



City Council Meeting and Workshop

December 1, 2014

Agenda

5:30 P.M. Workshop

- A. Hartt Transportation TIF – Roland Miller (45 minutes)
- B. Auburn Enterprise Center TIF – Roland Miller (45 minutes)

After each workshop item is presented, the public will be given an opportunity to comment.

7:00 P.M. City Council Meeting - Roll call votes will begin with Councilor Crowley

Pledge of Allegiance

- I. **Consent Items** – All items listed with an asterisk (*) are considered as routine and will be approved in one motion. There will be no separate discussion of these items unless a Councilor or citizen so requests. If requested, the item will be removed from the consent agenda and considered in the order it appears on the agenda.

- 1. **Order 97-12012014***
Appointing Susan Clements-Dallaire as Registrar of Voters with a term expiration of December 31, 2016.

II. Minutes

- November 17, 2014 Regular Council Meeting

III. Reports*

**For trial period, Council agree to shift Reports to the last item on the meeting agenda. To do so, a motion should be made "To suspend the rules and move item III. Reports on the agenda to immediately after item VIII. Executive Session".*

Mayor's Report

City Manager's Report

Committee Reports

- **Transportation**
 - Lewiston Auburn Transit – Councilor Gerry
 - Airport, Railroad – Councilor Hayes
 - Bike-Ped Committee – Councilor Lee
- **Housing**
 - Citizens Advisory Committee – Councilor Lee
 - Auburn Housing Authority – Councilor Gerry
- **Economic Development**
 - L-A Economic Growth Council, Auburn Business Development Corporation – Councilor Lee
- **Education**

Auburn City Council Meeting & Workshop

December 1, 2014

- Auburn School Committee – Councilor LaFontaine
- Auburn Public Library – Councilor LaFontaine
- Great Falls TV – Councilor Young
- Environmental Services
 - Auburn Water District, Auburn Sewerage District – Councilor Crowley
 - Mid-Maine Waste Action Corporation – Councilor Walker
- Recreation
 - Recreation and Special Events Advisory Board – Councilor Crowley
- Public Safety
 - LA 911 – Councilor Walker

City Councilors' Reports

IV. Communications, Presentations and Recognitions

- Jam the Gym Fundraiser

V. **Open Session** – Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*. Time limit for open sessions, by ordinance, is 45 minutes.

VI. Unfinished Business

1. Order 94-11032014

Authorizing the payment of \$10,000 for land acquisition of 261 Main Street.

VII. New Business

2. Ordinance 10-12012014

Approving the proposed ordinance amendment in Chapter 2, Article VI, section 2-485 (Council action on budget increase). Public hearing and first reading.

3. Resolve 12-12012014

Supporting the location of the Downtown Transportation Center on the city owned property in the Great Falls area and the allocation of at least \$150,000 for the local matching funds.

VIII. Executive Session

- Discussion on a Poverty Abatement, pursuant to 36 M.R.S.A. Sec. 841(2) with possible action to follow.
- Discussion of a labor contract, pursuant to 1 M.R.S.A. Sec. 405(6)(D).

IX. **Open Session** - Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*.

X. Adjournment

Executive Session: On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The

Auburn City Council Meeting & Workshop

December 1, 2014

only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

A. Discussion or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

(1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;

(2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;

(3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and

(4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.

This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

(1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency;

D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;

G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and

H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: Dec. 1, 2014

Author: Roland Miller

Subject: Hartt Transportation Industrial Park Omnibus Tax Increment Finance District #20

Information: Hartt Transportation purchased land, subdivided and environmentally permitted an industrial park. This proposal is to create a tax increment finance (TIF) district for the geography contained within this development. Similar to the downtown district, by creating an omnibus structure this will allow (with approval from the City Council) for the issuance of credit enhancement agreements (CEA's) for any lot contained within the park.

The proposal (subject to your approval) is to capture 100% of the tax increment* and apply funds to the following work program: 1) reserve 40% of the residual for a CEA to Hartt for the recovery of their investment in public infrastructure (consistent with the development agreement approved by the City Council – attached in the development program, Exhibit I); 2) improvements to Kitty Hawk Road -- \$200,000; 3) fund the economic development program -- \$30,000/year; 4) reserve 35% of the residual to capitalize a communitywide revolving loan program (details to be developed with input from the City Council); 5) reserve 15% of the residual to fund capital costs for expanded transit service; and 6) reserve 10% of the residual to establish a program to provide skills training (details to be developed with input from the City Council).

*Please Note -- taxes derived from the baseline value of \$1,178,340 will go to the general fund for the life of the district.

Advantages:

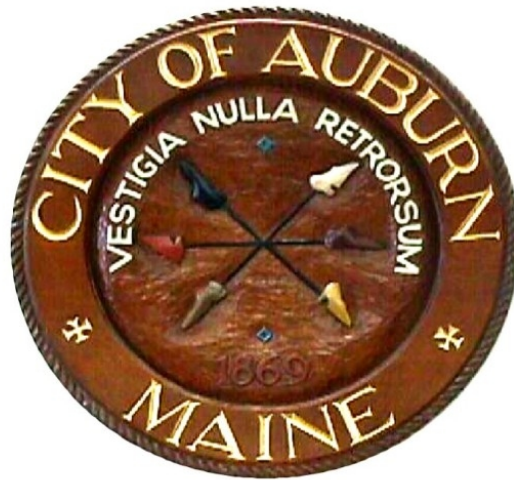
Disadvantages:

City Budgetary Impacts: The discussion regarding financial impact will be centered on a review of Exhibit D, and Exhibit B. in the attached development program.

Staff Recommended Action: Authorization to publish for public hearing this as an action item for the meeting of December 15, 2014.

Previous Meetings and History:

Attachments: TIF development program and financial plan
Development agreement with Hartt



CITY OF AUBURN, MAINE

#20 HARTT TRANSPORTATION INDUSTRIAL PARK OMNIBUS MUNICIPAL TAX INCREMENT FINANCING DISTRICT

DEVELOPMENT PROGRAM

November 24, 2014

Prepared by:
Jill Cunningham, Economic Development Assistant
Roland Miller, Community & Economic Dev. Director

Table of Contents

Table of Contents.....	2
Municipal Cover Letter.....	3
Application Cover Sheet.....	4
Statutory Requirements & Thresholds	5
Development Program.....	7
Introduction	7
Financial Plan	8
Cost Estimated for Development Program	8
Indebtedness.....	8
Anticipated Revenues	8
Description of the terms and conditions of any agreements, contracts or other obligations related to the development program	9
Duration of Development Program	9
Physical Description of District	9
Description of Public Facilities to be Constructed	9
Relocation of Displaced Persons.....	9
Proposed Regulations and Facilities to Improve Transportation	9
Environmental Controls	9
Plan of Operation under Completion.....	9
Public Hearing	9
Authorizing Votes.....	9
Exhibit A 1 – TIF 20 Tax District Map	
Exhibit A 2 – Municipal Borders Map	
Exhibit B – Potential Economic Development Public Projects	
Exhibit C – Assessors Certificate	
Exhibit D – Financial Projection	
Exhibit E – Tax Shift Calculations	
Exhibit F – Public Hearing Notice	
Exhibit G – Attested Minutes from Public Hearing	
Exhibit H - Resolve from Auburn City Council Meeting	
Exhibit I – Order 51-06162014	

City of Auburn, Maine

"Maine's City of Opportunity"

Economic Development

November 24, 2014

Commissioner George Gervais
Maine Department of Economic and Community Development
Burton M. Cross Office Building
59 State House Station
Augusta, ME 04333-0059

**Re: City of Auburn, #20 Hartt Transportation Industrial Park Omnibus Municipal Tax
Increment Financing District**

Dear Commissioner Gervais:

In accordance with Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, I am pleased to submit the application for the Hartt Transportation Industrial Park Omnibus Municipal Development Tax Increment Financing District and Development Program.

This letter accompanies documentation you requested to complete the City of Auburn's application for an approval of Hartt Transportation Industrial Park Omnibus Tax Increment Financing District (TIF #20).

All the information provided is true and accurate to the best of our knowledge. Should you have any additional questions or concerns, please do not hesitate to contact my office, or the city's Economic Development staff.

Sincerely,

Howard Kroll
City Manager

cc: Roland Miller, Economic Development Director
Jill Cunningham, Economic Development Assistant

60 Court Street • Auburn, ME 04210 • (207) 333-6600
www.auburnmaine.org

Application Cover Sheet

MUNICIPAL TAX INCREMENT FINANCING

A. General Information

1. Municipality Name: City of Auburn		
2. Address: 60 Court St, Auburn, ME 04210		
3. Telephone: 207-333-6601	4. Fax: 207-333-6620	5. Email: JCunningham@auburnmaine.gov
6. Municipal Contact Person: Jill Cunningham & Roland Miller		
7. Business Name:	This is intended to be an omnibus TIF District and Development Program enabling multiple Credit Enhancement Agreements with companies or developers ("taxpayers") of individual lots at the Hartt Industrial Park. The percentage of Captured Assessed Value to be reimbursed to developers will be determined by City of Auburn Staff and brought to Auburn City Council for final approval.	
8. Address:		
9. Telephone:		
12. Business Contact:		
13. Principal Place:		
14. Company Structure:		
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 checked="" type="checkbox"/> job creation	<input checked="" type="checkbox"/> job retention	<input checked="" type="checkbox"/> capital investment
<input checked="" type="checkbox"/> training investment	<input checked="" 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 checked="" type="checkbox"/> other (list): public improvements, construction costs	

Statutory Requirements & Thresholds

A. ACRE LIMITATION

1. Total Acreage of Municipality	41,430																										
2. Total Acreage of Proposed Municipal TIF District	43																										
3. Total Downtown acres contained in the Proposed Municipal TIF District	0																										
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)	43																										
6. Percentage of total acreage in proposed municipal TIF District (cannot exceed 2%) Divide A5 by A1	0.10%																										
7. Total acreage of all existing and proposed municipal TIF districts in the municipality. Add A2 to sum of all existing TIF district acreage.	798.6																										
<table border="1"> <thead> <tr> <th>TIF #</th><th>Acres</th></tr> </thead> <tbody> <tr><td># 4</td><td>52.41</td></tr> <tr><td># 6</td><td></td></tr> <tr><td># 8</td><td>54.00</td></tr> <tr><td># 9</td><td>57.74</td></tr> <tr><td># 10</td><td>266</td></tr> <tr><td># 12</td><td>144</td></tr> <tr><td># 13</td><td>29.67</td></tr> <tr><td># 14</td><td>38.91</td></tr> <tr><td># 15</td><td>1.50</td></tr> <tr><td># 17</td><td>3.84</td></tr> <tr><td># 18</td><td>8.53</td></tr> <tr><td># 19</td><td>99.00</td></tr> </tbody> </table>		TIF #	Acres	# 4	52.41	# 6		# 8	54.00	# 9	57.74	# 10	266	# 12	144	# 13	29.67	# 14	38.91	# 15	1.50	# 17	3.84	# 18	8.53	# 19	99.00
TIF #	Acres																										
# 4	52.41																										
# 6																											
# 8	54.00																										
# 9	57.74																										
# 10	266																										
# 12	144																										
# 13	29.67																										
# 14	38.91																										
# 15	1.50																										
# 17	3.84																										
# 18	8.53																										
# 19	99.00																										
8. Total acreage of an existing or Proposed Downtown TIF District in the municipality.	266																										
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.	532.6																										
12. Percentage of total acreage in all existing and proposed Municipal TIF Districts (cannot exceed 5%) Divide A11 by A1.	1.29%																										
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%)																											
a. Blighted (Divide acres by A2)																											
b. In need of rehabilitation/conservation (Divide acres by A2)																											
c. Suitable for industrial/commercial site (Divide acres by A2)	43																										
TOTAL	100%																										

B. VALUATION LIMITATION

1. Total Aggregate Value of Municipality (TAV) Use most recent April 1 st	\$2,005,721,383																																							
2. Original Assessed Value (OAV) of Proposed Municipal TIF District. Use March 31 st of tax year preceding date of municipal designation	\$1,178,340																																							
3. Total OAV of all existing and Proposed Municipal TIF Districts in the municipality. Add b2 to sum of all existing TIF district OAVs	\$114,086,840																																							
<table><tr><th colspan="2">TIF #</th><th>OAV</th></tr><tr><td>#</td><td>4</td><td>\$1,702,000</td></tr><tr><td>#</td><td>6</td><td>\$520,900</td></tr><tr><td>#</td><td>8</td><td>\$366,000</td></tr><tr><td>#</td><td>9</td><td>\$5,956,300</td></tr><tr><td>#</td><td>10</td><td>\$84,411,000</td></tr><tr><td>#</td><td>12</td><td>\$334,200</td></tr><tr><td>#</td><td>13</td><td>\$5,425,400</td></tr><tr><td>#</td><td>14</td><td>\$11,155,800</td></tr><tr><td>#</td><td>15</td><td></td></tr><tr><td>#</td><td>17</td><td>\$468,800</td></tr><tr><td>#</td><td>18</td><td>\$1,564,100</td></tr><tr><td>#</td><td>19</td><td>\$1,004,000</td></tr></table>	TIF #		OAV	#	4	\$1,702,000	#	6	\$520,900	#	8	\$366,000	#	9	\$5,956,300	#	10	\$84,411,000	#	12	\$334,200	#	13	\$5,425,400	#	14	\$11,155,800	#	15		#	17	\$468,800	#	18	\$1,564,100	#	19	\$1,004,000	
TIF #		OAV																																						
#	4	\$1,702,000																																						
#	6	\$520,900																																						
#	8	\$366,000																																						
#	9	\$5,956,300																																						
#	10	\$84,411,000																																						
#	12	\$334,200																																						
#	13	\$5,425,400																																						
#	14	\$11,155,800																																						
#	15																																							
#	17	\$468,800																																						
#	18	\$1,564,100																																						
#	19	\$1,004,000																																						
4. OAV of an existing or proposed Downtown TIF District in the municipality.	\$84,411,000																																							
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 Subtract B4+B5+B6 from B3	\$29,675,840																																							
8. Percentage of total OAV to TAV in all existing and Proposed Municipal TIF Districts (cannot exceed 5%) Divide B7 by B1	1.48%																																							

Development Program

Introduction

Industrial land suitable for development and served by air, rail and highway transportation is in short supply in the City of Auburn (the “City”). The City has been making efforts to encourage and accomplish development of an industrial park to serve that need. The Hartt Transportation Corporation (the “Developers”); in cooperation with the City, have suitable land for industrial development adjacent to Kittyhawk Ave to the north east, Hotel Rd to the north west. This land is conveniently located near the Maine Turnpike.

The City desires to attract and retain quality jobs and commercial development, create and maintain a healthy tax base, improve the economy of the City and the State of Maine, and provide for construction of new public infrastructure and improvements to facilitate economic development. In order to fulfill these goals, certain properties are being designated as the Hartt Transportation Industrial Park Omnibus Municipal Development and Tax Increment Financing District, an area consisting of approximately 43 +/- acres, comprising a portion of the City, as shown on Exhibit A attached hereto and incorporated herein by reference (the “District”). This district will be bounded by Kittyhawk Ave to the north east and Hotel Rd to the north west.

The Development Program described herein is proposed for the purpose of administering the District as a municipal development and tax increment financing district pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as (the “Development Program”). Upon resolution of the Auburn City Council designating the District and adopting this Development Program on December 15, 2014, the designation of the District and adoption of the Development Program become final subject to approval by the Maine Department of Economic Community Development (“DECD”).

