

**ECONOMIC DEVELOPMENT COMMITTEE**

DATE: July 26, 2016 (Tuesday)
TIME: 5:00 – 7:00 p.m.
LOCATION: Room 209
Portland City Hall

A G E N D A

1. **Review and accept Minutes of previous meetings held on June 28 and July 5, 2016.**
2. **Review and recommendation to City Council on Master Lease Agreement with Verizon to support Small Cell Technology Investment in Portland. (5:05 to 5:20 p.m.) – Brendan O’Connell**

Note: Pursuant to 1 M.R.S.A. 405(6)(C), the Committee may go into executive session to provide City staff general policy guidance regarding negotiations for the Lease Agreement.

 - a. See enclosed memo from Brendan O’Connell with proposed master lease summary.
3. **Review and EDC endorsement of the proposed City Staff Response to Portland Downtown’s Transportation and Parking Recommendations. (5:20 to 5:40 p.m.) – Greg Mitchell**
 - a. See enclosed memorandum from Greg Mitchell
4. **Review and Discussion of Possible Portland East End public infrastructure (road, rail, and trail) extensions, relocations, and land swaps. (5:40 to 6:30 p.m.) – Greg Mitchell and CPB2 Developer Presentation at the meeting.**

Note: Pursuant to 1 M.R.S.A. 405(6)(C), the Committee may go into executive session to provide City staff general policy guidance regarding negotiations for possible public-private partnerships for land sale and/or land swap terms. See enclosed confidential memo from Greg Mitchell.
5. **Executive Session: Pursuant to 1 M.R.S.A. 405(6)(C), the Committee will go into executive session to provide City staff general policy guidance regarding (6:30 to 6:55 pm):**
 - a. Negotiations for possible tenant lease opportunity for City property at 84 Free Street. See enclosed confidential memo from Greg Mitchell.
6. **Review of 2016 Updated Economic Development Committee Work Plan for discussion (6:55 to 7:00pm).**
 - a. See enclosed memo from Greg Mitchell and 2016 Updated EDC Work Plan.

Public Comment will be accepted on action items.

Next Meeting: Cancel the August 2nd. Next regularly scheduled meeting is August 23rd.

Councilor David Brenerman, Chair

Minutes
Economic Development Committee
June 28, 2016

A meeting of the Economic Development Committee of the Portland City Council was held Tuesday, June 28, 2016 at 5:00 p.m. in Room 209 of Portland City Hall. Present from the Committee was its Chair Councilor David Brenerman and members Councilors Justin Costa and Spencer Thibodeau. Present from the City staff were Public Works Director Chris Branch, City Manager Jon Jennings, Economic Development Director Greg Mitchell, Planning Division Director Tuck O'Brien, Finance Director Brendan O'Connell, and Senior Executive Assistant Lori Paulette.

Item #1: Review and accept Minutes of previous meeting held on May 24, 2016.

On motion made and seconded, the Committee voted unanimously to accept the Minutes as presented.

Item #5: Executive Session: Pursuant to 1 M.R.S.A. 405(6)(C), the Committee will go into executive session to provide City staff general policy guidance regarding: Possible disposition of City-owned Department of Public Works Bayside properties.

Chair Brenerman said staff has requested, due to various schedules, that this item be taken up out of order.

On motion then made and seconded, the Committee voted unanimously at approximately 5:10 to go into executive session pursuant to 1 M.R.S.A. 405(6)(C) to provide City staff general policy guidance regarding possible disposition of City-owned Department of Public Works Bayside properties. At approximately 5:40 the Committee came out of executive session.

Item #2: Review and vote on a recommendation to the City Council on Tax

Increment Financing (TIF) Request from ImmuCell.

Mr. Mitchell noted that ImmuCell CEO Michael Brigham is present today and that the Chair had recently toured the ImmuCell facility.

Mr. Mitchell said that this is a request for a TIF District with an associated Credit Enhancement Agreement (CEA) between the City and ImmuCell. He described ImmuCell's operations and products – a growing animal health company that develops, manufactures, and sells products that improve animal health and productivity in the dairy and beef industries throughout the country.

Mr. Mitchell continued noting that over the last several years, ImmuCell has invested over \$11 Million in the R&D for a new product line that addresses mastitis, which is the most significant cause of economic loss to the dairy industry. The lead product in development is "Mast Out". The final stage is for ImmuCell to construct a two story, 12,625 sq. ft. production facility near its 56 Evergreen Drive facility. Building shell costs are approximately \$3 Million, and estimates for fit-out and equipment phase are \$14.5 Million. Once completed, ImmuCell will be able to complete its application for the FDA approval and continue to manufacture the new product.

Mr. Mitchell closed by saying that the recommendation is for a 12-year TIF, with the first 11 years having the company receive 65% of the incremental taxes, with the 12th year retaining 30% of the incremental taxes. Tax Shelter benefits savings are estimated at \$151K over 12 years, and the project is estimated to receive \$374K over the 12 years, with the City General Fund receiving new taxes of approximately \$231K over the twelve years. He noted that the project is consistent with TIF Policy, and staff recommends that the EDC forward this to the City Council for approval.

Councilor Thibodeau asked about personal property taxes, and Mr. Mitchell said that this TIF is for real estate taxes only. Personal property taxes will be a revenue stream to the City at approximately over \$1 Million in 20 years.

