ongoing**

Recommendation #6. The City, when reconstructing major roads, should consider options to enhance pedestrian and bicycle use. Potential approaches similar to Miller Street and Northport Avenue improvement projects. **Ongoing**

Recommendation #7. Retain ownership of Belfast rangeways that provide public access to the coast at many points and install appropriate signage and construct appropriate improvements at said rangeways. **Currently an active program of the Council Assessment of rangeways completed and now periodically installing improvements**

SIGNAGE

While there is an extensive amount of informational signage in Belfast and there have been several past attempts to better direct the traveling public to the downtown and waterfront area, it is clear that Belfast should work to establish a more cohesive approach to its directional and wayfinding signage. Specific recommendations are identified in this Plan for such signage. A major addition to Belfast that attracts both visitors and residents is the interpretative signage erected through-out much of the City by the Belfast Historical Society. Also, while Belfast has long had a sign Ordinance, many of the current provisions are outmoded or difficult to interpret to well serve downtown scale development.

Recommendations – Wayfinding & Directional Signage

Recommendations #1. Select a final design for the directional signage for signs directing the traveling public from Routes 1 and 3 to the downtown and waterfront and work to install initial signs in the summer of 2012. The City Council has allocated \$10,000 in City funds to help pay the costs of initial signs. **Target date for implementation June 2012 Solicit future funds to install additional signs 2013 and 2014**

Recommendation #2. Work with the Downtown - Waterfront Master Plan Committee and Our Town Belfast to select a preferred design and location for installing informational kiosks in the downtown and along the waterfront. Determine content that can be included in the kiosk and who is responsible for maintaining such. Three kiosks to be installed as part of Harbor Walk project. **Target Date for initial kiosks Summer 2012**

Recommendation #3. Examine using information contained on the kiosks as informational bulletin boards that can easily be accessed on the City website. **Target Date for implementation Summer 2013**

Recommendation #4. Establish a long-term strategy, costs and priorities, for replacing existing informational signage, such as signs that identify the location of City parking lots and facilities, so signage throughout the City is consistent. **Target Date for preparing plan March 2013**
Implement installing signage in accordance with plan.

Recommendation #5. The Museum in the Street program established by the Belfast Historic Society is a great resource in Belfast. The City should ensure that the existing program can be expanded to incorporate new opportunities, such as in construction of the Harbor Walk. **Target Date for Implementation Ongoing as new projects occur.**

Recommendation #6. The City should identify options to better allow MDOT Business directional signs on major State roads to provide direction to businesses in the downtown and waterfront area. **Target Date January – June 2013**

Recommendations – Sign Ordinance

Recommendation #1. City should elicit the expertise and cooperation of the Our Town Belfast organization, particularly the design review committee, to examine current sign standards for the downtown and waterfront area and to identify how best to regulate signage in both the downtown and waterfront. **Target Date for Work January- June 2013 Planning Board reviews Ordinance amendments and Council adopts.**

Recommendation #2. City should elicit the cooperation of the Our Town Belfast organization in asking property owners to 'self-police' the display of sandwich board signs and the quality of such signage. **Target Date for Implementation January- June 2013.**

Recommendation #3. City should consider using flexible standards for the size of signs permitted in the Waterfront zoning district based on the size and purpose of the buildings on which signage is located. The current 15 square foot limit often results in signs that are out of scale. **Target Date January – June 2013**

CAPITAL IMPROVEMENT PROJECT PLAN

The City has long engaged in preparing a capital improvement project program to help guide how best to target the expenditure of its limited capital budget monies. Belfast routinely allocates a portion of general City revenues raised through taxation to fund capital projects, and it also uses such revenues to pay the cost of borrowing funds to construct larger capital projects. Belfast, like most communities, attempts to obtain grant funds to pay eligible project construction costs. An additional method the City has used is to establish reserve accounts for Department purchases that periodically occur; all the way from a new ladder truck to purchasing a photocopier. The City, in 2005, also established a Downtown Tax Increment Financing District as a tool to help raise funds to provide public improvements in the downtown. While this District generated few annual revenues (less than \$8,000/year) since 2006, the amount of annual revenues should increase dramatically with the 2011 – 2012 improvement constructed by the Front Street Shipyard project.

Project Request #1. Construction of the Harbor Walk. Design and construction of the Harbor Walk project has been the Council's highest priority since 2009. The City has actively engaged in preparing a preliminary design plan for the project, has secured about \$800,000 in grant funds, and it is preparing to begin construction in the spring of 2012. The total estimated project cost to construct all sections of the project, including the Footbridge Road section, now approaches \$2.4 million. The Harbor Walk is intended to provide connectivity throughout the working waterfront and encourage linkages with the downtown, the eastside (via the Armistice Bridge) and ultimately to the former Belfast and Moosehead Lake Railroad line (the Passy Rail Trail) that the City intends to establish as an urban – rural link.

Target Date Construction Spring – Fall, 2012

Project Request #2. Construction of Commercial Fishermen's Dock. Estimated cost \$400,000. The City desires to construct a permanent public dock facility to support the City's small but active commercial fishing fleet. The preferred location is the City Boat Harbor. Design completed in February 2012. **Target Date Fall 2012**

Request #3. Reconstruction of Front Street. Total estimated cost in excess of \$3,500,000. Front Street is the only means of vehicular access to any property along Belfast's working waterfront. The street is in very poor condition. It lacks pedestrian amenities, the stormwater system is inadequate, the road base is substandard, and the width of the road is inadequate to accommodate the size of vehicles that regularly use the road. The need to address the condition of Front Street has been greatly heightened by the arrival of the Front Street Shipyard project. They intend to use Front Street to move boats in and out of the storage and repair buildings on their property. In addition, Front Street is the main means by which Penobscot- McCrum tractor trailer trucks access their cold storage facility near Belfast Harbor, Belfast Boatyard uses the street for moving boats and there is a growing number of small retail and restaurant uses on this street. Work also involves improvements to the existing sewer and water services (potential participation of the Belfast Water District), and examining if it is feasible to locate existing power lines underground. **Work Target Date Feasibility Study in 2012 – 2013 Project Construction in 2013 – 2014**