The purpose of the District is to finance costs associated with certain public improvements within or in support of the District, including but not limited to streets, access roads, bridges, street lights, storm drains, intersections, sidewalks, wetland mitigation and utilities such as power, water, sewer, natural gas, communications and data transmission (the “Public Improvements”).

With this in mind, the City of Auburn anticipates the creation of “omnibus” TIF district and development program, which would enable Credit Enhancement Agreements (“CEAs”) to be negotiated with the City for the purpose of businesses developing site locations. The City will ‘capture’ 100% of the increased assessed value associated with new construction at the locations, as ‘Captured Assessed Value’ (CAV), for the purpose of funding the CEAs, and when circumstances allow, funding certain municipal economic development activities. Terms and conditions for each CEA will be negotiated by the City Manager or his designee, and presented for public hearing and vote by City Council.

The designation of the District and approval of the Development Program can achieve and address the issues and goals as stated previously in this introduction. An industrial park with an innovative, forward looking and omnibus TIF in place and approved framework for future development can greatly enhance the City’s statewide reputation and profile as a business location and enhance attractiveness of the District as a future industrial location, making the overall project more financially viable.

The City will use the captured tax increment revenues from the District to finance the Project as

permitted under 30-A M.R.S.A. § 5225, (the “Project Costs”), including the cost of Public District Improvements. The estimated Project Costs to be included, as part of this Development Program, are identified in Exhibit B attached hereto.

The project and all associated improvements financed under this Development Program other than the Public Improvements and other Project Costs will be located within the District, adjacent to the District or are impacted directly by activity within the District. The proposed District will encompass approximately 43 acres.

Financial Plan

The proposed tax increment financing district will encompass approximately 43 acres of taxable property with a total assessed land value as of April 1, 2013 in the amount of \$1,178,340. This development Program requires the establishment of a Development Program Fund consisting of a Sinking Fund Account pledged to and charged with payment of debt service on the Bonds and a Project Cost Account pledged to and charged with payments of other Project Costs.

The Development program Fund is established consisting of a project cost account (“Project Cost Account”) pledged to and charged with payment of project costs outlined in the financial plan.

The Project Cost Account shall consist of one or more City cost subaccounts (the “City Project Cost Subaccount”) pledged to and charged with the payment of costs of the City’s project costs, and one or more developer (“taxpayer”) cost subaccounts (the “Developer Project Cost Subaccount”) pledged to and charged with payment of the costs of reimbursement consistent with an approved credit enhancement agreement.

All project Costs will be funded directly or reimbursed from incremental tax revenues of the District or from proceeds of the Bonds.

Cost Estimated for Development Program

The estimated initial Project Costs of this Development Program are \$1,110,500. In addition to the Project Cost list, additional funds are available up to the amount of \$139,500 for the Kittyhawk Rd turning lane project, to be completed at a later date. Such costs are set forth in greater detail on Exhibit B hereto.

Indebtedness

Except as determined by further action of the City Council, none of the costs of any private development within the District will be financed through issuance of any municipal indebtedness. Development may, if qualified, be financed with proceeds of private activity bonds used by the City for which the applicable developer, and not the City, will have the sole responsibility to repay. The Public District Improvements and other Project Costs will be funded by the Bonds.

Anticipated Revenues

The anticipated TIF Revenues will be generated by real property improvements made within the district. Investment by District developers in the City of Auburn is estimated to result in a collective municipal assessed value of \$1,178,340. See Exhibit C for more detail.

Description of the terms and conditions of any agreements, contracts or other obligations related to the development program

The City anticipates entering into CEA's with developers within the District to reimburse up to 100% of the property taxes paid on the Captured Assessed Value (CAV) in the District for twenty (20) years.

The proceeds of the CEA will be utilized by the companies or developers ("taxpayers") to defray the costs of construction, financing, and general improvement within the District as described in this Development Program.

Duration of Development Program

The duration of the District will begin on the designation of the District by the Auburn City Council and the effective date of its approval by the Maine Department of Economic and Community Development (the original assessed value is based on the valuation as of April 1, 2013) with the first payment during the 2014-2015 fiscal year and end in twenty years.

Physical Description of District

The District consists of 10 parcels accumulating up to 43 acres. The District is delineated on Exhibit A hereto.

Description of Public Facilities to be Constructed

There are no public facilities to be constructed with this project.

Relocation of Displaced Persons

No persons or businesses will be displaced or relocated as a result of the development activities proposed in the District.

Proposed Regulations and Facilities to Improve Transportation

Existing transportation facilities are adequate to accommodate the Project.

Environmental Controls

The improvements contemplated by this Development Program will comply with all federal, state and local environmental and land development laws, rules, regulations, and ordinances.

Plan of Operation under Completion

The improvements in the District will at all times be owned by the Company, its successors or assigns, which will be responsible for payment of all maintenance expenses, insurance and taxes on said improvements.

During the life of the District, the City Manager or the Manager's designee will be responsible for all administrative matters concerning the implementation and operation of the District. The Company shall be solely responsible for implementation of the Project in the District.

Public Hearing

Attached hereto as Exhibit E is a copy of the Notice of Public Hearing held in accordance with the requirements of 30-A M.R.S.A. § 5226(1). The Notice was published in the Lewiston Sun Journal, a newspaper of general circulation in Auburn on December 3, 2014 a day at least ten (10) days prior to the public hearing. A public hearing was held at the City Council meeting on December 15, 2014.

Authorizing Votes

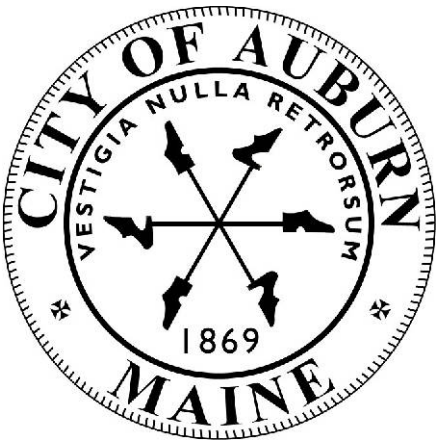
Attached as Exhibit F are copies of the votes by the City Council of the City of Auburn meeting thereof

duly called and held on December 15, 2014 approving the designation of the District and adoption of this Development Program.

DRAFT

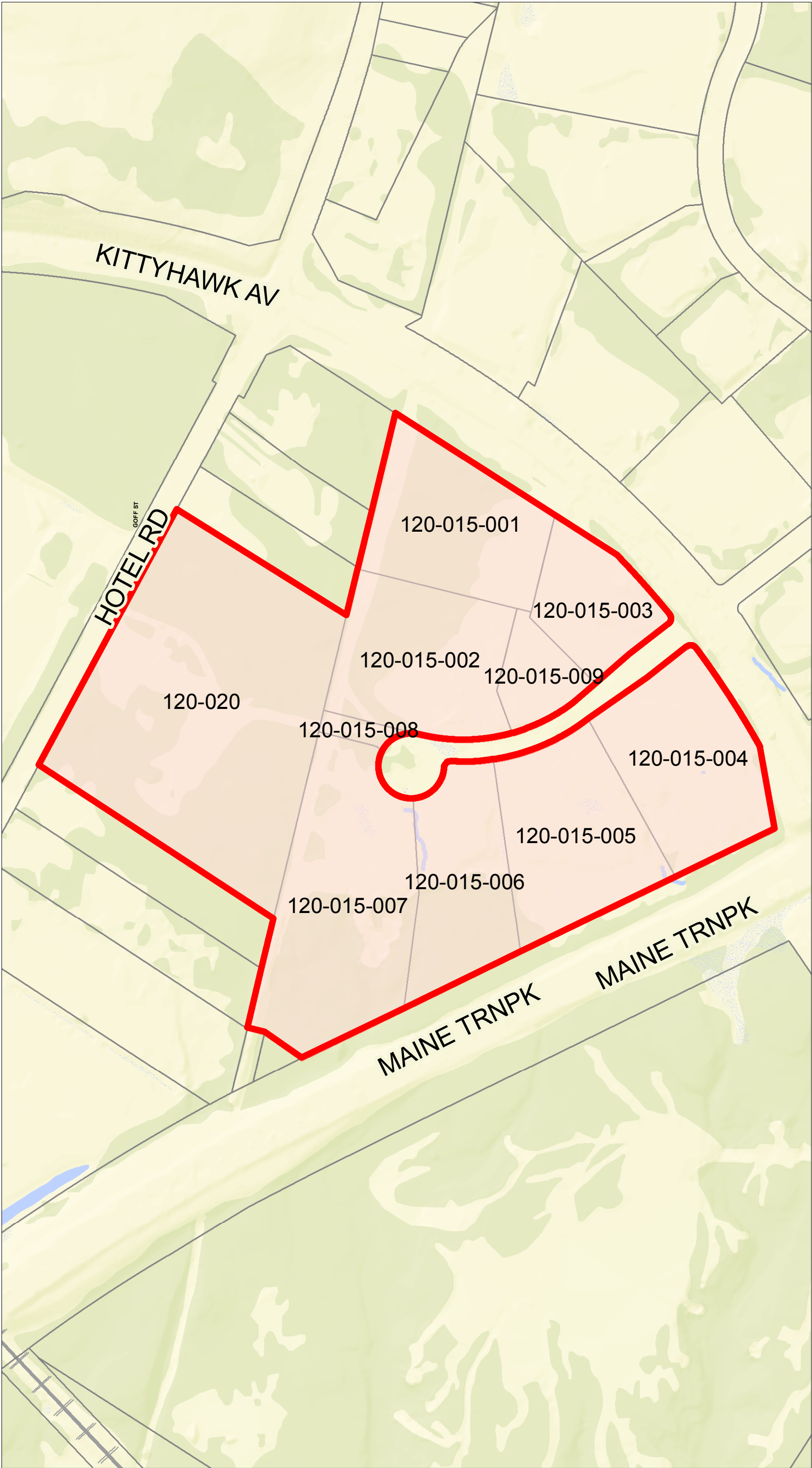
TIF #20

Hartt Transportation Industrial Park
Omnibus Municipal TIF District



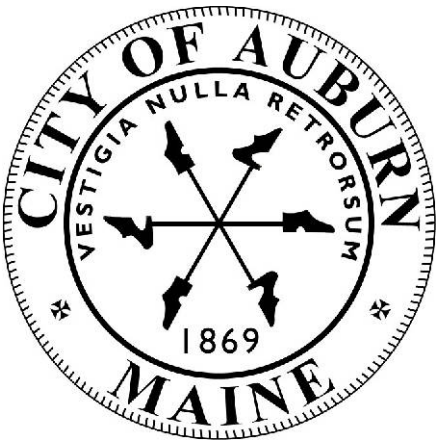
City of Auburn

60 Court St
Auburn, ME 04210
207-333-6601
www.auburnmaine.gov

 TIF #20

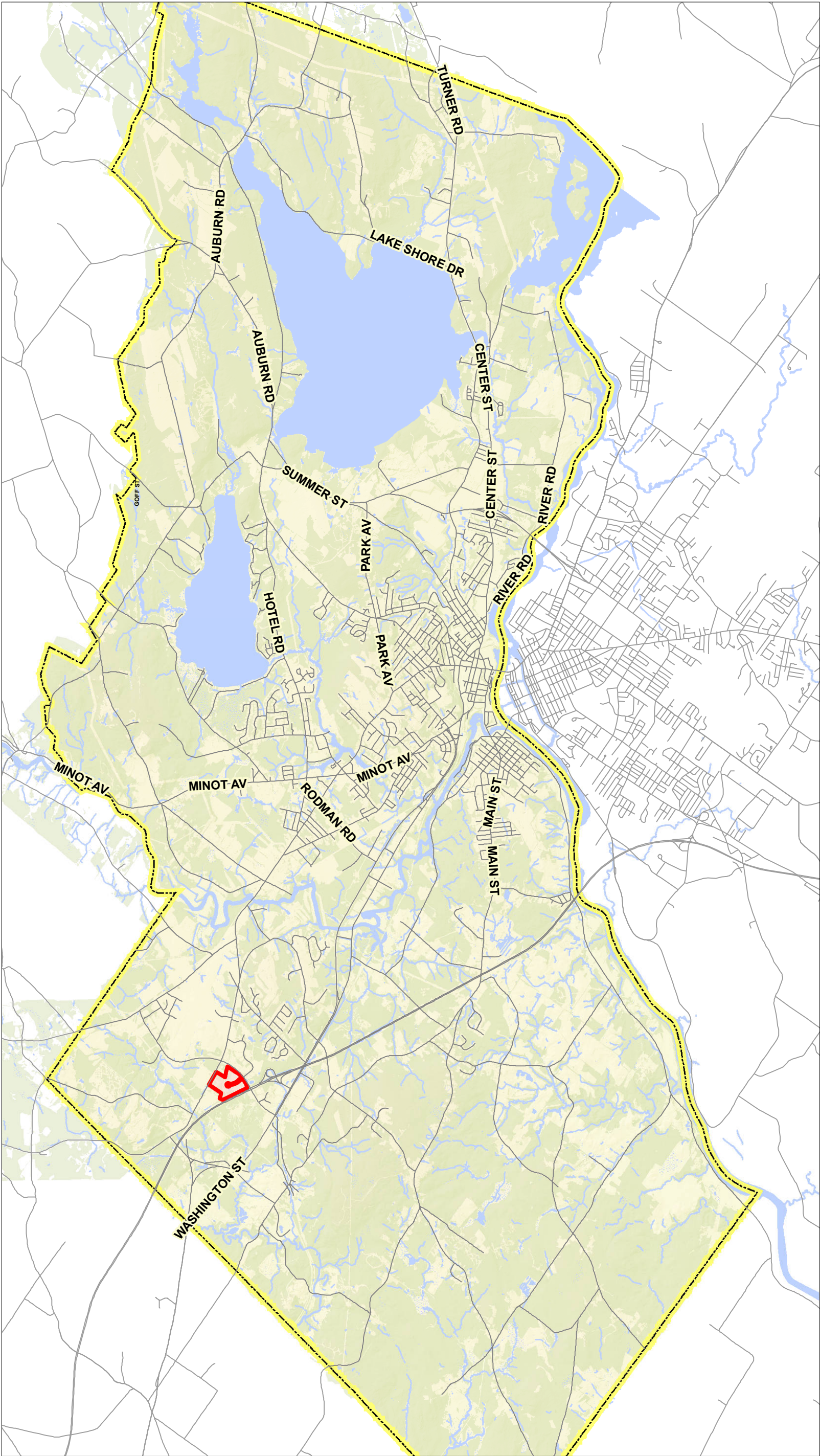
The data used in these applications were derived from Auburn's digital databases. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users of the information displayed on this map are strongly cautioned to verify all information before making any decisions.

TIF #20 Hartt Transportation Industrial Park Omnibus Municipal TIF District



City of Auburn

60 Court St
Auburn, ME 04210
207-333-6601
www.auburnmaine.gov



The data used in these applications were derived from Auburn's digital databases. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users of the information displayed on this map are strongly cautioned to verify all information before making any decisions.

0 0.5 1 2 Miles

**City of Auburn, #20 Hart Industrial Park Omnibus
Municipal Tax Increment Financing District**

Exhibit B

Municipal Public Projects

Reference # for reference only—does not indicate any prioritization.

TABLE 1: Municipal Development Program Projects

Ref #	Project	Eligibility under Title 30-A	Estimated Cost
Tier 2: Costs made outside the District but are directly related to Hartt Industrial Park			
1	Cost of improvements including, planning, design, construction, licensing, permitting, planning, engineering, legal and accounting fees associated with Kittyhawk Rd.	\$5225 (1)(A)(d) \$5225(2)-(5)	\$200,000
Tier 3: Costs within the Community related to economic development			
2	Costs to fund the City's economic development program including operations, programs/events to market municipality as business/arts location, and salaries.	\$5225(1)(C)(1)	\$30,000
3	Funds to establish permanent economic development revolving loan funds, investment funds or grants.	\$5225(1)(C)(3)	\$5,500,000
4	Cost of services and equipment to provide skills training and development.	\$5225(1)(C)(4)	\$1,100,000
5	Cost associated with new or expanded transit service capital costs.	\$5225(1)(C)(7)(a)	\$1,650,000
			\$8,480,000

The #20 Hartt Industrial Park Omnibus District may accept revenue from other existing/future Auburn Municipal TIF districts to be applied to approved project costs under this Development Program while its capture remains 100% of increased assessed value, and such portage is an allowable project cost in development programs of other districts. Should City lower capture, Auburn Enterprise Industrial Park Omnibus District may not accept ported revenues during that time.

#20 HARTT TRANSPORTATION INDUSTRIAL PARK OMNIBUS MUNICIPAL DEVELOPMENT AND TAX
INCREMENT FINANCING DISTRICT
DEVELOPMENT PROGRAM
EXHIBIT C

CERTIFICATE OF CITY ASSESSOR
CITY OF AUBURN, MAINE

The undersigned City Assessor for the City of Auburn, Maine, does hereby certify pursuant to the provisions of 30-A M.R.S.A. § 5227 (2) and 123-d P.S. LD1892 that the taxable real property value of the Hartt Transportation Industrial Park Omnibus Municipal Development and Tax Increment Financing District #20, as described in the development program is \$1,178,340 as of March 31, 2014 (April 1, 2013).

A list of all parcels in listed below, which shows each individual parcel's value as of March 31, 2014 (April 1, 2013).

Taxable Real Property:

Map/Lot	Acres	Taxable Real Property
120-020	12.19	\$ 208,800.00
120-015-001	4.04	\$ 180,300.00
120-015-002	4.2	\$ 122,500.00
120-015-003	2.26	\$ 94,600.00
120-015-004	4.31	\$ 124,000.00
120-015-005	4.3	\$ 123,900.00
120-015-006	3.42	\$ 11,140.00
120-015-007	6.45	\$ 154,300.00
120-015-008	0.29	\$ 3,400.00
120-015-009	1.16	\$ 155,400.00

IN WITNESS HEREOF, this certificate has been executed this 24th day of November, 2014.

CITY OF AUBURN, MAINE
CITY ASSESSOR:

Print Name: _____

City of Auburn
#20 Hartt Transportation Industrial Park Omnibus District
Exhibit D - Financial Projections

Inputs	
FY13-14 Valuation	\$ 1,178,340
Term	20 years

Tax Year	Projected Mill Rate	Original Base Value	Projected Annual Assessed Value	Credit Enhancement Agreement	Projected Tax Revenue	IAV Capture
FY14-15	0.02043	\$ 1,178,340	\$ 1,178,340		\$ -	100%
FY15-16	0.02043	\$ 1,178,340	\$ 6,178,340	\$ 50,489	\$ 51,661	100%
FY16-17	0.02043	\$ 1,178,340	\$ 6,178,340	\$ 50,489	\$ 51,661	100%
FY17-18	0.02043	\$ 1,178,340	\$ 12,178,340	\$ 99,521	\$ 125,209	100%
FY18-19	0.02043	\$ 1,178,340	\$ 18,178,340	\$ 148,553	\$ 198,757	100%
FY19-20	0.02043	\$ 1,178,340	\$ 26,178,340	\$ 213,929	\$ 296,821	100%
FY20-21	0.02043	\$ 1,178,340	\$ 32,178,340	\$ 262,961	\$ 370,369	100%
FY21-22	0.02043	\$ 1,178,340	\$ 32,178,340	\$ 262,961	\$ 370,369	100%
FY22-23	0.02043	\$ 1,178,340	\$ 38,178,340	\$ 161,094	\$ 594,816	100%
FY23-24	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY24-25	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY25-26	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY26-27	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY27-28	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY28-29	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY29-30	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY30-31	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY31-32	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY32-33	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY33-34	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
FY34-35	0.02043	\$ 1,178,340	\$ 38,178,340		\$ 755,910	100%
			Totals: \$	1,250,000	\$ 11,130,580	

Investment Assumptions	
FY13-14	
FY14-15	
FY15-16	\$ 5,000,000
FY16-17	
FY17-18	\$ 6,000,000
FY18-19	\$ 6,000,000
FY19-20	\$ 8,000,000
FY20-21	\$ 6,000,000
FY21-22	
FY22-23	\$ 6,000,000
Total	\$ 37,000,000

TAX SHIFT FORMULAS*

It is required during any application for designation as a tax increment financing district to calculate tax shifts that result from the creation of the District. These tax shifts are noted in the following basic formulae that use local property tax valuation as a basis for calculations. These formulae provided by DECD are:

- Municipal Share of County Taxes
- Revenue Sharing
- Education Costs

The following is the process used to derive these tax shifts.

County Tax Shift

In order to produce this result, information must be obtained from the Maine Revenue Services and the County government of which the District will reside in. First, the most recent County State Valuation should be obtained. The averaged Captured Assessed Value for the District for the life of the project will then be determined. The averaged Captured Assessed Value is then divided by the Current County State Valuation. To find the estimated average county tax over the life of the District, you must obtain the County Tax for the Town for the last five years. The average change is then determined and projected to the middle of the districts life. This projected tax was multiplied by the factor developed above to arrive at the County Tax Shift.

$$\frac{(Captured Assessed Value)}{(Captured Assessed Value + Current County State Valuation)} \times Estimated Average Annual County Tax$$

Revenue Sharing Shift

The total Municipal Revenue Sharing amount was obtained from the State Treasurer in order to complete the following formula:

Step 1:

$$\frac{Municipal Population \times Local Property Tax Levied}{State Local Valuation} = Current Factor$$

Step 2:

$$\frac{Municipal Population \times Local Property Tax Levied}{State Local Valuation + Captured Assessed Value} = Adjusted Factor$$

Step 3:

$$\frac{Current Factor}{Adjusted Factor} = 1.X$$

Step 4:

$$1.X - 1.0 = .X$$

Step 5:

$$.X (Total Municipal Revenue Sharing Amount) = Revenue Sharing Shift$$

Education Tax Shift

State law requires that an estimate be made of how much of a loss in State aid to education a community would experience had the TIF District not been created. The premise for this requirement is that if the TIF did not exist and the development still occurred, other taxing jurisdictions would benefit by the (TIF) Town paying more and receiving less.

Historically, the methodology used to determine the fiscal impact from the establishment of a TIF District was to multiply the Captured Assessed Value by the constant .009. The result would be an annual and cumulative “Education Tax Shift” for the proposed district. Changes in the distribution of State funding for education have required TIF applicants to develop other methodologies that more accurately reflect the “Education Shift”.

**From Department of Economic and Community Development – Municipal Tax Increment Financing Manual 11-20-2011*

City of Auburn
#20 Hartt Transportation Industrial Park Omnibus District
Exhibit E - Tax Shift Projections

Tax Year	Avoided Loss in State Allocation For Education	Avoided Loss in Revenue Sharing	Avoided Increase In County Tax	Total Tax Shifts
FY14-15	10,605.06	994.49	303.09	\$ 11,887.35
FY15-16	10,605.06	994.49	303.09	\$ 11,887.35
FY16-17	10,605.06	994.49	303.09	\$ 11,887.35
FY17-18	10,605.06	994.49	303.09	\$ 11,887.35
FY18-19	10,605.06	994.49	303.09	\$ 11,887.35
FY19-20	10,605.06	994.49	303.09	\$ 11,887.35
FY20-21	10,605.06	994.49	303.09	\$ 11,887.35
FY22-23	10,605.06	994.49	303.09	\$ 11,887.35
FY23-24	10,605.06	994.49	303.09	\$ 11,887.35
FY24-25	10,605.06	994.49	303.09	\$ 11,887.35
FY25-26	10,605.06	994.49	303.09	\$ 11,887.35
FY26-27	10,605.06	994.49	303.09	\$ 11,887.35
FY27-28	10,605.06	994.49	303.09	\$ 11,887.35
FY28-29	10,605.06	994.49	303.09	\$ 11,887.35
FY29-30	10,605.06	994.49	303.09	\$ 11,887.35
FY30-31	10,605.06	994.49	303.09	\$ 11,887.35
FY31-32	10,605.06	994.49	303.09	\$ 11,887.35
FY32-33	10,605.06	994.49	303.09	\$ 11,887.35
FY33-34	10,605.06	994.49	303.09	\$ 11,887.35
FY34-35	10,605.06	994.49	303.09	\$ 11,887.35
Totals:	\$ 212,101.20	\$ 19,889.80	\$ 6,061.80	

EXHIBIT F

CITY OF AUBURN
PUBLIC NOTICE

Notice is hereby given that the City of Auburn, Maine, will hold a public hearing on December 15, 2014 at 7PM or as soon as possible thereafter at the City Council Chambers, Auburn Hall building, 60 Court St, Auburn, ME. The purpose of receiving public comments on the designation of its proposed Hartt Transportation Industrial Park Omnibus Tax Increment Financing District #20 and the adoption of said Municipal Development and Tax Increment Finance District, pursuant to the provisions of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

The proposed Hartt Transportation Industrial Park Omnibus Municipal Development and Tax Increment Financing District consists of certain property, approximately 43 acres, located with Kittyhawk Ave to the north east and Hotel Rd to the north west.

A copy of the proposed development program for the district is on file with the City Clerk and may be reviewed at the offices of the city clerk during normal business hours. All interested parties are invited to attend the public hearing and will be given an opportunity to be heard at that time.

Please publish: _____

Exhibit I

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam Lee, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

Jonathan P. LaBonte, Mayor

IN CITY COUNCIL

ORDER 51-06162014

ORDERED, that the City Manager is hereby authorized to sign the attached Development Agreement with Hartt Transportation Systems, Inc. and/or BBW & R Properties, LLC and have prepared, for City Council action, documents referenced therein.



A TRUE COPY ATTEST

Susan Cements Dallaire

CITY CLERK

Passage on 06/16/2014 5-2 (Councilors Crowley and Gerry opposed).



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: Dec. 1, 2014

Author: Roland Miller

Subject: Auburn Enterprise Industrial Park Omnibus Municipal Tax Increment Finance District #19

Information: Auburn's newest industrial park is currently under construction. This proposal is to create a tax increment finance District for the new geography contained within this development. Similar to the downtown district, by creating an omnibus structure this will allow (with approval from the City Council) for the issuance of credit enhancement agreements (CEA's) for any lot contained within the park.

The proposal (subject to your approval) is to capture 100% of the tax increment* and apply funds to the following work program: 1) improvements to Lewiston Junction Road -- \$200,000; 2) fund the economic development program -- \$30,000; 3) reserve 25% of the residual for a potential CEA to ABDC (consistent with the development agreement approved by the City Council – attached in the development program, Exhibit I); 4) reserve 50% of the residual to capitalize a communitywide revolving loan program (details to be developed with input from the City Council); 5) reserve 15% of the residual to fund capital costs for expanded transit service; and 6) reserve 10% of the residual to establish a program to provide skills training (details to be developed with input from the City Council).

*Please Note -- taxes derived from the baseline value of \$1,004,000 will go to the general fund for the life of the district.

Advantages:

Disadvantages:

City Budgetary Impacts: The discussion regarding financial impact will be centered on a review of Exhibit D, and Exhibit B. in the attached development program.

Staff Recommended Action: Authorization to publish for public hearing this as an action item for the meeting of December 15, 2014.

Previous Meetings and History:

Attachments: TIF development program and financial plan
Development agreement with ABDC



CITY OF AUBURN, MAINE

#19 AUBURN ENTERPRISE INDUSTRIAL PARK OMNIBUS MUNICIPAL TAX INCREMENT FINANCING DISTRICT

DEVELOPMENT PROGRAM

November 24, 2014

Prepared by:
Jill Cunningham, Economic Development Assistant
Roland Miller, Community & Economic Dev. Director

Table of Contents

Table of Contents.....	2
Municipal Cover Letter.....	3
Application Cover Sheet.....	4
Statutory Requirements & Thresholds	5
Development Program.....	7
Introduction	7
Financial Plan	8
Cost Estimated for Development Program	8
Indebtedness.....	8
Anticipated Revenues	8
Description of the terms and conditions of any agreements, contracts or other obligations related to the development program	9
Duration of Development Program	9
Physical Description of District	9
Description of Public Facilities to be Constructed	9
Relocation of Displaced Persons.....	9
Proposed Regulations and Facilities to Improve Transportation	9
Environmental Controls	9
Plan of Operation under Completion.....	9
Public Hearing	9
Authorizing Votes.....	10
Exhibit A 1 – TIF 19 Tax District Map	
Exhibit A 2 – Municipal Borders Map	
Exhibit B – Potential Economic Development Public Projects	
Exhibit C – Assessors Certificate	
Exhibit D – Financial Projections	
Exhibit E – Tax Shift Calculations	
Exhibit F – Public Hearing Notice	
Exhibit G – Attested Minutes from Public Hearing	
Exhibit H – Resolve from Auburn City Council Meeting	
Exhibit I – Order 59-07072014	
Exhibit J – Planning Board Minutes	

City of Auburn, Maine

"Maine's City of Opportunity"

Economic Development

November 24, 2014

Commissioner George Gervais
Maine Department of Economic and Community Development
Burton M. Cross Office Building
59 State House Station
Augusta, ME 04333-0059

***Re: City of Auburn, #19 Enterprise Industrial Park Omnibus Municipal Tax Increment
Financing District and Development Program.***

Dear Commissioner Gervais:

In accordance with Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, I am pleased to submit the application for the Auburn Enterprise Industrial Park Omnibus Municipal Development Tax Increment Financing District and Development Program.

This letter accompanies documentation you requested to complete the City of Auburn's application for an approval of Auburn's Enterprise Industrial Park Omnibus Tax Increment Financing District (TIF #19).

All the information provided is true and accurate to the best of our knowledge. Should you have any additional questions or concerns, please do not hesitate to contact my office, or the city's Economic Development staff.