Project Request #4. Reconstruction of Cross Street, from Main Street to Miller Street, and the construction of pedestrian amenities. Estimate of \$450,000.00. At present, there are few businesses which depend on this short street, and it has little character. This street, however, provides significant opportunities for future private development, and also offers opportunities for on-street parking. Another key issue is supporting pedestrian use and creating an inviting walkway connection between the downtown and the City's parks at Belfast Common and Steamboat Landing. **Target Date Design in 2012 – 2013 Construction in 2013 – 2014**

Project Request #5. Expansion of Thompson Wharf facility. Estimated cost \$400,000.00. The City acquired ownership of the Thompson's Wharf dock 8 years ago and uses this dock to provide berthing for recreational vessels and one or more summer tour boats that operate out of Belfast. There is navigable water available to expand the dock without interfering with vessels that use the City channel. Fees charged for slip spaces will help pay the cost of maintaining the dock. Existing floats also must be rebuilt. **Target Date Design in 2013 Construction in 2014**

Project Request #6. Beaver Street Beaver Street, which is one of the shortest streets in Belfast, experiences a large amount of traffic coming down the Main Street hill that makes the turn onto Beaver Street to access High Street. Estimate of \$300,000.00. The front and rear entrances of businesses are located along this street, and it is the exit point for vehicles parked at the City Beaver Street parking lot. The City owns a limited amount of right-of-way for this street and it is seeking creative ways to make the street more attractive, pedestrian friendly and functional. **Target Date 2014 - 2015**

Project Request #7. Washington Street Estimate of \$475,000.00. Washington Street is nearly as short as Beaver Street, but it experiences considerably less traffic. At present, the street has little character; it is little more than a hunk of pavement. There also is little development along the street that depends on the character of the street to support their operations. Proposal to reconstruct the street, provide stormwater, pedestrian sidewalk and pedestrian scale lighting. No specific design plans at present, only a conceptual layout. **Target Date Design in 2015 Construction in 2016 – 2017**

Project Request #8. Sidewalk Extensions. Preliminary estimates in range of \$375,000.00. City desires to make sidewalk improvements to a number of shorter but significant streets that border the downtown. These include: Market Street, from Church St to Main St; Church St, from Anderson St to Market St; lower Spring St, from Cross St to Front Street; Main Street, from the Post Office to the shopping plaza in which Camden National Bank and Family Dollar are located; and the easterly side of High Street, from Spring Street to Miller Street. **Target Date Pursue completion of 1 project per year, 2013 - 2020**

Project Request #9. Opportunities to Provide Additional On-Street Parking. No cost estimate to date. There are opportunities to construct additional on-street parking on Miller Street, Spring Street, Cross Street and Court Street. The City will need to consider how to provide more public parking over the long-term. Use of existing right-of-ways to construct such parking offers a much less costly alternative than purchasing a property to construct off-street parking. Also, on-street parking it typically more convenient for users. **Target Date Pursue completion of 1 project every 2 years beginning in 2013**

Project Request #10. Downtown Lighting. No specific cost estimate to date, although pedestrian scale lighting often costs about \$6,500.00 per fixture/pole. The City has installed traditional downtown light posts on Main Street, Pendleton Lane, and Federal Street. Most other lighting in the downtown is provided by CMP arc lights. The City is pursuing how best to replace much of the existing CMP lighting, including the type of light to install, the number of light fixtures that would be required, how the proposed lighting would affect the amount of light now provided by the CMP lighting, and the cost of installing such lighting. **Target Date Pursue completion of streets in phases, and as other project work occurs**

Ongoing Effort. Landscaping. The City and the volunteer GreenStreets committee have worked hard to increase the number of street trees in the downtown area, and the local Garden Club and various downtown merchants have committed their energies to providing and maintaining flower beds. The City desires to enhance its current efforts. As such, the City will regularly plant appropriate species of street trees, particularly as an element of a larger project. **Target Date Pursue completion of plantings in conjunction with other project work**

BELFAST HARBOR & WORKING WATERFRONT

Belfast has a real working waterfront. The waterfront area, which has about 3,700 lineal feet of shore frontage between the Boathouse at Steamboat Landing to the southeast and the Armistice Bridge to the northwest, features two active boat builders, Front Street Shipyard and French & Webb (3 separate locations and buildings); two active boatyards, Front Street Shipyard and Belfast Boatyard; 3 private marinas, Consumer Fuels, Belfast Boatyard, and Front Street Shipyard; a tug boat operation, Penobscot Bay Tractor Tug; two public boat harbors/marinas, Belfast Harbor (which includes facilities for commercial fishermen) and Thompson's Wharf; and over 300 moorings. And, even with this dense development, the waterfront area features two City parks, Steamboat Landing and Heritage Park, which have a combined 1,100 feet of shore. This 17 acre area between Front Street and the shore also supports 4 restaurants, 3 retail stores, 4 professional offices, 3 public parking areas (about 140 spaces), the City owned Boathouse at Steamboat Landing, and several private residences located on the upper floors of waterfront buildings.

In the last 25 years the City has invested significant monies and resources into its harbor to aid in the transition from a manufacturing (food processing and wood products) area to one in which recreational boaters and the public now want to visit. A breakwater was constructed for Belfast Harbor, onshore support facilities were constructed and public parks developed. Private reinvestment in the waterfront has followed the City's investment, with most of the uses listed above having been established within this same 25 year time period. Now, with the arrival of the Front Street Shipyard, and French & Webb's decision to purchase one of its own buildings, the City believes the waterfront area is positioned to experience significant additional growth and redevelopment. Such growth also directly benefits the downtown because Belfast's working waterfront is located immediately at the base of Main Street, and it is some of the only flat land in the downtown.

It is noted that this Chapter of the Downtown & Waterfront Master Plan was updated in February 2012 to reflect additional work performed through a State Planning Grant for Belfast Harbor.