Sincerely,

Howard Kroll
City Manager

cc: Roland Miller, Economic Development Director
Jill Cunningham, Economic Development Assistant

60 Court Street • Auburn, ME 04210 • (207) 333-6600
www.auburnmaine.org

Application Cover Sheet

MUNICIPAL TAX INCREMENT FINANCING

A. General Information

1. Municipality Name: City of Auburn		
2. Address: 60 Court St, Auburn, ME 04210		
3. Telephone: 207-333-6601	4. Fax: 207-333-6620	5. Email: JCunningham@auburnmaine.gov
6. Municipal Contact Person: Jill Cunningham & Roland Miller		
7. Business Name:	This is intended to be an omnibus TIF District and Development Program enabling multiple Credit Enhancement Agreements with companies or developers ("taxpayers") of individual lots at the Auburn Enterprise Industrial Park. The percentage of Captured Assessed Value to be reimbursed to developers will be determined by City of Auburn Staff and brought to Auburn City Council for final approval.	
8. Address:		
9. Telephone:		
12. Business Contact:		
13. Principal Place:		
14. Company Structure:		
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 checked="" type="checkbox"/> job creation	<input checked="" type="checkbox"/> job retention	<input checked="" type="checkbox"/> capital investment
<input checked="" type="checkbox"/> training investment	<input checked="" type="checkbox"/> tax base improvement	<input 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 improvements, construction costs	

Statutory Requirements & Thresholds

A. ACRE LIMITATION

1. Total Acreage of Municipality	41,430																								
2. Total Acreage of Proposed Municipal TIF District	99																								
3. Total Downtown acres contained in the Proposed Municipal TIF District	0																								
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)	99																								
6. Percentage of total acreage in proposed municipal TIF District (cannot exceed 2%) Divide A5 by A1	0.24%																								
7. Total acreage of all existing and proposed municipal TIF districts in the municipality. Add A2 to sum of all existing TIF district acreage.	755.60																								
<table border="1"> <thead> <tr> <th>TIF #</th><th>Acres</th></tr> </thead> <tbody> <tr><td># 4</td><td>52.41</td></tr> <tr><td># 6</td><td></td></tr> <tr><td># 8</td><td>54.00</td></tr> <tr><td># 9</td><td>57.74</td></tr> <tr><td># 10</td><td>266</td></tr> <tr><td># 12</td><td>144</td></tr> <tr><td># 13</td><td>29.67</td></tr> <tr><td># 14</td><td>38.91</td></tr> <tr><td># 15</td><td>1.50</td></tr> <tr><td># 17</td><td>3.84</td></tr> <tr><td># 18</td><td>8.53</td></tr> </tbody> </table>		TIF #	Acres	# 4	52.41	# 6		# 8	54.00	# 9	57.74	# 10	266	# 12	144	# 13	29.67	# 14	38.91	# 15	1.50	# 17	3.84	# 18	8.53
TIF #	Acres																								
# 4	52.41																								
# 6																									
# 8	54.00																								
# 9	57.74																								
# 10	266																								
# 12	144																								
# 13	29.67																								
# 14	38.91																								
# 15	1.50																								
# 17	3.84																								
# 18	8.53																								
8. Total acreage of an existing or Proposed Downtown TIF District in the municipality.	266																								
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.	489.6																								
12. Percentage of total acreage in all existing and proposed Municipal TIF Districts (cannot exceed 5%) Divide A11 by A1.	1.18%																								
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)																									
b. In need of rehabilitation/conservation (Divide acres by A2)																									
c. Suitable for industrial/commercial site (Divide acres by A2)	99																								
TOTAL																									
	100%																								

B. VALUATION LIMITATION

1. Total Aggregate Value of Municipality (TAV) <i>Use most recent April 1st</i>	\$2,005,721,383																								
2. Original Assessed Value (OAV) of Proposed Municipal TIF District. <i>Use March 31st of tax year preceding date of municipal designation</i>	\$1,004,000																								
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>	\$112,908,500																								
	<table> <tr> <th>TIF #</th><th>OAV</th></tr> <tr> <td># 4</td><td>\$1,702,000</td></tr> <tr> <td># 6</td><td>\$520,900</td></tr> <tr> <td># 8</td><td>\$366,000</td></tr> <tr> <td># 9</td><td>\$5,956,300</td></tr> <tr> <td># 10</td><td>\$84,411,000</td></tr> <tr> <td># 12</td><td>\$334,200</td></tr> <tr> <td># 13</td><td>\$5,425,400</td></tr> <tr> <td># 14</td><td>\$11,155,800</td></tr> <tr> <td># 15</td><td></td></tr> <tr> <td># 17</td><td>\$468,800</td></tr> <tr> <td># 18</td><td>\$1,564,100</td></tr> </table>	TIF #	OAV	# 4	\$1,702,000	# 6	\$520,900	# 8	\$366,000	# 9	\$5,956,300	# 10	\$84,411,000	# 12	\$334,200	# 13	\$5,425,400	# 14	\$11,155,800	# 15		# 17	\$468,800	# 18	\$1,564,100
TIF #	OAV																								
# 4	\$1,702,000																								
# 6	\$520,900																								
# 8	\$366,000																								
# 9	\$5,956,300																								
# 10	\$84,411,000																								
# 12	\$334,200																								
# 13	\$5,425,400																								
# 14	\$11,155,800																								
# 15																									
# 17	\$468,800																								
# 18	\$1,564,100																								
4. OAV of an existing or proposed Downtown TIF District in the municipality.	\$84,411,000																								
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>	\$28,497,500																								
8. Percentage of total OAV to TAV in all existing and Proposed Municipal TIF Districts (cannot exceed 5%) <i>Divide B7 by B1</i>	1.42%																								

Development Program

Introduction

Industrial land suitable for development and served by air, rail and highway transportation is in short supply in the City of Auburn (the “City”). The City has been making efforts to encourage and accomplish development of the second industrial park to serve that need. The Auburn Business Development Corporation and its nonprofit affiliate, Kittyhawk Development Corp. (the “Developers”); in cooperation with the City, have suitable land for industrial development adjacent to Lewiston Junction Road, and Cascades Drive and Foster Rd. This land is conveniently located near the Auburn-Lewiston Municipal Airport, and the Maine Turnpike.

The City desires to attract and retain quality jobs and commercial development, create and maintain a healthy tax base, improve the economy of the City and the State of Maine, and provide for construction of new public infrastructure and improvements to facilitate economic development. In order to fulfill these goals, certain properties are being designated as the Auburn Enterprise Industrial Park Omnibus Municipal Development and Tax Increment Financing District, an area consisting of approximately 99 +/- acres, comprising a portion of the City, as shown on Exhibit A attached hereto and incorporated herein by reference (the “District”). This district will be bounded by Lewiston Junction Road on the north and Auburn Industrial Park Municipal Development and Tax Increment Financing District #12 parcels to the south. All of the District is located within the Auburn Enterprise Industrial Park.

The Development Program described herein is proposed for the purpose of administering the District as a municipal development and tax increment financing district pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as (the “Development Program”). Upon resolution of the Auburn City Council designating the District and adopting this Development Program on December 15, 2014, the designation of the District and adoption of the Development Program become final subject to approval by the Maine Department of Economic Community Development (“DECD”).

The purpose of the District is to finance costs associated with certain public improvements within or in support of the District, including but not limited to streets, access roads, bridges, street lights, storm drains, intersections, sidewalks, wetland mitigation and utilities such as power, water, sewer, natural gas, communications and data transmission (the “Public Improvements”).

With this in mind, the City of Auburn anticipates the creation of “omnibus” TIF district and development program, which would enable Credit Enhancement Agreements (“CEAs”) to be negotiated with the City for the purpose of businesses developing site locations. The City will ‘capture’ 100% of the increased assessed value associated with new construction at the locations, as ‘Captured Assessed Value’ (CAV), for the purpose of funding the CEAs, and when circumstances allow, funding certain municipal economic development activities. Terms and conditions for each CEA will be negotiated by the City Manager or his designee, and presented for public hearing and vote by City Council.

The designation of the District and approval of the Development Program can achieve and address the issues and goals as stated previously in this introduction. An industrial park with an innovative, forward looking and omnibus TIF in place and approved framework for future development can greatly enhance the City’s statewide reputation and profile as a business location and enhance attractiveness of the District as a future industrial location, making the overall project more financially viable.

The City will use the captured tax increment revenues from the District to finance the Project as permitted under 30-A M.R.S.A. § 5225, (the “Project Costs”), including the cost of Public District Improvements. The estimated Project Costs to be included, as part of this Development Program, are identified in Exhibit B attached hereto.

The project and all associated improvements financed under this Development Program other than the Public Improvements and other Project Costs will be located within the District, adjacent to the District or are impacted directly by activity within the District. The proposed District will encompass approximately 99 acres.

Financial Plan

The proposed tax increment financing district will encompass approximately 99 acres of taxable property with a total assessed land value as of March 31, 2014 (April 1, 2013) in the amount of \$1,004,000. This development Program requires the establishment of a Development Program Fund consisting of a Sinking Fund Account pledged to and charged with payment of debt service on the Bonds and a Project Cost Account pledged to and charged with payments of other Project Costs.

The Development program Fund is established consisting of a project cost account (“Project Cost Account”) pledged to and charged with payment of project costs outlined in the financial plan.

The Project Cost Account shall consist of one or more City cost subaccounts (the “City Project Cost Subaccount”) pledged to and charged with the payment of costs of the City’s project costs, and one or more developer (“taxpayer”) cost subaccounts (the “Developer Project Cost Subaccount”) pledged to and charged with payment of the costs of reimbursement consistent with an approved credit enhancement agreement.

All project Costs will be funded directly or reimbursed from incremental tax revenues of the District or from proceeds of the Bonds.

Cost Estimated for Development Program

The estimated initial Project Costs of this Development Program are none. Such costs are set forth in greater detail on Exhibit B hereto.

Indebtedness

Except as determined by further action of the City Council, none of the costs of any private development within the District will be financed through issuance of any municipal indebtedness. Development may, if qualified, be financed with proceeds of private activity bonds used by the City for which the applicable developer, and not the City, will have the sole responsibility to repay. The Public District Improvements and other Project Costs will be funded by the Bonds. The amount of public indebtedness to be incurred of the Auburn Enterprise Industrial Park Omnibus Municipal Tax Increment Financing District Development is \$4,200,000.

Anticipated Revenues

The anticipated TIF Revenues will be generated by real property improvements made within the district. Investment by District developers in the City of Auburn is estimated to result in a collective municipal assessed value of \$1,004,000. See Exhibit C for more detail.

Description of the terms and conditions of any agreements, contracts or other obligations related to the development program

The City anticipates entering into CEA's with developers within the District to reimburse up to 100% of the property taxes paid on the Captured Assessed Value (CAV) in the District for twenty (20) years.

The proceeds of the CEA will be utilized by the companies or developers ("taxpayers") to defray the costs of construction, financing, and general improvement within the District as described in this Development Program.

Duration of Development Program

The duration of the District will begin on the designation of the District by the Auburn City Council and the effective date of its approval by the Maine Department of Economic and Community Development (the original assessed value is based on the valuation as of April 1, 2013) with the first payment during the 2014-2015 fiscal year and end in twenty years.

Physical Description of District

The District consists of 3 parcels, parcels 118-002 and 118-004 on Foster Road, and a portion of 130-001-001, which is subdivision of 130-001 for a total of 99 acres. The District is delineated on Exhibit A hereto. This District is also approved by planning board, within minutes dated May 5, 2010 in Exhibit J hereto.

Description of Public Facilities to be Constructed

There are no public facilities to be constructed with this project.

Relocation of Displaced Persons

No persons or businesses will be displaced or relocated as a result of the development activities proposed in the District.

Proposed Regulations and Facilities to Improve Transportation

Existing transportation facilities are adequate to accommodate the Project.

Environmental Controls

The improvements contemplated by this Development Program will comply with all federal, state and local environmental and land development laws, rules, regulations, and ordinances.

Plan of Operation under Completion

The improvements in the District will at all times be owned by the Company, its successors or assigns, which will be responsible for payment of all maintenance expenses, insurance and taxes on said improvements.

During the life of the District, the City Manager or the Manager's designee will be responsible for all administrative matters concerning the implementation and operation of the District. The Company shall be solely responsible for implementation of the Project in the District.

Public Hearing

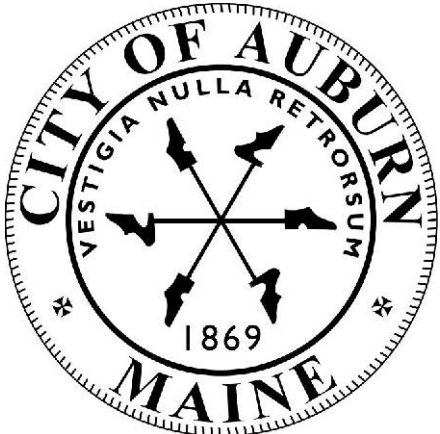
Attached hereto as Exhibit E is a copy of the Notice of Public Hearing held in accordance with the requirements of 30-A M.R.S.A. § 5226(1). The Notice was published in the Lewiston Sun Journal, a newspaper of general circulation in Auburn on December 3, 2014 a day at least ten (10) days prior to the public hearing. A public hearing was held at the City Council meeting on December 15, 2014.

Authorizing Votes

Attached as Exhibit F are copies of the votes by the City Council of the City of Auburn meeting thereof duly called and held on December 15, 2014 approving the designation of the District and adoption of this Development Program.

TIF #19

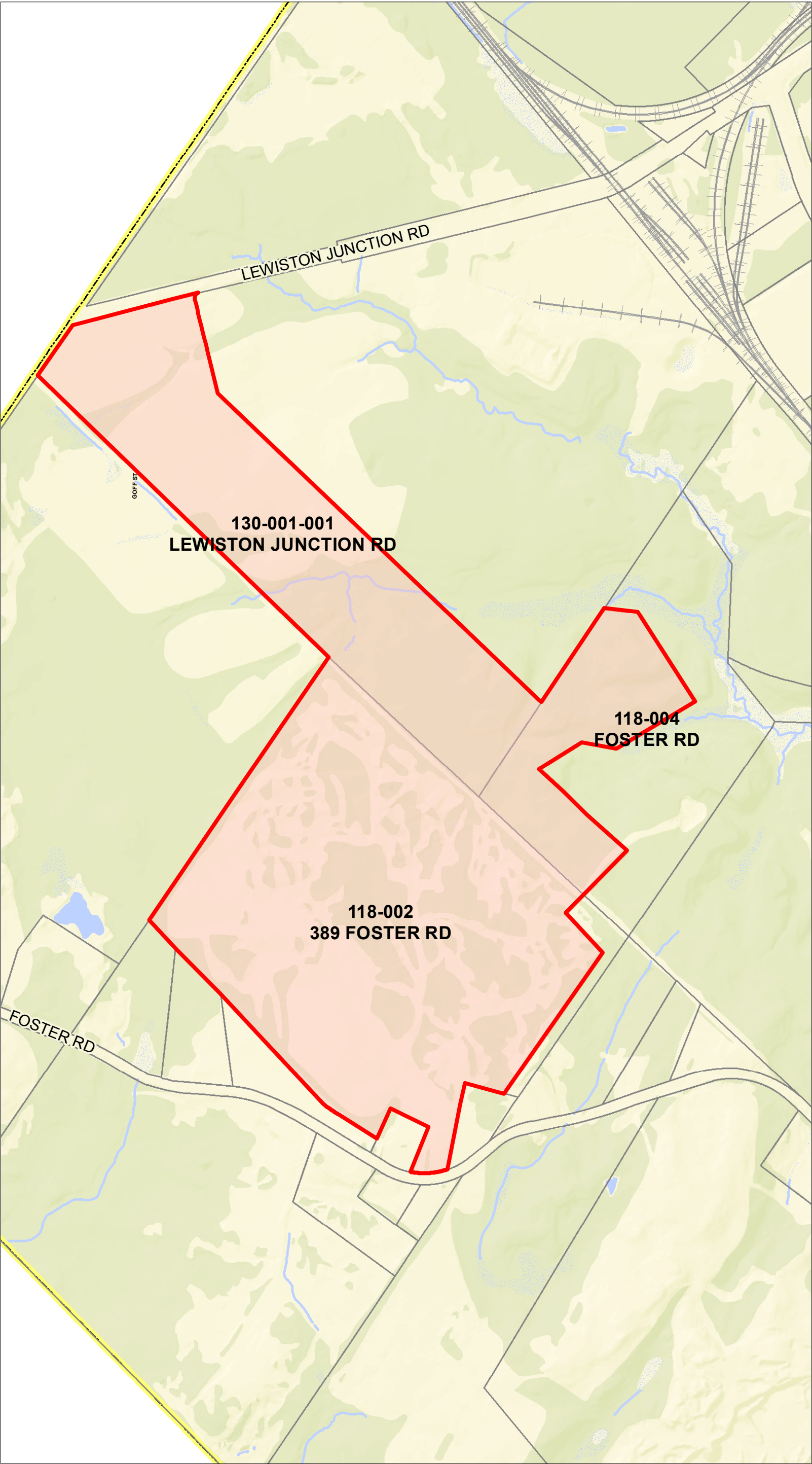
Auburn Enterprise Industrial Park Omnibus Municipal TIF District



City of Auburn

60 Court St
Auburn, ME 04210
207-333-6601
www.auburnmaine.gov

 TIF #19



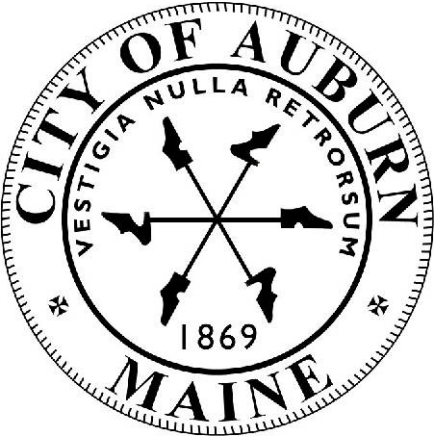
0 250 500 Feet



The data used in these applications were derived from Auburn's digital databases. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users of the information displayed on this map are strongly cautioned to verify all information before making any decisions.