Recommendation #1. Ensure that City waterfront zoning and shoreland zoning support marine dependent uses, recognize the configuration of existing properties and respect that most of this area is 3 feet to 8 feet below the 100 year flood plain. The currently adopted waterfront mixed use zoning district and waterfront development shoreland district favorably address this strategy; however, minor changes may be warranted. **Target Date January 2013**

Recommendation #2. The Harbor Committee, as of February 2012, is nearing completion of its Inner Harbor Mooring Plan that establishes mooring basins for commercial fishermen and commercial users in the Inner Harbor, and which establishes standards to achieve the effective use of these mooring basins. This project largely was funded by a State Planning Grant and this will be the first definitive plan for use

of the Inner Harbor mooring field; which features the most protected waters in Belfast Harbor. Implementation of this Plan will require the adoption of amendments to Chapter 30, Marine Activities, in the City Code of Ordinances, and subsequently rearranging nearly all moorings in the Inner Harbor.

Target Date May 2012 **Ordinance adoption** **Rearrange Moorings** **2012 Boating Season**

Recommendation #3. The Harbor Committee has long envisioned the construction an upgraded public landing/dock for commercial fishermen. The Committee worked with Urban Harbors Institute to consider potential options and subsequently worked with Baker Design to prepare engineering plans for a new dock. The City is now seeking public funds to assist in construction of the upgraded facilities and hopes to soon commence construction. **Target Date** Fall 2012

Recommendation #4. The City acquired ownership of Thompson's Wharf through the demise of the Belfast and Moosehead Lake Railroad. This facility provides the public direct access to the upper area of the Inner Harbor. The current facilities are in need of repair and there are opportunities to expand the length of the current floats. The City should upgrade and expand the Thompson's Wharf facility and consider the optimum future use of the facility. **Target Date** Spring 2014

Recommendation #5. Belfast's working waterfront is situated on a narrow band of flat land located between Front Street and the shore. This limited land area supports a wide range of public and private uses. Connectivity, both for pedestrians and motorists (including commercial users), through-out this area, however, is a problem. The City should address connectivity for pedestrians/bicyclists by construction of the Harbor Walk, and should address connectivity for motorists, particularly for commercial businesses, by reconstructing Front Street and providing amenities such as on-street parking, lighting, sidewalks, and underground storm sewers. **Target Date** Harbor Walk – 2012
Front Street – 2013 & 2014

Recommendation #6. The increase in the number of recreational moorings has increased demand for dingy tie-ups. The City, in considering improvements to Thompson's Wharf, should consider opportunities for dingy storage, and the City should also explore additional options near Belfast Harbor. **Target Date** 2015

Recommendation #7. The increased recreational use of Belfast Harbor and the upper reaches of the Passagassawakeag River have resulted in greater interest in providing one or more kayak launch areas. The City should identify potential locations to support a kayak launch (in addition to the one near the Boathouse) and should construct needed improvements. **Target Date** 2016

Recommendation #8. A long-term, albeit very expensive goal of the Harbor Committee, is to construct one or more wave attenuators to provide greater protection to the expansive mooring area located southerly of the Belfast breakwater. This area lacks good protection and is a constraint on the number of boaters who may want to establish a mooring in Belfast. The drawback is cost, likely in excess of \$15 million, and permitting. Regardless, the City should pursue the use of federal funds to provide greater protection to mooring fields in Belfast. **Target Date** Long-Term 10+ Years

**Addendum to Table 1 from the Original Development Program:
Public Facilities Program for the Downtown Waterfront TIF Development Program**

Status update on previously approved projects in original Waterfront Downtown TIF Development Program:

- The Armistice Footbridge project has been completed (originally listed as “Complete footbridge”).
- The section of the Belfast Harbor Walk from the Boathouse to the Armistice Footbridge is expected to be completed in the first half of 2013 and the Footbridge Road portion is expected to be constructed in 2014 (originally listed as “Complete walkway from footbridge to Heritage Park”).
- No other projects from the original Waterfront Downtown TIF Development Program have been undertaken to date, but will remain on the approved project list with the addition of the following items.

ENHANCED/EXPANDED PROJECTS FROM ORIGINAL PROJECT LIST

Enhanced/Expanded Project	New Cost Estimate	Statutory Citation
<u>Floats in the Harbor:</u> Construction of floats in Belfast Harbor, including upriver of the Armistice Bridge (original project only approved floats “upriver floats other side of footbridge”). Floats will facilitate use of the downtown by the recreational (tourist industry) and commercial boating industry and will support boat retrofit and storage businesses.	\$400,000	30-A M.R.S.A. §5225(1)(A)(1) (to the extent not located within the boundaries of the district, (1)(B))
<u>Washington Street Improvements:</u> including but not limited to reconstructing the street, providing stormwater infrastructure, a pedestrian sidewalk, and pedestrian-scale lighting (original project simply stated “Improvements to Washington Street”).	\$475,000	30-A M.R.S.A. §5225(1)(A)(1)
<u>Sidewalk Extensions and Improvements:</u> including but not limited to Market St. (from Church St. to Main St.); Church St. (from Anderson St. to Market St.); Main St. (from the Post Office to Belfast Plaza); Pierce St.; and the easterly side of High St. (from Spring St. to Miller St.) (original project simply stated “improve sidewalks”)	\$375,000	30-A M.R.S.A. §5225(1)(A)(1)
<u>Belfast Harbor Walk:</u> Construction of Belfast Harbor Walk, including Footbridge Road portion and future improvements to existing portions of the Belfast Harbor Walk and the Armistice Footbridge (original project stated “complete walkway from Footbridge to Heritage Park”).	\$2.1MM	30-A M.R.S.A. §5225(1)(A)(1) & (1)(C)(6)
<u>Front Street Reconstruction and Improvements:</u> Front Street reconstruction and improvements including improve stormwater, sewer, and water systems, improve road base, redirect street path, relocate power lines underground (from Belfast Harbor to Pierce Street) (original project included only widening street, improving sidewalks, streetscapes, parking and lighting). This project will help establish Front Street as an industrial street that supports the Front Street Shipyard operation and other industrial activity.	\$4.5MM	30-A M.R.S.A. §5225(1)(A)(1)
<u>CDBG Downtown Revitalization Projects:</u> Improvements associated with Community Development Block Grant Downtown Revitalization project – including but not limited to on-street parking spaces; new sidewalks and crosswalks; installing new pedestrian-scale lighting; replacing the existing drainage swale along Spring Street with an underground storm water system; redesigning utilities and drainage; installing new way finding signage (including an informational kiosk); constructing a gateway plaza, benches, and other welcoming improvements to Belfast Common; and streetscape amenities within the downtown (original project only stated “Belfast Common parking and related amenities”).	\$700,000 (partially supported by CDBG Grant)	30-A M.R.S.A. §5225(1)(A)(1)