TIF #19

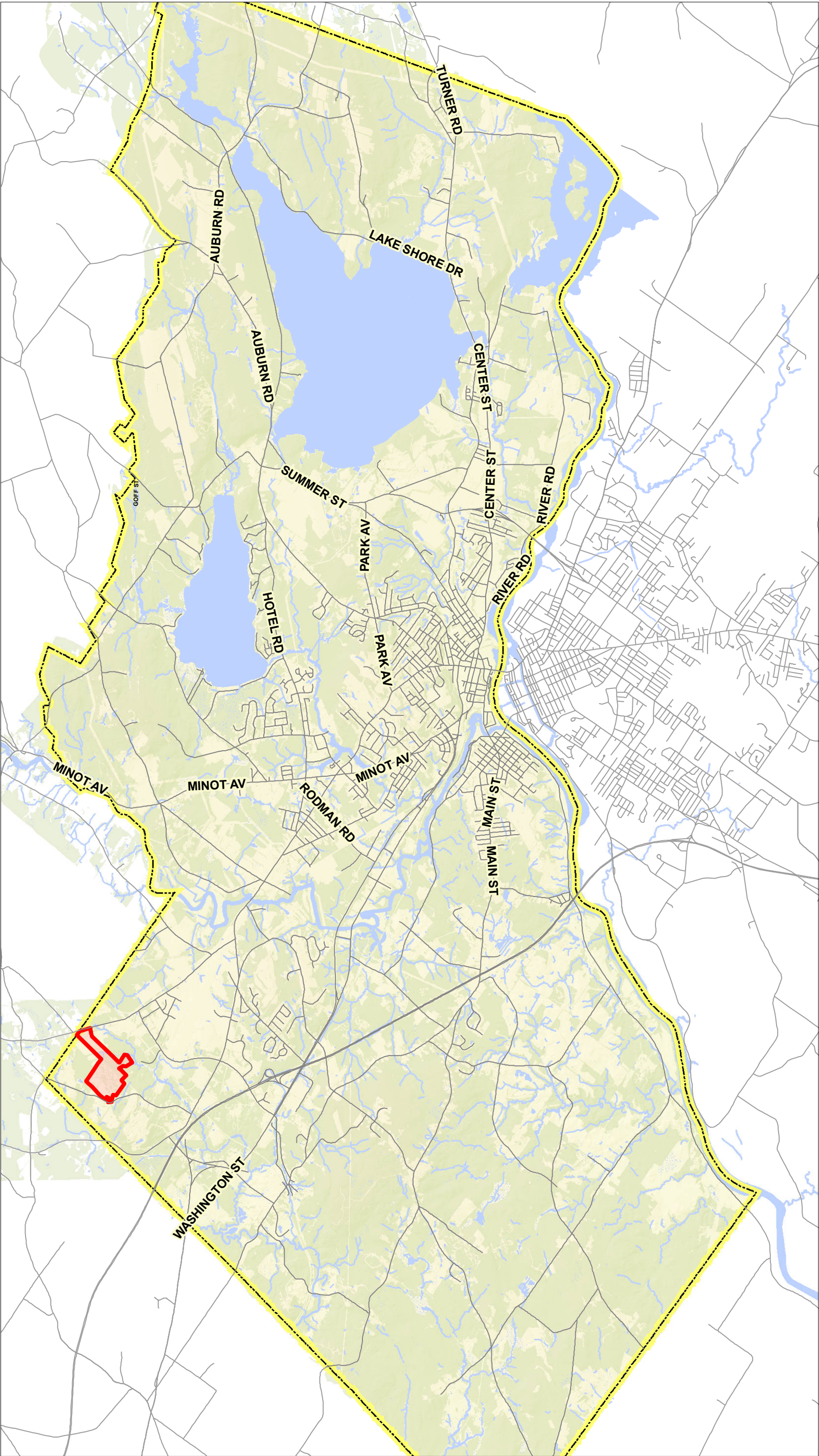
Auburn Enterprise Industrial Park Omnibus
Municipal TIF District



City of Auburn

60 Court St
Auburn, ME 04210
207-333-6601
www.auburnmaine.gov

TIF #19



The data used in these applications were derived from Auburn's digital databases. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users of the information displayed on this map are strongly cautioned to verify all information before making any decisions.

**City of Auburn, #19 Auburn Enterprise Industrial Park Omnibus
Municipal Tax Increment Financing District**

Exhibit B

Municipal Public Projects

Reference # for reference only—does not indicate any prioritization.

TABLE 1: Municipal Development Program Projects

Ref #	Project	Eligibility under Title 30-A	Estimated Cost
Tier 2: Costs made outside the District but are directly related to Auburn Enterprise Industrial Park			
1	Cost of improvements including, planning, design, construction, licensing, permitting, planning, engineering, legal and accounting fees associated with the 1,000ft widening of Lewiston Junction Road.	§5225 (1)(A)(d) §5225(2)-(5)	\$200,000
Tier 3: Costs within the Community related to economic development			
2	Costs to fund the City's economic development program including operations, programs/events to market municipality as business/arts location, and salaries.	§5225(1)(C)(1)	\$30,000
3	Funds to establish permanent economic development revolving loan funds, investment funds or grants.	§5225(1)(C)(3)	\$4,200,000
4	Cost of services and equipment to provide skills training and development.	§5225(1)(C)(4)	\$840,000
5	Cost associated with new or expanded transit service capital costs.	§5225(1)(C)(7)(a)	\$1,260,000
			\$6,530,000

The #19 Auburn Enterprise Industrial Park Omnibus District may accept revenue from other existing/future Auburn Municipal TIF districts to be applied to approved project costs under this Development Program while its capture remains 100% of increased assessed value, and such portage is an allowable project cost in development programs of other districts. Should City lower capture, Auburn Enterprise Industrial Park Omnibus District may not accept ported revenues during that time.

#19 AUBURN ENTERPRISE INDUSTRIAL PARK OMNIBUS MUNICIPAL DEVELOPMENT AND TAX
INCREMENT FINANCING DISTRICT
DEVELOPMENT PROGRAM

EXHIBIT C

CERTIFICATE OF CITY ASSESSOR
CITY OF AUBURN, MAINE

The undersigned City Assessor for the City of Auburn, Maine, does hereby certify pursuant to the provisions of 30-A M.R.S.A. § 5227 (2) and 123-d P.S. LD1892 that the taxable real property value of the Auburn Enterprise Industrial Park Omnibus Municipal Development and Tax Increment Financing District #19, as described in the development program is \$1,004,000 as of March 31, 2014 (April 1, 2013).

A list of all parcels is listed below, which shows each individual parcel's value as of March 31, 2014 (April 1, 2013).

Taxable Real Property:

Map/Lot	Acres	Taxable Real Property
130-001-001	33	\$700,500
118-002	52	\$186,700
118-004	14	\$116,800

IN WITNESS WHEREOF, this certificate has been executed this 24th day of November, 2014.

CITY OF AUBURN, MAINE
CITY ASSESSOR:

Print Name: _____

City of Auburn
#19 Auburn Enterprise Industrial Park Omnibus District
Exhibit D - Financial Projections

Inputs	
FY13-14 Valuation	\$ 1,004,000
Term	20 years

Tax Year	Projected Mill Rate	Original Base Value	Projected Annual Assessed Value	Credit Enhancement Agreement w/ ABDC	Projected Tax Revenue	IAV Capture
FY14-15	0.02043	\$ 1,004,000	\$ 1,004,000		\$ -	100%
FY15-16	0.02043	\$ 1,004,000	\$ 1,004,000		\$ -	100%
FY16-17	0.02043	\$ 1,004,000	\$ 5,004,000	\$ 25,558	\$ 56,162	100%
FY17-18	0.02043	\$ 1,004,000	\$ 5,004,000	\$ 25,558	\$ 56,162	100%
FY18-19	0.02043	\$ 1,004,000	\$ 9,004,000	\$ 45,988	\$ 117,452	100%
FY19-20	0.02043	\$ 1,004,000	\$ 15,004,000	\$ 76,633	\$ 209,387	100%
FY20-21	0.02043	\$ 1,004,000	\$ 19,004,000	\$ 97,063	\$ 270,677	100%
FY21-22	0.02043	\$ 1,004,000	\$ 19,004,000	\$ 97,063	\$ 270,677	100%
FY22-23	0.02043	\$ 1,004,000	\$ 23,004,000	\$ 117,493	\$ 331,967	100%
FY23-24	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY24-25	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY25-26	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY26-27	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY27-28	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY28-29	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY29-30	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY30-31	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY31-32	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY32-33	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY33-34	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
FY34-35	0.02043	\$ 1,004,000	\$ 32,211,400	\$ 164,520	\$ 473,047	100%
Totals:				\$ 2,459,592	\$ 6,989,054	

Investment Assumptions	
FY14-15	
FY15-16	
FY16-17	\$ 4,000,000
FY17-18	
FY18-19	\$ 4,000,000
FY19-20	\$ 6,000,000
FY20-21	\$ 4,000,000
FY21-22	
FY22-23	\$ 4,000,000
Total	\$ 22,000,000

TAX SHIFT FORMULAS*

It is required during any application for designation as a tax increment financing district to calculate tax shifts that result from the creation of the District. These tax shifts are noted in the following basic formulae that use local property tax valuation as a basis for calculations. These formulae provided by DECD are:

- Municipal Share of County Taxes
- Revenue Sharing
- Education Costs

The following is the process used to derive these tax shifts.

County Tax Shift

In order to produce this result, information must be obtained from the Maine Revenue Services and the County government of which the District will reside in. First, the most recent County State Valuation should be obtained. The averaged Captured Assessed Value for the District for the life of the project will then be determined. The averaged Captured Assessed Value is then divided by the Current County State Valuation. To find the estimated average county tax over the life of the District, you must obtain the County Tax for the Town for the last five years. The average change is then determined and projected to the middle of the districts life. This projected tax was multiplied by the factor developed above to arrive at the County Tax Shift.

$$\frac{(Captured Assessed Value)}{(Captured Assessed Value + Current County State Valuation)} \times Estimated Average Annual County Tax$$

Revenue Sharing Shift

The total Municipal Revenue Sharing amount was obtained from the State Treasurer in order to complete the following formula:

Step 1:

$$\frac{Municipal Population \times Local Property Tax Levied}{State Local Valuation} = Current Factor$$

Step 2:

$$\frac{Municipal Population \times Local Property Tax Levied}{State Local Valuation + Captured Assessed Value} = Adjusted Factor$$

Step 3:

$$\frac{Current Factor}{Adjusted Factor} = 1.X$$

Step 4:

$$1.X - 1.0 = .X$$

Step 5:

$$.X (Total Municipal Revenue Sharing Amount) = Revenue Sharing Shift$$

Education Tax Shift

State law requires that an estimate be made of how much of a loss in State aid to education a community would experience had the TIF District not been created. The premise for this requirement is that if the TIF did not exist and the development still occurred, other taxing jurisdictions would benefit by the (TIF) Town paying more and receiving less.

Historically, the methodology used to determine the fiscal impact from the establishment of a TIF District was to multiply the Captured Assessed Value by the constant .009. The result would be an annual and cumulative “Education Tax Shift” for the proposed district. Changes in the distribution of State funding for education have required TIF applicants to develop other methodologies that more accurately reflect the “Education Shift”.

**From Department of Economic and Community Development – Municipal Tax Increment Financing Manual 11-20-2011*

City of Auburn
#19 Auburn Enterprise Industrial Park Omnibus District
Exhibit E - Tax Shift Projections

Tax Year	Avoided Loss in State Allocation For Education	Avoided Loss in Revenue Sharing	Avoided Increase In County Tax	Total Tax Shifts
FY14-15	9,036.00	837.35	258.25	\$ 10,128.58
FY15-16	9,036.00	837.35	258.25	\$ 10,128.58
FY16-17	9,036.00	837.35	258.25	\$ 10,128.58
FY17-18	9,036.00	837.35	258.25	\$ 10,128.58
FY18-19	9,036.00	837.35	258.25	\$ 10,128.58
FY19-20	9,036.00	837.35	258.25	\$ 10,128.58
FY20-21	9,036.00	837.35	258.25	\$ 10,128.58
FY22-23	9,036.00	837.35	258.25	\$ 10,128.58
FY23-24	9,036.00	837.35	258.25	\$ 10,128.58
FY24-25	9,036.00	837.35	258.25	\$ 10,128.58
FY25-26	9,036.00	837.35	258.25	\$ 10,128.58
FY26-27	9,036.00	837.35	258.25	\$ 10,128.58
FY27-28	9,036.00	837.35	258.25	\$ 10,128.58
FY28-29	9,036.00	837.35	258.25	\$ 10,128.58
FY29-30	9,036.00	837.35	258.25	\$ 10,128.58
FY30-31	9,036.00	837.35	258.25	\$ 10,128.58
FY31-32	9,036.00	837.35	258.25	\$ 10,128.58
FY32-33	9,036.00	837.35	258.25	\$ 10,128.58
FY33-34	9,036.00	837.35	258.25	\$ 10,128.58
FY34-35	9,036.00	837.35	258.25	\$ 10,128.58
Totals:	\$ 180,720.00	\$ 16,747.00	\$ 5,165.00	

EXHIBIT F

CITY OF AUBURN
PUBLIC NOTICE

Notice is hereby given that the City of Auburn, Maine, will hold a public hearing on December 15, 2014 at 7PM or as soon as possible thereafter at the City Council Chambers, Auburn Hall building, 60 Court St, Auburn, ME. The purpose of receiving public comments on the designation of its proposed Auburn Enterprise Industrial Park Omnibus Tax Increment Financing District #19 and the adoption of said Municipal Development and Tax Increment Finance District, pursuant to the provisions of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

The proposed Auburn Enterprise Industrial Park Omnibus Municipal Development and Tax Increment Financing District consists of certain property, approximately 99 acres, located with Lewiston Junction Road on the north, and Auburn's Industrial Park Municipal Development and Tax Increment Financing District #12 to the South.