COMPLETELY NEW PROJECTS

New Project	Cost Estimate	Statutory Citation
<u>Thompson Wharf Expansion</u> : Expansion of the public wharf which serves to support recreational (tourist industry) and commercial boating. Expansion project includes rebuilding existing floats.	\$400,000	30-A M.R.S.A. §5225(1)(A)
<u>Beaver Street Improvements</u> : Sidewalk, stormwater, utility and parking improvements.	\$300,000	30-A M.R.S.A. §5225(1)(A)
<u>Public Streetscape Improvements</u> : including landscaping as a way to attract people to the downtown and support the tourist industry. (Periodic improvements throughout TIF district.)	\$250,000	30-A M.R.S.A. §5225(1)(A)
<u>Street Light Improvements</u> : Replace existing Central Maine Power lighting with pedestrian-scale street lighting (LED lighting). This project will focus on Church St, High St, and Market St, however, improvements will exist throughout district at approximately \$7,500/pole.	\$350,000	30-A M.R.S.A. §5225(1)(A)
<u>On-Street Parking Improvements</u> : construction of additional on-street parking in the district to bring people to the downtown area more easily.	\$400,000	30-A M.R.S.A. §5225(1)(A)
<u>Commercial Event Center</u> : Planning, design and construction of a commercial event/performance and conference center that would promote the tourist and arts industry.	\$2,000,000	30-A M.R.S.A. §5225(1)(A)
<u>Demolition of City-owned Building</u> : Demolition of the Belfast Maskers building with the intent to redevelop it for commercial use.	\$50,000	30-A M.R.S.A. §5225(1)(A)
<u>City Economic Development Office*</u> : including staff and other departmental budget items. All expenditures work toward the promotion of economic development in Belfast.	\$75,000	30-A M.R.S.A. §5225(1)(C)(1)
<u>Professional Service costs and administrative costs*</u> : costs associated with the development program including but not limited to legal, architectural, planning, and internal staff time costs devoted to the development program.	\$15,000	30-A M.R.S.A. §5225(1)(A)(4) & (A)(5)
<u>Various economic development-related endeavors supported by the City</u> : Each of the following organizations is provided some funding from the City: <ul style="list-style-type: none"> • Our Town Belfast: This is the Belfast Maine Street Maine program. • Belfast Creative Coalition: Works to promote the regional creative economy through programs • Belfast Area Chamber of Commerce • Waterfall Arts: Works to promote the Belfast creative economy through programs, located inside the district. 	Approx. \$60,000 annually	30-A M.R.S.A. §5225(1)(C)(1)
<u>Downtown Events</u> : City funding for downtown events including the Celtic Festival, the Belfast Street Party, the Harborfest, Arts in the Park and more. All such events promote the City's tourist industry as well as other industries.	\$20,000	30-A M.R.S.A. §5225(1)(C)(1)
<u>Revolving loan funds/investment funds</u> : Such a fund could be structured to provide grants and loans to businesses for a variety of purposes all of which will help businesses succeed.	\$50,000 anticipated capitalization amount.	30-A M.R.S.A. §5225(1)(C)(3) & §5230

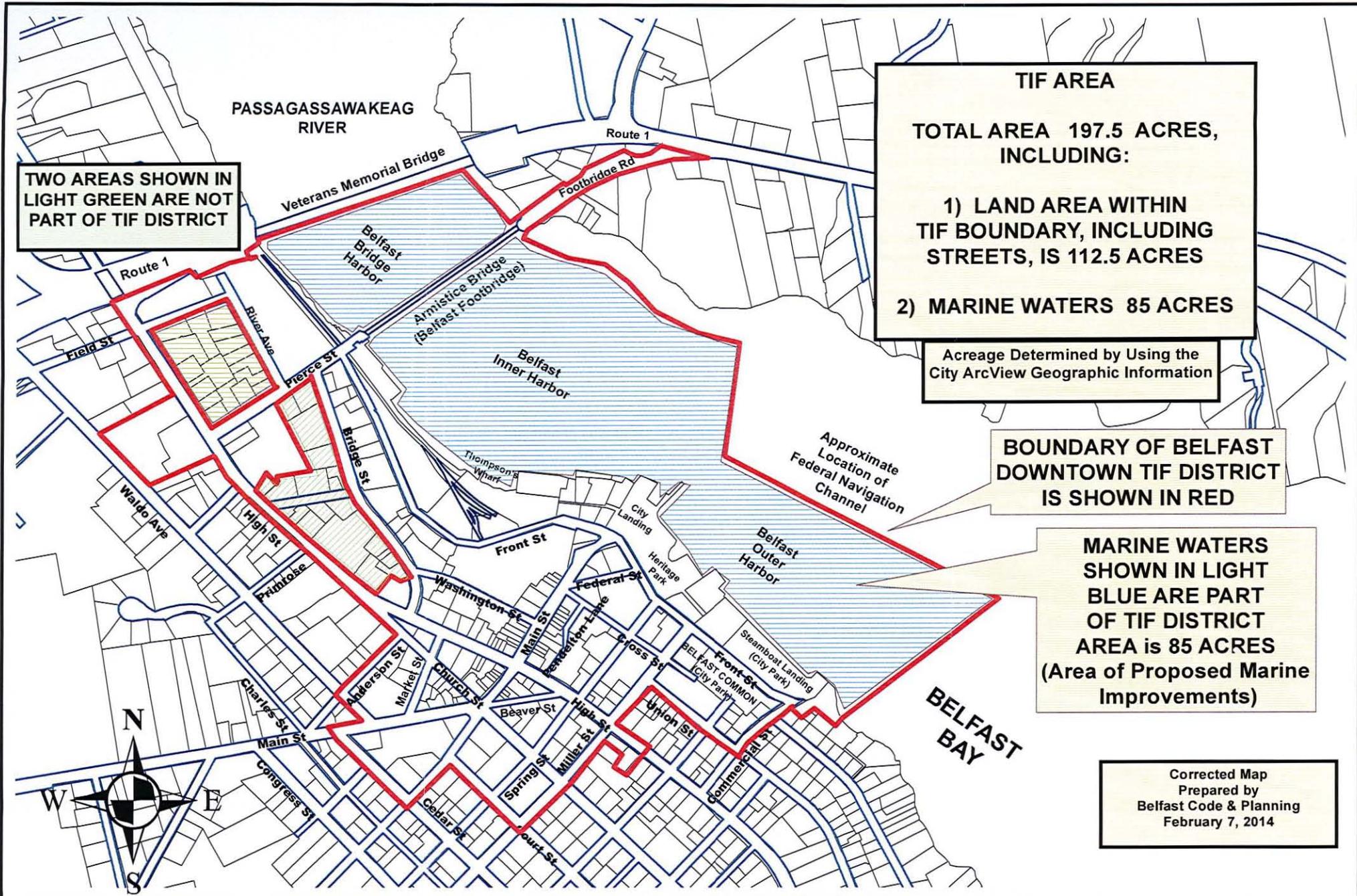
New Project	Cost Estimate	Statutory Citation
<u>Wave Attenuator or Breakwater:</u> Includes feasibility and engineering studies as well as the construction of a capital improvement that would result in a greater amount of boating traffic in and around the downtown area, including the Front Street Shipyard. The harbor is not very well protected from the ocean, thus with increased boating traffic, a wave attenuator or breakwater will facilitate safe increased traffic.	\$3,000,000	30-A M.R.S.A. §5225(1)(A) & §5225(1)(C)(2)
<u>Financing Costs:</u> In the event the City sees fit to issue Municipal bonded indebtedness to finance any of the approved project costs, the costs of such financing. If the City chooses to issue such bonds, the City shall comply with then-existing restrictions applicable to such projects contained within the TIF statute (Title 30-A M.R.S.A. §5221 et. seq.).	\$250,000	30-A M.R.S.A. §5225(1)(A)(2)
<u>Credit Enhancement Agreements:</u> In the event the City sees fit to enter into credit enhancement agreements with individual developers who are developing property within the district, the City Council shall have the authority after a public hearing to enter into such agreements as long as such agreements comply with the then existing TIF policy of the City, as amended from time to time.	None contemplated at this time.	30-A M.R.S.A. §5225(1)(A)
<u>TOTAL:</u>	\$15,770,000	