A copy of the proposed development program for the district is on file with the City Clerk and may be reviewed at the offices of the city clerk during normal business hours. All interested parties are invited to attend the public hearing and will be given an opportunity to be heard at that time.

Please publish: _____

Exhibit I

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam Lee, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

Jonathan P. LaBonte, Mayor

IN CITY COUNCIL

ORDER 59-07072014

ORDERED, that the City Manager is authorized to execute a development agreement with the Auburn Business Development Corporation (ABDC) that obligates Auburn to create a Tax Increment Finance (TIF) program for the development of the Auburn Enterprise Center.



A TRUE COPY ATTEST

Susan Clement Dallaire

CITY CLERK

Passage on 7/7/2014 5-2 (Councilors Crowley and Gerry were opposed).

Auburn Planning Board Meeting Minutes

May 11, 2010

Roll Call - Present:

City Council Liaison Robert Hayes, Emily Mottram, Robert Bowyer, Dan Moreno, Chairman Clifton Greim, Richard Whiting, Preston Chapman, and Eric Cousens represented City staff.

Chairman Greim welcomed Emily Mottram and Robert Bowyer as new members of the Planning Board. Ms. Mottram will be an Associate member and Mr. Bowyer will be a Full member.

Minutes:

No minutes to approve at this time.

Public Hearings:

1) Auburn Industrial Subdivision - Auburn Business Development Corporation is seeking Preliminary Major Subdivision Review and a Site Location of Development Permit for the proposed Auburn Industrial Subdivision, an eight (8) Lot Subdivision of 98.85+/- acres, to be located off Lewiston Junction Road, (Parcel ID #'s 118-002, 118-004 and a portion of 130-001), Pursuant to Section 7.3 of Chapter 29.

Eric read the staff report.

Questions were asked of the presentation from Board members.

Chris Branch, Project Manager with Sebago Technics added to the presentation.

Mr. Branch answered several questions from the Board members.

Open Public Hearing

Kathy Robinson of 395 Foster Road commented about the condition of the road and said she was upset about having the Industrial Zone all around her property. Eric explained the Comprehensive Plan and how she could voice her concerns and opinions at future meetings.

Matthew Lapierre of 561 Foster Road asked Mr. Branch about the wetlands.

A motion was made by Daniel Moreno, seconded by Richard Whiting and all voted unanimously to close the public hearing. (4-0-0) Emily Mottram and Chairman Greim did not vote.

A motion was made by Richard Whiting and seconded by Dan Moreno to grant the preliminary approval of the Auburn Industrial Subdivision, subject to the conditions in the staff report and satisfactory resolution of issues pertaining to the Engineering and Fire Departments and also subject to final approval at a later date.

Robert Bowyer commented that the wetlands report was not included, that he had reservations about waiving the requirement for underground utilities and questioned the type of curbing that was being proposed.

Richard Whiting and Dan Moreno both agreed to the additional condition of the wetland mitigation report.

A vote was taken and all voted unanimously to approve. (4-0-0) Emily Mottram and Chairman Greim did not vote.

2) Hertz Auto Rental - Special Exception and Site Plan approval request to locate an automobile rental facility at 1120 Center Street (PID# 325-001), pursuant to Section 3.62.B.2.c of Chapter 29 of the Ordinances of the City of Auburn.

Eric read the staff report.

Chairman Greim commented that the plans which had been submitted were not stamped and he was concerned that the Board may be out of bounds in allowing this to occur.

Mike Malok and Jonathan Leahy, applicants, said they did not make any changes on the plans. They continued by answering questions asked by the Board members.

Open Public Hearing

A motion was made by Dan Moreno, seconded by Preston Chapman and all voted unanimously to close the public hearing. (4-0-0) Emily Mottram and Chairman Greim did not vote.

A motion was made by Dan Moreno, seconded by Preston Chapman and all voted unanimously to approve. (4-0-0) Emily Mottram and Chairman Greim did not vote.

3) Blackie's Farm Fresh Produce - Special Exception and Site Plan approval request to construct a 1,300 square foot addition at 966 Minot Avenue (PID# 67-110 and 108), pursuant to Section 3.62.B.2.q of Chapter 29 of the Ordinances of the City of Auburn.

Eric read the staff report.

Board members asked Eric several questions regarding the proposed project.

Mark Simpson of Simpson Builders mentioned to the Board that it was just a walk-in cooler.

Open Public Hearing

A motion was made by Preston Chapman, seconded by Robert Bowyer and all voted unanimously to close the public hearing. (4-0-0) Emily Mottram and Chairman Greim did not vote.

A motion was made by Richard Whiting, seconded by Preston Chapman and all voted unanimously to approve. (4-0-0) Emily Mottram and Chairman Greim did not vote.

OLD BUSINESS

None

MISCELLANEOUS

None

ADJOURNMENT

A motion was made by Dan Moreno, seconded by Preston Chapman and all voted unanimously to adjourn. (4-0-0) Emily Mottram and Chairman Greim did not vote.



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: 12-1-2014

Order 97-12012014*

Author: Sue Clements-Dallaire

Subject: Appointing Susan Clements-Dallaire as Registrar of Voters for a term which will expire on December 31, 2016.

Information: The City Council must appoint a Registrar of Voters as outlined in 21-A, section 101 (below).

The municipal officers of each municipality shall appoint in writing a qualified registrar of voters by January 1st of each odd-numbered year. The registrar shall serve for 2 years and until a successor is appointed and sworn. The municipal clerk may be appointed to serve as registrar, but the term of the clerk has no effect on the term of the registrar. If the clerk is not appointed to serve as registrar, the clerk must be appointed by the registrar to serve as a deputy registrar and has the same authority as the registrar to make determinations of voter eligibility and to perform the duties of voter registration as provided in this Title.

Advantages: We will be in compliance with State Law. Sue meets the qualifications and has completed the necessary training that is required and approved by the Secretary of State.

Disadvantages: None

City Budgetary Impacts: None

Staff Recommended Action: Staff recommends passage of the order.

Previous Meetings and History: Was appointed in 2013 with a term expiration of December 31, 2014.

Attachments:

Order 97-12012014

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam Lee, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

Jonathan P. LaBonte, Mayor

IN CITY COUNCIL

ORDER 97-12012014

ORDERED, that the City Council hereby appoints Susan Clements-Dallaire as Registrar of Voters with a term expiration of December 31, 2016.

IN COUNCIL REGULAR MEETING NOVEMBER 17, 2014 VOL. 34 PAGE 79

Mayor LaBonté called the meeting to order at 7:03 P.M. in the Council Chambers of Auburn Hall and led the assembly in the salute to the flag. Councilor LaFontaine had an excused absence. All other Councilors were present.

I. Consent Items - None

II. Minutes

November 3, 2014 Regular Council Meeting

Motion was made by Councilor Crowley and seconded by Councilor Gerry to accept the minutes of the November 3, 2014 as presented. Passage 6-0.

III. Reports

Mayor's Report – On the canal water rights discussions with Lewiston.

City Councilor Reports – Councilor Lee announced that John Holden is the new president of the Lewiston Auburn Economic Growth Council; Councilor Crowley on Election Day, Veterans Day, veterans that were recognized at Clover Manor, went over dates to watch, free fare day on the purple buses, holiday parade, visiting hours at the Library, Lewiston agenda packet did not include the water intake valve issue, the condition of North River Road, and budget discussions. A written report is on file; Councilor Gerry on the Lewiston Auburn Transit Committee meeting and discussions about the transportation center; and Councilor Walker on the South Main Street Project.

City Manager Report – Gave thanks to former City Manager Clint Deschene for his service to the City, thanked the City Clerk staff for running a smooth election, congratulated candidates, and suggested moving reports toward the end of the meetings after New Business.

Finance Director, Jill Eastman - October 2014 Monthly Finance Report

Motion was made by Councilor Crowley and seconded by Councilor Hayes to accept and place on file the October 2014 monthly finance report. Passage 5-0-1 (Councilor Walker abstained).

IV. Communications, Presentations and Recognitions

- Update on the South Main Street water main project

V. Open Session

- Don St. Germaine, owner of Morris Auto Parts/Don's Towing regarding his license for an Auto Graveyard/Junkyard application.

VI. Unfinished Business - None

VII. New Business

1. Order 95-11172014

IN COUNCIL REGULAR MEETING NOVEMBER 17, 2014 VOL. 34 PAGE 80

Authorizing the City Manager to execute documents that provide a Credit Enhancement Agreement (CEA) to Mechanics Savings Bank for their new development project.

Motion was made by Councilor Lee and seconded by Councilor Hayes to authorize the City Manager to execute documents that provide a Credit Enhancement Agreement (CEA) to Mechanics Savings Bank for their new development project.

Public comment - No one from the public spoke.

Motion was made by Councilor Gerry to amend to include the sidewalk and parking lot improvements. The amendment failed for lack of a second.

Motion was made by Councilor Crowley and seconded by Councilor Walker to include a directive to staff to report back within 60 days on any opportunities to leverage the credit enhancement dollars that would be captured under this project. Amendment failed 2-4 (Councilors Young, Hayes, Lee, and Gerry opposed).

Passage of the original order as presented 4-2 (Councilors Crowley and Walker opposed). A roll call vote was taken.

VIII. Executive Session

- Discussion regarding a personnel matter, pursuant to 1 M.R.S.A. Section 405(6)(A).
This was taken up during the workshop.

IX. Open Session - Members of the public are invited to speak to the Council about any issue directly related to City business which is not on this agenda. *No one from the public spoke.*

X. Adjournment - Motion was made by Councilor Young and seconded by Councilor Gerry to adjourn. There were no objections and the meeting adjourned at 8:00 P.M.

A True Copy.

ATTEST Susan Clements-Dallaire
Susan Clements-Dallaire, City Clerk



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: 12-1-2014

Order 94-11032014

Author: Reine Mynahan, Community Development Director

Subject: Acquisition of Main Street Parcel

Information: I am providing additional information per the City Council's request of November 17, 2014. The first attachment from Eric Cousens addresses allowable uses from a zoning perspective and comparative values of adjacent properties. The second attachment from Deborah Johnson provides guidance if the City Council takes no action at this time.

Advantages: Provides an opportunity for the City to encourage development along Main Street that meets the new Form Based Code standards. The payment also addresses an issue that has been in a state of flux for over 2 years.

Disadvantages: None

City Budgetary Impacts: None

Staff Recommended Action: Authorize payment for the parcel.

Previous Meetings and History: Item postponed on 11/3/2014 and 11/17/2014 workshop.

Attachments: Memo from Eric Cousens, and email from Deborah Johnson, Order 94-11032014

City of Auburn, Maine

"Maine's City of Opportunity"

Office of Planning & Permitting

To: Honorable Mayor and City Councilors

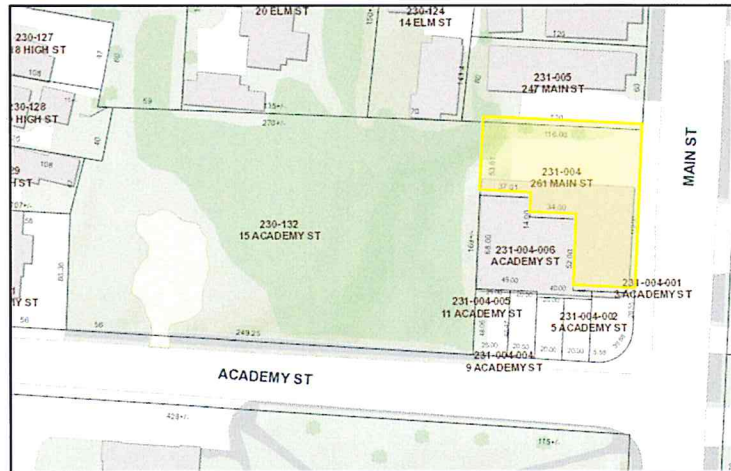
From: Eric J. Cousens, Deputy Director of Planning and Development

Re: 261 Main Street – Allowed Uses and Comparative Value

Date: November 21, 2014

The property at 261 Main Street is approximately .22 acres in area and is located in the Central Business III zoning district which

allows for a wide variety of residential, commercial and mixed use development. The assessed value of the parcel is \$60,100. The property also abuts the City owned parcel at 15 Academy Street as shown on the map to the right. Staff reviewed information from other tax cards for similarly sized developed parcels in the CB III zoning district to provide some comparisons for potential development values shown below. These are examples of potential value and are at the mid to higher end of potential use intensity for the parcels. Like all other parcels in the CB district, parking on or off-site within 1000' would need to be provided to accommodate new uses. The 2014 tax rate was used to calculate estimated tax revenues.



Address	Use	Land Area	Assessed Value	Approximate Annual Tax Revenue
233 Main Street	B & B	.22	\$286,300	\$5998
178 Main Street	Multifamily (13)	.09	\$272,200	\$5703
220 Main Street	Mixed Use/Office	.30	\$387,200	\$8112

Having ownership of the lot will allow the City to consider any potential use of the property at 261 Main Street and determine if it is worth selling the parcel to a potential developer based on their development plans. With all of our efforts to promote downtown development a major goal is to increase market demand and value of downtown properties over time. If we retain the parcel with income restrictions, uses will be limited and potential values will be depressed compared to unrestricted land.

Reine Mynahan

From: Johnson, Deborah [Deborah.Johnson@maine.gov]
Sent: Monday, November 24, 2014 10:00 AM
To: Reine Mynahan
Subject: Academy Street

Reine, I have to start the process to close out the NSP Grant and in order to do so the City needs to show that all funds have been expended on activities that meet benefit. The vacant lot does not meet any benefit at this time so the city should be prepared to pay back to the developer the value of the property. Once that happens the lot would be free of any federal requirements.

Deborah Johnson
Director, Office of Community Development
Department of Economic and Community Development
59 State House Station
Augusta ME 04333-0059
Phone (207) 624-9817
Fax (207) 287-8070
e-mail: deborah.johnson@maine.gov
www.meocd.org

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam Lee, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

Jonathan P. LaBonte, Mayor

IN CITY COUNCIL

ORDER 94-11032014

ORDERED, that the City Council agree to a \$10,000 payment for land acquisition of 261 Main Street.

.



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: 12/01/14

Ordinance 10-12012014

Author: Jill Eastman, Finance Director

Subject: Council Action on Budget Ordinance Sec 2-485 Change-Public hearing and first reading.

Information: Staff is recommending a change in the budget expenditure cap ordinance Sec 2-485 a. to a tax commitment cap, and to add Sec 2-485 c. Appropriation Resolve, adding tax due dates and interest rate on delinquent taxes to the appropriation resolve.

Advantages: With a tax commitment cap the City can take advantage of new revenue sources to fund expenditures without raising the tax commitment. The current ordinance does not take any new revenues into consideration, therefore it does not give the City any incentive to find new revenue to help fund the budget.

When the budget is passed the due dates and interest rate on delinquent taxes will be set. This saves us having a separate agenda item and gives the Assessing department and tax department the ability to begin working on the commitment and tax bills to get them ready to mail by mid July.