**These particular projects may also be funded using TIF revenues from the Northport Avenue TIF District.*

Note: The Waterfront Downtown TIF District shall also accept TIF revenues from other City TIF Districts as deemed necessary or convenient for the accomplishment of the City's goals if other TIF Districts in the City allow for such a mechanism in their respective Development Programs pursuant to Title 30-A M.R.S.A. §5225(1)(B)(3).

AMENDED (CORRECTED) DOWNTOWN WATERFRONT TIF BOUNDARIES MARCH 2013

EXHIBIT H



TWO AREAS SHOWN IN LIGHT GREEN ARE NOT PART OF TIF DISTRICT

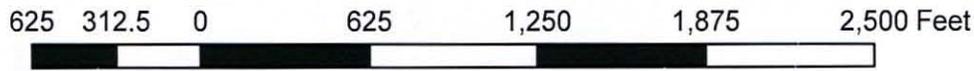
TIF AREA
TOTAL AREA 197.5 ACRES, INCLUDING:
1) LAND AREA WITHIN TIF BOUNDARY, INCLUDING STREETS, IS 112.5 ACRES
2) MARINE WATERS 85 ACRES

Acreage Determined by Using the City ArcView Geographic Information

BOUNDARY OF BELFAST DOWNTOWN TIF DISTRICT IS SHOWN IN RED

MARINE WATERS SHOWN IN LIGHT BLUE ARE PART OF TIF DISTRICT AREA IS 85 ACRES (Area of Proposed Marine Improvements)

Corrected Map Prepared by Belfast Code & Planning February 7, 2014



STATUTORY REQUIREMENTS & THRESHOLDS**EXHIBIT I**

A. ACRE LIMITATION			
1. Total Acreage of Municipality			20,769.63
2. Total Acreage of Proposed Municipal TIF District			197.50
3. Total Downtown acres contained in the Proposed Municipal TIF District			197.50
4. Total Transit acres contained in the Proposed Municipal TIF District			0
5. Total acreage of Proposed Municipal TIF District counted towards 2% cap (A2-A3-A4)			0
6. Percentage of total acreage in proposed municipal TIF District (cannot exceed 2%) Divide A5 by A1			0%
7. Total acreage of all existing and proposed municipal TIF districts in the municipality. Add A2 to sum of all existing TIF district acreage.			296.05
8. Total acreage of an existing or Proposed Downtown TIF District in the municipality.			197.50
9. Total acreage of all <u>existing</u> Pine Tree Development Zone TIF Districts in the municipality.			0
10. Total acreage of all existing or Proposed Transit TIF Districts in the municipality.			0
11. Total acreage of all existing and Proposed Municipal TIF Districts in the municipality counted toward 5% cap. Subtract A8+A9+A10 from A7.			98.55
12. Percentage of total acreage in all existing and proposed Municipal TIF Districts (cannot exceed 5%) Divide A11 by A1.			0.47%
13. Total Acreage of all real property in the Proposed Municipal TIF District that is:			
(Note: a, b, or c must be at least 25%)		Acres	%
a. Blighted (Divide acres by A2)		14.83	7.65%
b. In need of rehabilitation/conservation (Divide acres by A2)		0.00	0%
c. Suitable for industrial/commercial site (Divide acres by A2)		161.30	83.27%
	TOTAL	176.13	90.92%
B. VALUATION LIMITATION			
1. Total Aggregate Value of Municipality (TAV) <i>Use most recent April 1st</i>			\$691,409,760
2. Original Assessed Value (OAV) of Proposed Municipal TIF District. <i>Use March 31st of tax year preceding date of municipal designation</i>			\$47,407,280
3. Total OAV of all existing and Proposed Municipal TIF Districts in the municipality. <i>Add b2 to sum of all existing TIF district OAVs</i>			\$56,643,780
4. OAV of an existing or proposed Downtown TIF District in the municipality.			\$47,407,280
5. OAV of all <u>existing</u> Pine Tree Development Zone TIF Districts in the municipality.			\$0
6. OAV of all existing or Proposed Transit TIF Districts in the municipality.			\$0
7. Total OAV of all existing and Proposed Municipal TIF Districts in the municipality counted toward 5% cap <i>Subtract B4+B5+B6 from B3</i>			\$9,236,500
8. Percentage of total OAV to TAV in all existing and Proposed Municipal TIF Districts (cannot exceed 5%) Divide B7 by B1			1.36%