Disadvantages: Public perception links taxes to expenses only, so the Council and staff will have to work cooperatively to share that the tax commitment (difference between expenses and revenues) is what drives taxes.

City Budgetary Impacts:

Staff Recommended Action: Recommend passage of ordinance change. Public hearing and first reading.

Previous Meetings and History: This was briefly discussed during the FY15 budget process and discussed at Council Workshop on November 17, 2014.

Attachments:

Amended Ordinance 10-12012014

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam Lee, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

Jonathan P. LaBonte, Mayor

IN CITY COUNCIL

ORDINANCE 10-12012014

- **Sec. 2-485. - Council action on budget ~~increase.~~**

(a)

Budget ~~expenditure-tax commitment~~ cap. Beginning with the fiscal year ~~2008-2016~~ budget, the city council will not approve any increase in the ~~budget-tax commitment, City and School combined~~ which exceeds the consumer price index (urban) as compiled for the 12-month period ending as of December 31 prior the start of the succeeding fiscal year.

(b)

Exception. When deemed necessary by the city council, this provision may be waived by a majority vote of the city council.

(c)

Appropriation resolve. The tax due date and the interest rate on delinquent taxes will be included in the appropriation resolve.



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: December 1, 2014

Resolve 12-12012014

Author: Doug Greene, City Planner

Subject: Council Resolve for Downtown Transportation Center

Information: Council is being asked to approve a resolution supporting a new location for the Downtown Transportation Center (DTC), to acknowledge previous funding for the project and to allocate necessary local funding.

The Downtown Transportation Center has been desired by the City and funded for over 10 years. A number of different locations have been considered during this time and a location in the Great Falls area of downtown, near the original desired location, was brought back for consideration over the last few months. Meetings were held with key property owners in the Great Falls areas resulting in a positive consensus endorsing the new location. The new DTC is now proposed to be positioned in a way that a new city parking garage, proposed in the Great Falls area, could be built over and incorporated into it.

Advantages: 1. Places the building back to near its original location. 2. Will have minimal traffic impact. 3. Will have minimal effect on City's leased parking in the Great Falls area. 4. Creates a positive impetus for the future development of the Great Falls area. 5. Is not in conflict with the future storm drain replacement. 6. Potential lower construction costs. 7. Will be located near the existing bus shelter in the Great Falls parking lot.

Disadvantages: 1. Negative perception of location at the rear of Great Falls parking area. 2. The construction costs estimate predicts a high per square foot cost.

City Budgetary Impacts: The resolution is asking for the Council to approve a local match not to exceed \$150,000.00.

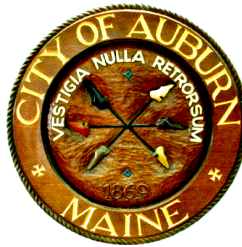
Staff Recommended Action: Approval of the resolution for the location and matching funds for the Downtown Transportation Center.

Previous Meetings and History: The Council approved additional funding for the DTC on November 19, 2012 (order #95 -11192012) authorizing the City Manager to allocate up to \$250,000 of funding to complete the Downtown Transit Station. It passed 7-0. Also on April 22, 2014, the Council also authorized an additional \$150,000. The new DTC location was presented to the Council at an October 6, 2014 work session, and on November 3, 2014 the DTC was reviewed and endorsed by the Lewiston Auburn Transit Committee. A public meeting was held in Council Chambers on November 20, 2014 on the new DTC location.

Attachments:

1. Resolution with attached map (attachment 2)
2. Map showing the new location of the DTC with existing conditions.
3. Map showing a new concept plan for the redevelopment of the Great Falls area.
4. Meeting notes from the October 17 and November 3, 2014 DTC Planning meetings.
5. Sign in sheet of attendees of the November 20, 2014 public meeting for the DTC.
6. Power Point presentation.

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam R. Lee, Ward Four



Jonathan P. LaBonte, Mayor

Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

IN CITY COUNCIL

RESOLVE 12-12012014

WHEREAS, it is the desire of the City of Auburn to construct a Downtown Transportation Center, and,

WHEREAS, a location has been selected, on City owned property, that will serve the future Downtown Transportation needs and be incorporated into the future development plans of the Great Falls area as depicted on the attached map, and

WHEREAS, the City of Auburn Council passed Order 92-11192012 on November 19, 2012, authorizing the allocation of up to \$250,000 to complete a Downtown Transportation Center, and

WHEREAS, the City of Auburn Council passed Order 35-04222014 on April 22, 2014, authorizing the allocation of an additional amount up to \$150,000 for the Transportation Center, and

WHEREAS, the City of Auburn allocates local matching funds of at least \$150,000.00 in order to meet its obligation for the project.

BE IT THEREFORE RESOLVED, that the City of Auburn agrees to the location of the Downtown Transportation Center on the city owned property in the Great Fall area and allocates at least \$150,000 for the local matching funds.



Initial Phase for
Transportation Center



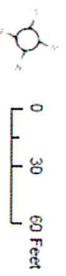
City of Auburn
Maine

Great Falls Plaza

New Proposal

- Bus Station - Proposal 2
- Existing Property Lines

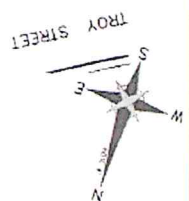
Attachment 2



This map was prepared by Auburn GIS Department. While every effort has been made to ensure that these data are accurate, the City of Auburn does not warrant the accuracy or completeness of the data. The user assumes all responsibility for any errors, omissions, or inaccuracies. The City of Auburn is not responsible for any damages or losses resulting from the use of this map.

EDUCATION AND UTILITY NOTE

IN 1978, MATHS, SCIENCE, CITIZENSHIP, ARTS, AND PEACE EDUCATION WERE MADE COMPULSORY FOR ALL CHILDREN IN THE 5th GRADE. FROM 1980, THE 10th GRADE WAS MADE COMPULSORY FOR ALL CHILDREN. THE GOVERNMENT IS CURRENTLY THE ORGANIZATION FOR THE AMERICAN UTILITY PROGRAM, WHICH, ALTHOUGH THE ORIGINAL INTENT WAS TO PROVIDE EDUCATION TO INDIVIDUALS WITH NO EDUCATIONAL RECORD.



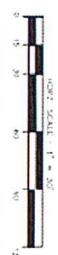
NOTE:
EXISTING PATIENT, CURING
AND STOPPING TO BE
DEVELOPED NOT SHOWN FOR
CLARITY, REFER TO EXISTING
CONDITIONS PLEASE FOR
ADDITIONAL DETAIL

PRIOR TO CONSTRUCTING THE SITE, CONTRACTOR MUST NOTIFY AND COORDINATE WITH ALL AGENCIES INVOLVED. CONSULTANTS AND ENVIRONMENTAL AGENCIES OR PLANNED CONSTRUCTION THE SITE CONTRACTOR IS REQUIRED TO CONTACT (DO-SAFE) (1-800-255-6977) AT LEAST 3 BUSINESS DAYS PRIOR TO ANY EXPANSION TO VERIFY ALL UNDERGROUND AND OVERHEAD UTILITY LOCATIONS.

NOTE: A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AND MAINTAINED AT A SUITABLE LOCATION TO BE DETERMINED BY THE OWNER.

GENERAL NOTES

- [illegible]



**Potential City
Parking Garage**

PROPOSED SITE PLAN
GREAT FALLS PLAZA
AUBURN, MAINE

PLATZ ASSOCIATES
Architects
1000 15th St., Suite 1000
San Francisco, CA 94103
(415) 774-1100
www.platzassociates.com

For Drawing Data, enter: 10000000

SCALE	AS SHOWN	DRAWN BY	TEN	FILE	PLATZBERT
DATE	10/31/74	CHECKED BY	THP	DRAWING	P 0103

Downtown Auburn Transportation Center

Great Falls Plaza Area

Site Location Planning Meeting

Friday, October 17, 2014 – 8:30AM

Auburn City Hall, Community Room

Attendees: Clint Deschene, Auburn City Manager; Howard Kroll, Auburn Asst. City Manager; Chief Phil Crowell, Auburn PD; Dan Goyette Auburn City Engineer; Rosemary Mosher, Auburn GIS; Roland Miller, Auburn Dir. Economic Dev.; Alan S. Manoian Auburn Economic Dev.; Eric Cousens, Auburn Planning Dir.; Jennifer Williams, ATRC/LATC; Marsha Bennett, AVCOG; Belinda Gerry, Auburn City Council; Phil Nadeau, City of Lewiston; Eric Dube, Casco Bay Engineering; Carolyn Bird, Casco Bay Engineering; Judy Johnson, Harriman Associates; Greg Whitney, AVCOG/LATC; *Katherine Rand & Sue Moreau of MDOT participated in meeting by speaker-phone, but decided to withdraw due to inability to hear and engage in conversation via speaker-phone.

City Manager Deschene: Makes opening remarks and introductions.

C. Deschene: Cites various site location issues to address including lot-lines, building setbacks, internal circulation, etc.;

P. Nadeau: Inquires as to clarification-Does the City of Auburn have a preferred location within the Great Falls Plaza area?

C. Deschene: City Council directed that our team makes sure that Great Falls Plaza area property owners agree with our process on where the location makes most sense for long-term development of the area.

B. Gerry: Must coordinate well with the current bus schedules, routes, and operation.

C. Deschene: Additional location issues include the large drainage pipe, the proposed GFP Parking Garage, and the proposed new Form-Based Code traditional street grid design concept for the GFP area.

Eric Dube: Presents visual location site plan for group, and reviews concept plan for proposed DATC building and site location; reinforces the concept of creating a living-street and "Square" that the building will functionally address. The development plan could result in a 2,000 sq ft building; and the proposed location design will require a lot-line reconfiguration.

Eric Cousens: The proposed building location does fit into the existing lot-lines; however the location design doesn't allow for the earlier (land-swap) proposed; the proposed building location concept will require the approval of Tom Platz.

Eric Dube: The original Spring St. station building was 32ft in width; the proposed GFP station building is designed as a 38 ft wide building. And, this new plan in GFP area location will require additional funding for infrastructure design.

Phil Nadeau: With this location proposal the buses seem to enter the site pretty much the same was as now, with parking in the northwest section of the parcel and stacking along the street. These are minor issues. Be mindful of turning radius so you can get to the place you want to park. As long as we can turn the buses around it should work OK.

Eric Dube: We are trying to put most of the funding into the building and not into the infrastructure; I think the proposed location works.

Eric Cousens: Turner Street access may be both right-in and right-out.

Greg Whitney: How many buses are needed to stack at the proposed site? Answer is (3) three.

Comment: Concord Trailways will require more than three.

Phil Nadeau: At the Lewiston station Concord Trailways has the first position in the stack. They could be coming into the station at the same time as the city buses.

Eric Cousens: Critical that we talk to Tom Platz to proceed with the location concept; we need to make the lot-line adjustment.

C. Deschene: Are there additional issues to be discussed with the proposed layout and design?

Phil Nadeau: This visual presentation and proposed site design plan gives us a good idea.

Eric Cousens: Is this building bigger than the original Spring St. building?

Judy Johnson: This proposed building would have good street transparency and good design qualities that will relate to the pedestrian, and will be consistent with creating a great "Square" in the Great Falls Plaza area; it will have design flexibility so as to work well in the future "Square".

Eric Dube: It could provide favorable options for future street & square design.

Judy Johnson: Does anyone know what the soil characteristics are in the location?

Dan Goyette: It's all fill; 40 ft deep of fill.

Eric Dube: It's a light building; spread crushed stone and lay it out.

Howard Kroll: Are there legal issues with proposed lot-line reconfiguration?

Roland Miller: Tom Platz owns the land that the city requires for a proposed new Parking Garage. There was a sub-division process and plan; the plan was re-done and processed; Tom Platz had approved of the most recent disposition; agreements were executed for the Parking Garage.

(General & open discussion of the lot-lines and subdivision ensued);

C. Deschene: Let's touch now on probable impacts resulting from loss of existing surface lot parking spaces in the GFP area. It will be better to show a possible 54 parking spaces removed. The right thing to do is to show the biggest possible impact of parking space loss.

Jennifer Williams: Kathy from MDOT wants to know – how are we going to make-up for loss of existing parking spaces?

Alan Manoian: Recommends that we maximize all existing and future locations for new and expanded on-street parking spaces on the east side of Turner Street and on Hampshire Street within the GFP area; this will reinforce a contextual and traditional development pattern of “living-streets” and retail-streets.

Eric Dube: Who is going to deal with traffic design?

C. Deschene: Inquires to Chief Crowell – “How many spaces are open out in the GFP parking lots now?

Chief Crowell: Answer- 50 (fifty).

C. Deschene: We will do a parking plan; a map showing the lost parking.

C. Deschene: We need to produce an Illustrative Rendering for the November 3rd Informational Meeting; a first draft rendering.

Phil Nadeau: We are living with a 1,500 sq. ft.; let’s just roll with the existing (1,500 sqft) design and say that we will re-design as future process requires.

Phil Nadeau: Are there any impact issues generating from Auburn Housing Authority Esplanade?

Jennifer Williams: Clarifies that the MEPA process is a (site location) process to engage public awareness and participation.

Carolyn Bird: Passed out Project Process& Budget Sheet “Options for Overall Project Budget” as prepared by Casco Bay Engineering; Looking for final site location.

(Group engaged in general budget and funding structure discussion).

C. Deschene: The maximum project amount will be \$746,000.

Judy Johnson: Keep in mind, location-based utilities could potentially push the cost up.

Roland Miller: We have a Utility Plan from the development of the Hilton Garden Inn.

C. Deschene: Who takes the lead for the Agenda on November 20th?; propose having Eric Cousens and Dan Goyette conduct the public presentation.

Phil Nadeau: Auburn staff.

(General review & confirmation of upcoming public hearing and presentation dates.)

C. Deschene: Let’s make sure that we have cited how the DATC at GFP area design and development

Plan fulfills the policies of the Auburn Comprehensive Plan and the ADAPT Plan.

C. Deschene: Adjourns meeting.

Downtown Auburn Transportation Center

Great Falls Plaza Area

Site Location Planning Meeting

Friday, November 3, 2014 – 8:30AM

Auburn City Hall, Council Chambers

Attendees: Clint Deschene, Auburn City Manager; Howard Kroll, Auburn Asst. City Manager; Eric Cousens, Deputy Director, Planning and Development, Doug Greene, City Planner, Rosemary Mosher, Auburn GIS; Jennifer Williams, ATRC/LATC; Marsha Bennett, AVCOG; Belinda Gerry, Auburn City Council; Phil Nadeau, City of Lewiston; Carolyn Bird, Casco Bay Engineering; Judy Johnson, Harriman Associates; Katherine Rand, MDOT and Sue Moreau, MDOT.

City Manager Deschene: Thanked everyone for coming and said the purpose of the meeting was to discuss the revised Great Falls Transportation Center location and do a walk through to prepare for tonight's Council work session.

C. Deschene: Handed out the Council information worksheet and described a series of maps that depicted current lotting, proposed lotting, and the new TC location. Clint also displayed a revised site plan that showed lotting, vehicle circulation and the Transportation Center in the corner of a future city parking garage. Clint said all the property owners (Tom Platz, Lee Griswold and Rick Whiting) in the Great Falls area like the new location. The new location would alleviate parking conflicts of the previous location. Clint also mentioned that the storm sewer line brought up at the last meeting had been located and would not interfere with the new location.

Questions were raised about process and timing from this point. Clinton answered that the Council would set a date tonight for a public hearing to be held on November 20th with a final reading to take place on December 1.

P. Nadeau: Asked about the size of the Concord busses and would there be enough room for stacking in front of the TC? Clint said he would find out exactly how long the buses were and that the most recent plan had space for 3 large buses

A question was raised about complete streets. Clint said that Hampshire would function as a complete street that included on street parking and bike lanes. The rest of the streets would be shared streets.

A discussion ensued about the how the project would progress once the Council endorsed the revised plan and budget. Katherine Rand described the budget from the State and Federal side and said ground could be broken in August of 2015. This timeline did not allow any wiggle room for delays.

C. Deschene: Said that Tom Platz had worked with the city in the Transportation Center and parking garage design and would need to work with Casco Bay Engineering once the plan was finally approved on Dec. 1. This coordination would be very important and would include coordination of surveying.

Discussion moved along to invoices and payments to Casco Bay for work already done. Ms. Rand also described the review process, both for preliminary design and plans and final design and plans. Both parts required a 10 day review periods by MDOT. She asked that Casco Bay Engineering include a brief narrative describing the reasons the changes.

Phil Nadeau said LATC would need to be part of the review process as well. Clint said the City would also review the plans.

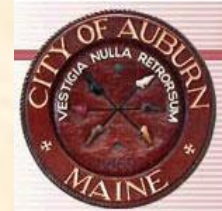
Carolyn Bird and Catherine Rand discussed project administrative subjects of milestones and payments. Ms. Rand emphasized the importance of "Buy American" for 99.9% of all materials and that the proposed purchases should be reviewed by DOT as early as possible.

Clinton asked if there were any other questions. The December 2nd meeting was mentioned again and the need to have coordination between Casco Bay Engineering and Tom Platz. Mr. Platz's availability was brought up. He works a few blocks away from city hall so that shouldn't be a problem.

City of Auburn
Transportation Center Public Meeting- November 20, 2014

	Name	Address	Phone #	E-Mail
1	Stephanie Crystl	Alvordburg Park Rd Auburn	577-9846	Flashdance48@yahoo.com
2	Janice Barnett	225 S Main St Auburn	782-3258	jbarnett@auburnhousing.org
3	Belinda Gentry	143 Mill St Apt 100 Auburn	784-8458	jbarnett PoliticsMedAd.com
4	KCEGIGAR	1464 Occum Rd Arcs	784-0224	—
5	Tigg Crowley	35 University St.	—	tiggcrowley@yahoo.com
6	Mark Adams	78 John Roberts, S. Port.	576-6166	MAdams@sebaoptechinc.com
7	Howard Kroll	60 Court St, Auburn	333-6600 x1224	HKroll@auburnmaine.gov
8	Marsha Bennett	125 Manley Rd, Auburn	783-9184	MBENNET@AVOCOS.ORG
9	Bill Meen	27 Pine St, Lewiston	783-33012	finden@lewisstonmaine.gov
10	Loa Cosnold	14 Great Falls Plaza	784-7443	fcosnold@gmail.com
11	Jennifer Williams	125 Manley Rd Auburn	783-9184	williams@avocog.org
12	Frank CARR	41 Winding Way LEWISTON	253.4881	ContactFrank@gmail.com
13	Eric Cousens	Hazel St Auburn	402-0104	ecousens@auburnmaine.gov
14				
15				
16				

Attachment 5



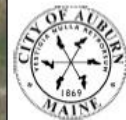
The City of Auburn's

TRANSPORTATION CENTER

PUBLIC MEETING

NOVEMBER 20, 2014


**The purpose of this meeting is provide
an opportunity for public comment on a new
proposed location of a Downtown
Transportation Center.**

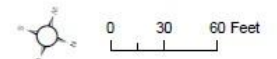


City of Auburn
Maine

Great Falls Plaza

Existing Property Lines

 Existing Property Lines



This map was created by Auburn's GIS Department. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Data may be from secondary sources and may be unverified. Users of the information displayed on this map are strongly cautioned to verify all information before making.





City of Auburn
Maine

Great Falls Plaza 2009 Plan Property Lines

 2009 Plan Property Lines

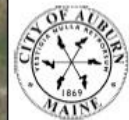


0 30 60 Feet

This map was created by Auburn's GIS Department. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Data may be from secondary sources and may be unverified. Users of the information displayed on this map are strongly cautioned to verify all information before making



**2009 Great Falls
Development Proposal**



City of Auburn
Maine

Great Falls Plaza

Proposal 1

Earlier
Transportation
Center Proposal

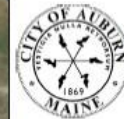
- Form Code Concept Streets
- Bus Station - Proposal 1

Recent New Street Plan
with Possible
Transportation Center



0 30 60 Feet

This map was created by Auburn's GIS Department. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Data may be from secondary sources and may be unverified. Users of the information displayed on this map are strongly cautioned to verify all information before making



City of Auburn
Maine

Great Falls Plaza

New Proposal

Alternative Proposal for
Transportation Center as Part of
Future City Parking Garage

Lot 1

Lot 3

Lot 4

New TC Location

Bus
Station

Parking
Garage

Lot 5

Existing
Lot

- Existing Stormwater Pipe
- Parking Garage - Proposal 2
- Bus Station - Proposal 2
- New Plan Property Lines

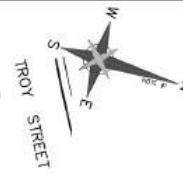


0 30 60 Feet

This map was created by Auburn's GIS Department. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Data may be from secondary sources and may be unverified. Users of the information displayed on this map are strongly cautioned to verify all information before making.

Concept Development Plan for Great Falls Area with Transportation Center and City Parking Garage

DEMOLITION AND UTILITY NOTE
ALL EXISTING UTILITIES, EXCEPT UTILITIES IN PIPES, LINES, CONDUITS, ETC., ARE TO BE REMOVED OR RELOCATED TO THE PROPOSED LOTS. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH THE APPROPRIATE UTILITY PROVIDER, MUNICIPAL AUTHORITY AND PROPERTY OWNER AS TO THE REQUIREMENTS FOR THE REQUIRED PROTECTION AND PROTECTION REQUIRED.



LOCATION MAP
(NOT TO SCALE)

NOTE:
EXISTING PAVEMENT, CURBING AND STRIPING TO BE DEMOLISHED NOT SHOWN FOR CLARITY. REFER TO EXISTING CONDITIONS PLAN FOR ADDITIONAL DETAIL.

NOTE:
PRIOR TO CONSTRUCTION, THE SITE CONTRACTOR MUST OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF AUBURN PRIOR TO CONSTRUCTION. THE SITE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF AUBURN PRIOR TO CONSTRUCTION. THE SITE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF AUBURN PRIOR TO CONSTRUCTION.

NOTE:
A STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AND MAINTAINED AT A SUITABLE LOCATION TO BE DETERMINED BY THE OWNER.

GENERAL NOTES

- 1) TEMPORARY BRIDGE MARKINGS SHALL BE SET.
- 2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 3) THE WORK SHALL BE PERFORMED AS A THROUGH NORMAL MAINTENANCE. ALL CONTRACTORS TO CONFORM TO ALL APPLICABLE STATE STANDARDS AND SPECIFICATIONS TO THE MAINE HIGHWAY DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 4) ALL CONSTRUCTION WITHIN THE CITY OF AUBURN MUST BE IN ACCORDANCE WITH THE CITY OF AUBURN. ALL CONSTRUCTION WITHIN THE CITY OF AUBURN MUST BE IN ACCORDANCE WITH THE CITY OF AUBURN. ALL CONSTRUCTION WITHIN THE CITY OF AUBURN MUST BE IN ACCORDANCE WITH THE CITY OF AUBURN.
- 5) THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF AUBURN PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 6) PRIOR TO CONSTRUCTION, THE SITE CONTRACTOR MUST OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF AUBURN PRIOR TO CONSTRUCTION. THE SITE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF AUBURN PRIOR TO CONSTRUCTION. THE SITE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF AUBURN PRIOR TO CONSTRUCTION.
- 7) THE PROJECT DRAWINGS ARE PRELIMINARY AND INDICATE THE POSSIBLE LOCATION OF EXISTING UNDERGROUND UTILITIES. INFORMATION IS BASED ON THE CITY OF AUBURN'S RECORD DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 8) IF THE CONTRACTOR ENCOUNTERS ANY EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 10) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 11) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 12) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 13) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 14) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.
- 15) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, EQUIPMENT, MATERIALS, AND SERVICES NECESSARY FOR THE PROTECTION OF THE REGULATION OF CONSTRUCTION IMPROVEMENTS IN ACCORDANCE WITH THE CHARTERED AND AS FURTHER CLARIFIED BY ANY APPROPRIATE REGULATIONS.



PROPOSED SITE PLAN
GREAT FALLS PLAZA
AUBURN, MAINE

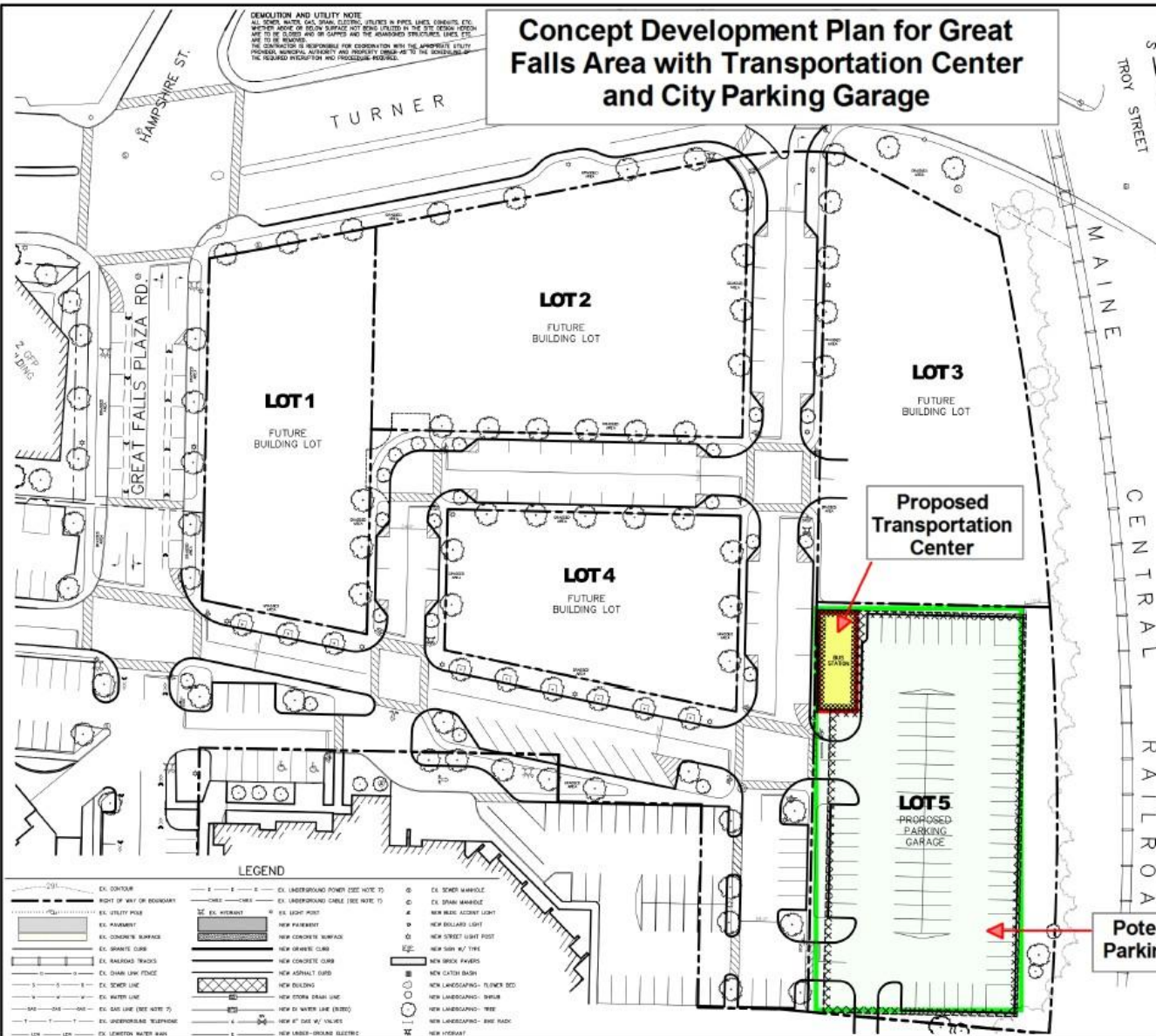
PLATZ ASSOCIATES

1000 N. MAIN ST., SUITE 200
AUBURN, MAINE 04210
Tel: 207.554.2001
Fax: 207.554.2002
www.platzassociates.com

SCALE: AS SHOWN
DATE: 10/31/14

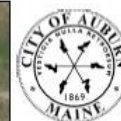
DRAWN BY: TRN
CHECKED BY: TRN

FILE: PLATZ25P1
DRAWING: # C103



LEGEND


- | | | |
|--|--|--|
| <ul style="list-style-type: none"> EX. CONTOUR RIGHT OF WAY OR BOUNDARY EX. UTILITY POLE EX. PAVEMENT EX. CONCRETE SURFACE EX. DRIVEWAY CURB EX. PARKING STRIPS EX. DRIVE WAY FENCE EX. SINKER LINE EX. WATER LINE EX. GAS LINE (SEE NOTE 7) EX. UNDERGROUND TELEPHONE EX. LIMITED WATER MAIN | <ul style="list-style-type: none"> EX. UNDERGROUND POWER (SEE NOTE 1) EX. UNDERGROUND CABLE (SEE NOTE 1) EX. LIGHT POLE EX. RETAINMENT NEW CONCRETE SURFACE NEW DRIVEWAY CURB NEW CONCRETE CURB NEW ASPHALT DRIVE NEW BUILDING NEW DRIVE DRIVE LINE NEW 12\"/> | <ul style="list-style-type: none"> EX. SINKER WAREHOUSE EX. DRIVE WAREHOUSE NEW BRICK LIGHT NEW BRICK LIGHT NEW STREET LIGHT POST NEW SIGN 12\"/> |
|--|--|--|

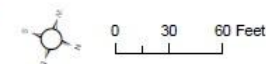


City of Auburn
Maine

Great Falls Plaza

New Proposal

-  Bus Station - Proposal 2
-  Existing Property Lines



This map was created by Auburn's GIS Department. While every effort has been made to ensure that these data are accurate and reliable, the City of Auburn cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Data may be from secondary sources and may be unverified. Users of the information displayed on this map are strongly cautioned to verify all information before making

Existing Bus Shelter

Proposed
Transportation
Center



Questions?



City Council Information Sheet

City of Auburn

Council Meeting Date: 12/01/2014

Subject: Executive Session

Information: Discussion on a poverty abatement, pursuant to 36 M.R.S.A. Section 841(2) with possible action to follow.

Executive Session: On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

A. Discussion or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
- (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
- (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
- (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.

This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency;

D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;

G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and

H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



City Council Information Sheet

City of Auburn

Council Meeting Date: 12/01/2014

Subject: Executive Session

Information: Discussion of a labor contract, pursuant to 1 M.R.S.A. Section 405(6)(D).

Executive Session: On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

A. Discussion or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
- (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
- (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
- (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.

This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency;

D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;

G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and

H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.