**CITY OF BELFAST
DOWNTOWN WATERFRONT MUNICIPAL DEVELOPMENT AND
TAX INCREMENT FINANCING DISTRICT**

AMENDED ASSESSOR'S CERTIFICATE

The undersigned Assessor for the City of Belfast, Maine, does hereby certify pursuant to the provisions of 30-A M.R.S.A. §5254 that the assessed value for all taxable real and personal property within the Downtown Waterfront Municipal Development and Tax Increment Financing District, as delineated on a map included in the First Amendment to the Development Program, to which this Certificate is attached, was:

Total Taxable Real Property of Newly-Added Parcels in this First Amendment:

\$4,295,080 as of March 31, 2012 (April 1, 2011).

Total Taxable Personal Property of Entire District (personal property not captured until adoption of this First Amendment):

\$2,117,200 as of March 31, 2012 (April 1, 2011).

Total Taxable Real Property of Original District:

\$40,995,000 as of March 31, 2006 (April 1, 2005).

IN WITNESS WHEREOF, This Certificate has been executed as of this 25TH day of March, 2013.

ASSESSOR

By: 

Printed name: ROBERT F. WHITELEY

Original Assessed Values for Individual Parcels

For newly-added parcels, taxable real property assessed value as of April 1, 2011 (March 31, 2012):

Map/Lot Number	Real Property Assessed Value as of April 1, 2011 (March 31, 2012)

011-098	\$556,780
011-167	\$0
011-168	\$0
011-169	\$0
011-171	\$247,200
013-032	\$0
013-032-A	\$0
013-045	\$1,328,600
013-046	\$56,500
013-073	\$161,300
013-074	\$135,400
013-075	\$345,700
037-057	\$159,000
037-058	\$130,200
037-059	\$220,700
037-060	\$144,900
037-061	\$238,800
037-062	\$107,300
037-163	\$262,200
037-164	\$200,500
Total (20 parcels):	\$4,295,080

**For all parcels in the district, taxable personal property assessed value as of April 1, 2011
(March 31, 2012):**

[Note: this list includes only parcels that have personal property assessed values as of April 1, 2011, but in the future, any new personal property value in the district will be captured]

Map/Lot Number	Personal Property Assessed Value as of April 1, 2011 (March 31, 2012)
011-005	\$81,600
011-006	\$16,800
011-009	\$5,400
011-010	\$3,400
011-011	\$1,500
011-012	\$15,400
011-014	\$1,500
011-015	\$2,700
011-017	\$300
011-018	\$1,500
011-019	\$32,100
011-020	\$3,600
011-021	\$65,200

011-023	\$26,500
011-026	\$15,300
011-029	\$2,300
011-032	\$3,000
011-037	\$1,000
011-038	\$5,700
011-039	\$22,200
011-041	\$500
011-050	\$43,100
011-051	\$3,700
011-058	\$42,000
011-060	\$5,400
011-062	\$14,400
011-062-B	\$14,300
011-063	\$23,900
011-064	\$5,500
011-065	\$1,800
011-066	\$25,500
011-067	\$2,400
011-067-A	\$2,200
011-067-B	\$5,500
011-068	\$22,100
011-070	\$164,300
011-071	\$1,700
011-072	\$2,700
011-074	\$13,300
011-075	\$2,900
011-076	\$1,200
011-076-A	\$900
011-084	\$7,000
011-086	\$33,700
011-088	\$55,400
011-089	\$11,400
011-090	\$22,500
011-092	\$1,600
011-092-A	\$6,500
011-098	\$800
011-117	\$8,200
011-121	\$3,700
011-122	\$13,500
011-123-A	\$2,100
011-126	\$2,800
011-138	\$12,900
011-140	\$9,200

011-141	\$4,300
011-141-B	\$45,700
011-142	\$1,800
011-143	\$53,800
011-144	\$14,700
011-152	\$5,100
011-160	\$5,100
011-163	\$65,600
011-165	\$11,500
011-166	\$59,500
011-171	\$13,200
011-174	\$126,200
011-179	\$86,000
011-180	\$1,800
011-180-B	\$500
011-181	\$500
011-184	\$11,500
011-188	\$52,600
011-188-A	\$2,900
011-191	\$1,200
013-045	\$10,000
013-070	\$606,300
013-073	\$700
037-163	\$23,500
037-164	\$15,600
Total:	\$2,117,200

**For existing parcels in the district, taxable real property assessed value as of April 1, 2005
(March 31, 2006):**

[Note: this total should match the OAV for real property in the original certificate]

Map/Lot Number	Real Property Assessed Value as of April 1, 2005 (March 31, 2006)
011-001	\$0
011-002	\$0
011-003	\$0
011-004	\$0
011-005	\$967,300
011-006	\$234,000
011-007	\$372,000
011-009	\$189,300
011-010	\$186,500

011-011	\$205,100
011-012	\$308,600
011-013	\$111,200
011-014	\$111,300
011-015	\$132,400
011-016	\$129,900
011-017	\$216,900
011-018	\$284,100
011-019	\$451,200
011-020	\$204,200
011-020-A	\$158,600
011-021	\$163,200
011-022	\$264,600
011-023	\$724,000
011-025	\$0
011-026	\$492,000
011-027	\$0
011-029	\$216,900
011-032	\$421,400
011-033	\$326,700
011-034	\$0
011-035	\$0
011-037	\$229,400
011-038	\$221,300
011-038-A	\$241,700
011-038-B	\$81,300
011-039	\$262,600
011-040	\$78,600
011-041	\$147,300
011-042	\$919,400
011-050	\$168,500
011-051	\$409,700
011-052	\$98,600
011-055	\$121,900
011-057	\$0
011-058	\$312,500
011-059	\$169,500
011-060	\$189,300
011-061	\$217,900
011-062	\$227,700
011-062-B	\$219,600
011-063	\$221,500
011-064	\$392,800
011-065	\$402,100
011-066	\$710,800

011-066-A	\$334,400
011-067	\$196,400
011-067-A	\$245,100
011-067-B	\$255,200
011-068	\$467,500
011-069	\$85,900
011-070	\$481,700
011-071	\$426,800
011-072	\$214,400
011-073	\$152,200
011-074	\$344,700
011-075	\$312,300
011-076	\$222,400
011-076-A	\$223,400
011-078	\$178,000
011-080	\$64,800
011-081	\$49,500
011-082	\$73,900
011-083	\$105,900
011-084	\$412,700
011-086	\$302,700
011-087	\$297,200
011-088	\$359,700
011-089	\$595,300
011-090	\$239,300
011-091	\$171,600
011-092	\$219,900
011-092-A	\$253,900
011-103	\$155,100
011-104	\$268,700
011-105	\$94,700
011-106	\$65,300
011-107	\$252,900
011-117	\$254,700
011-121	\$318,800
011-121-A	\$104,800
011-122	\$239,400
011-123	\$194,700
011-123-A	\$110,300
011-124	\$0
011-126	\$41,100
011-127	\$150,500
011-128	\$80,000
011-130	\$90,000
011-132	\$1,669,000

011-136	\$0
011-137	\$328,200
011-137-ON	\$166,300
011-138	\$432,200
011-140	\$429,800
011-141	\$792,300
011-141-A	\$288,100
011-141-B	\$358,100
011-142	\$316,000
011-143	\$591,900
011-144	\$0
011-149	\$141,000
011-150	\$298,800
011-151	\$167,500
011-152	\$174,300
011-154	\$150,000
011-158	\$765,500
011-160	\$251,200
011-163	\$392,900
011-164	\$123,500
011-165	\$264,800
011-166	\$516,800
011-172	\$0
011-174	\$831,900
011-177	\$272,500
011-178	\$424,700
011-179	\$1,333,700
011-180	\$263,200
011-180-A	\$144,600
011-180-B	\$255,600
011-181	\$530,800
011-182	\$428,600
011-182-A	\$138,300
011-183	\$163,800
011-184	\$194,800
011-185	\$226,100
011-186	\$301,500
011-187	\$237,300
011-188	\$381,500
011-188-A	\$174,000
011-191	\$128,500
011-192	\$0
013-070	\$1,346,100
013-081	\$26,200
013-082	\$43,600

013-083	\$96,600
013-084	\$178,900
013-085	\$220,200
013-087	\$51,400
013-088	\$97,700
013-089	\$111,900
013-090	\$0
037-049	\$0
037-054	\$866,500
037-054-A	\$0
037-055	\$283,100
037-056	\$0
037-106	\$0
Total (157 parcels):	\$40,995,000

Between April 1st, 2005 and April 1st, 2011, the following changes took place to several of the existing parcels in this district:

- 1) 011-069-A, a new parcel, was created out of existing parcel 011-069. (Tax Year 2009)
- 2) 013-070-A, a new parcel, was created out of parcel 080-084 (a parcel which lay partially within the original district boundaries, but not listed when the district was originally created; however, it was exempt at the time of the district's creation). (Tax Year 2007)
- 3) 011-014 was removed, replaced by the five parcels that it split into: 011-104-A, 011-104-B, 011-104-C, 011-104-D, and 011-104-E.
- 4) 011-066-A was absorbed into another existing parcel, 011-066. (Tax Year 2006)

City of Belfast
Special City Council Meeting
Tuesday, March 26, 2013
7:00 P.M.
Belfast City Hall – Council Chambers

Public Hearing #1

The Belfast City Council held a public hearing on Tuesday, March 26th, 2013, at 7:00 PM, at Belfast City Hall Council Chambers, 131 Church Street, for the purpose of receiving public comments on a proposed amendment to the previously-established Downtown-Waterfront Municipal Development and Tax Increment Financing District and related Development Plan and Financial Plan for said District.

No members of the public took the opportunity to speak.

Economic Development Director Thomas Kittredge clarified the acreage that would be included in the TIF district.

Hearing no other comments or questions Councilor Lee declared the hearing closed.

Special City Council Meeting
Immediately Following the Public Hearing

Roll Call: Councilors: Mary Mortier, Roger Lee, Nancy Hamilton and City Manager Joseph Slocum.

Adoption of the agenda

It was agreed to add; The authority to amend certain terms of the 1996 Agreement entered between the City, John W. Holmes, Belfast Boatyard, and the Belfast & Moosehead Lake Railroad; specifically the lay-out of the access and utility easement from Front Street to the Belfast Boatyard property through the City owned 'Masters Theater' property that was granted to John Holmes and Belfast Boatyard.

Councilor Mortier, seconded by Councilor Hamilton, made a motion to approve the agenda as amended. This motion was approved, 3-0.

Open to the public

No members of the public took the opportunity to speak.

Communications

Councilor Mortier reported on the State Legislatures visit to Belfast and how Belfast was used as a downtown success example.

City Manager Slocum reported on his experience in Brewer at the Public Hearing regarding the Governor's proposed cuts to revenue sharing, BETE program, the Homestead exemption and the Circuit Breaker Program. He advised that those with concerns about the cuts should contact their state representatives.

- 1. Request by the Economic Development Director to have the City Council approve changes to the City's Downtown Waterfront Development and Tax Increment Financing District.**

Economic Development Director Thomas Kittredge explained the proposed changes to the City's Downtown Waterfront Development and Tax Increment Financing District.

City Manager Slocum advised that Councilor Hurley expressed his complete support of the change.

It was agreed to accept the changes as presented and to adopt the resolution on the proposed changes.

Councilor Mortier, seconded by Councilor Hamilton, made a motion to approve the changes to the City's Downtown Waterfront Development and Tax Increment Financing District in the form of a resolution. This motion was approved, 3-0.

- 2. Request for the authority to amend certain terms of the 1996 Agreement entered between the City, John W. Holmes, Belfast Boatyard, and the Belfast & Moosehead Lake Railroad; specifically the lay-out of the access and utility easement from Front Street to the Belfast Boatyard property through the City owned 'Masters Theater' property that was granted to John Holmes and Belfast Boatyard.**

It was agreed to amend the terms of the 1996 agreement between the City, John W. Holmes, Belfast Boatyard and the Belfast & Moosehead Lake Railroad.

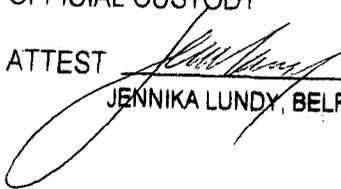
Councilor Hamilton, seconded by Councilor Mortier, made the motion to amend certain terms of the 1996 Agreement entered between the City, John W. Holmes, Belfast Boatyard, and the Belfast & Moosehead Lake Railroad; specifically the lay-out of the access and utility easement from Front Street to the Belfast Boatyard property through the City owned 'Masters Theater' property that was granted to John Holmes and Belfast Boatyard. This motion was approved, 3-0.

Adjourn

Councilor Hamilton, seconded by Councilor Mortier, made a motion to adjourn at 7:20 p.m. This motion was approved, 3-0.

I HEREBY CERTIFY THAT THE ABOVE
IS A TRUE COPY OF INFORMATION
ON THE RECORD WHICH IS IN MY
OFFICIAL CUSTODY

ATTEST


JENNIKA LUNDY, BELFAST MAINE

**CITY COUNCIL
RESOLUTION**

WHEREAS, the City of Belfast (the "City") is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, to amend the Downtown Waterfront Municipal Development and Tax Increment Financing District (the "District") Development Program (as amended, the "Development Program"); and

WHEREAS, there is a need for economic development in the City of Belfast, in the surrounding region, and in the State of Maine; and

WHEREAS, there is a need to improve and broaden the tax base of the City of Belfast; and to improve the general economy of the City of Belfast and the surrounding region; and

WHEREAS, implementation of the Development Program will help to improve and broaden the tax base in the City of Belfast and improve the economy of the City of Belfast and the region by attracting business development to the District; and

WHEREAS, there is a need to implement continued economic development initiatives in the District through the amendment of the Development Program in accordance with the provision of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended; and

WHEREAS, the City desires to amend the District boundaries and the Development Program; and

WHEREAS, it is expected that approval will be obtained from the State of Maine Department of Economic and Community Development (the "Department"), approving this *First Amendment to the Downtown Waterfront Municipal Development and Tax Increment Financing District* and the Development Program related thereto.

ORDERED AS FOLLOWS:

Section 1. The City of Belfast hereby approves the First Amendment to the Downtown Waterfront TIF District and associated Development Program; such amendment to be pursuant to the following findings, terms, and provisions:

Section 2. The City Council hereby finds and determines that:

a. This amendment to the Development Program will not result in the District falling out of compliance with any of the conditions of 30-A M.R.S.A. Section 5223(3); and

b. The District and pursuit of the Development Program will make a contribution to the economic growth and well being of the City of Belfast and the surrounding region, and will contribute to the betterment of the health, welfare and safety of the inhabitants of the City of Belfast, including a broadened and improved tax base and economic stimulus, and therefore

constitutes a good and valid public purpose. The City has considered all evidence, if any, presented to it with regard to any adverse economic effect on or detriment to any existing business and has found and determined that such adverse economic effect on or detriment to any existing business, if any, is outweighed by the contribution expected to be made through the First Amendment to the District and Development Program.

Section 3. Pursuant to the provisions of 30-A M.R.S.A. § 5227, the percentage of increased assessed value to be retained as captured assessed value in accordance with the Development Program is hereby established as set forth in the Development Program.

Section 4. The City Manager, or his duly appointed representative, is hereby authorized, empowered and directed to submit the proposed First Amendment to the District and Development Program for the District to the State of Maine Department of Economic and Community Development for review and approval pursuant to the requirements of 30-A M.R.S.A. § 5226.

Section 5. The foregoing adoption of the First Amendment to the District and Development Program for the District shall automatically become final and shall take full force and effect upon receipt by the City of approval of the by the State of Maine Department of Economic and Community Development, without requirement of further action by the City, the City Council, or any other party.

Section 6. The City Manager, or his duly appointed representative, is hereby authorized and empowered, at his discretion, from time to time, to make such revisions to the First Amendment to the District and Development Program for the District as the City Manager may deem reasonably necessary or convenient in order to facilitate the process for review and approval of the District by the State of Maine Department of Economic and Community Development, or for any other reason, so long as such revisions are not inconsistent with these resolutions or the basic structure and intent of the Development Program.

Section 7. The City Council is hereby authorized to approve credit enhancement agreements in the future following a public hearing of up to 100% reimbursement for durations up to the total term of the District, all in accordance with the City's Tax Increment Financing Policy.

Dated: March 26, 2013

Name	<i>Nancy J. Hamilton</i>
Name	<i>[Signature]</i>
Name	<i>Mary P. L. Mother</i>
Name	
Name	



CITY OF BELFAST

131 Church Street
Belfast, Maine 04915

Joseph J. Slocum
City Manager

E-mail: jslocum@cityofbelfast.org
Tel: (207) 338-3370 ext. 10
Fax: (207) 338-2419

March 27, 2013

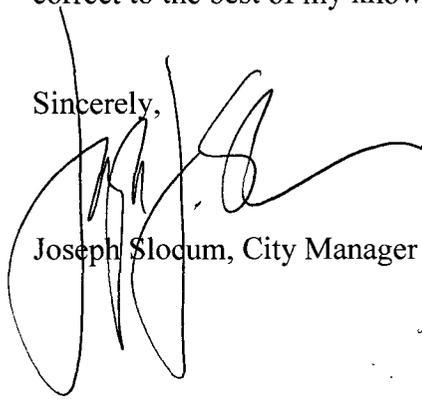
George Gervais, Commissioner
Maine Department of Economic & Community Development
State House Station 59
Burton Cross Bldg, 3rd Floor
Augusta, ME 04333-0059

Dear Commissioner Gervais:

On behalf of the City of Belfast, I am pleased to submit the enclosed document – First Amendment to the Downtown Waterfront Municipal Development and Tax Increment Financing District Development Program.

With this letter, I certify that all information contained in the amendment application is true and correct to the best of my knowledge.

Sincerely,



Joseph Slocum, City Manager