Chair Brenerman asked about jobs created, and Mr. Mitchell said that ImmuCell expects to create over 14 jobs – hires from in and out-of-state. The company is committed to stay in Portland.

Chair Brenerman opened the meeting for public comment. There being none, the public comment session was closed.

On motion then made and seconded, the Committee voted unanimously to forward this to the City Council with a recommendation that the TIF and CEA be approved.

Item #3: Review and recommendation to forward to the City Council as a communication the updated Portland Economic Development Vision and Plan 2016/2017 Work Plan.

Mr. Mitchell said that this updated 2016/2017 Work Plan was done in partnership with key stakeholders who are present today, that is: Casey Gilbert, Executive Director of Portland's Downtown (PD); Portland Chamber of Commerce CEO Chris Hall and its Portland Board member Jack Lufkin; Jennifer Hutchins, Executive Director of Creative Portland (CP); and Lynn Tillotson, Executive Director of the Greater Portland Convention and Visitors Bureau (CVB). This has been great partnership over the years – breaking down silos and working together to address common goals. These stakeholders have also been presenting the updated Plan to their Boards for endorsement. The updated Plan includes emphasis on public infrastructure and prioritizes attention to important Portland waterfront and transportation investments, as well workforce development, business recruitment and tourism, and

continuing to pursue the possible development of a convention center. It is being recommended that the EDC endorse the Plan and forward it to the City Council as a communication.

Councilor Thibodeau asked about the convention center, and Ms. Tillotson said that there is collaborative working on obtaining funding for a feasibility study and studying possible locations. There is a lot of work that needs to be done. Mr. Hall added that there will be a focused effort on this as Portland does need one.

Councilor Thibodeau asked about the convention center and particularly City involvement. Mr. Lufkin noted that there may be a financial ask to assist in funding feasibility studies. Mr. Hall added that preliminary funding needs to establish baseline information. There will be a lot of due diligence on the front end, including engaging the legislative delegation. Ms. Tillotson noted that this phase may take up to three years. Funding, location, parking garage, and infrastructure all needs to be looked at, noting that the EDC could be provided an updated the end of the year.

Councilor Costa applauded the upcoming Arctic Council Forum in October in Portland, which is a world-wide event. Mr. Mitchell said that the Maine International Trade Center (MITC) is taking the lead for the event, and he will assist capitalizing on this event with MITC. There will also be events leading up to the Forum.

Chair Brenerman asked about other areas in the updated Plan to highlight for the EDC.

Mr. Mitchell described infrastructure needs for the Maine State Pier and Ocean Gateway, the cold storage facility need at the International Marine Terminal, and redevelopment of the Amethyst as an open space development to name a few.

Ms. Gilbert added that it is a pleasure working with these organizations on the updated Plan as all have areas that need to be worked on together.

The Committee thanked all for the updated Work Plan and looked forward to periodic updates.

On motion then made and seconded, the Committee voted unanimously to forward this to the City Council as a communication.

Item #4: Review of 2016 updated EDC Work Plan for discussion.

Mr. Mitchell said that this gets updated at each meeting regarding what has been done and what is left. He then noted that there will be an RFP for the design of the Amethyst Lot; negotiations continue with the owners of the Portland Company complex; broadband is a work in progress; and traffic and circulation study for Casco Bay Lines, Maine State Pier, and Ocean Gateway is in progress.

Chair Brenerman asked about a new pier between the Maine State Pier and Ocean Gateway.

Mr. Mitchell said that this is premature until reconfiguration of circulation/traffic patterns from Ocean Gateway to Casco Bay Lines have been agreed upon and approved. The new pier being discussed is in between Ocean Gateway and the Maine State Pier, so circulation and traffic needs to be defined, together with queuing lanes and Federal secured areas.

The Committee thanked Mr. Mitchell for the update.

Mr. Mitchell then noted, as the request of Mr. O'Brien who had to leave, to remind the EDC of the public forums on the Comprehensive Plan being held on June 29 and 30th.

There being no further business, the meeting then adjourned at approximately 6:35 p.m.

Respectfully, Lori Paulette

Minutes

Economic Development Committee

July 5, 2016

A meeting of the Economic Development Committee of the Portland City Council was held Tuesday, July 5, 2016 at 5:00 p.m. in Room 209 of Portland City Hall. Present from the Committee was its Chair Councilor David Brenerman and members Councilors Justin Costa and Spencer Thibodeau. Present from the City staff were City Manager Jon Jennings, Senior Executive Assistant Lori Paulette, Special Assistant to the Mayor Jason Shedlock, and Senior Advisor to the City Manager Julie Sullivan.

Item #1: City's possible new office for New American Mainers to assist with job opportunities and business development. Discussion will focus on what has been learned and next steps.

Ms. Sullivan referred to the backup on this item to discuss what has been learned, best practices, and next steps. As this Committee has heard from both City groups and external groups involved with new American Mainers, key themes/issues have come up for obstacles including use of credentials from prior country for jobs here; data collection; exclusive for new American Mainers versus inclusive for everyone; availability of ESL classes; and coordination of all the various services offered, to name a few. It would seem to be that should this new office be created it would be focused on job/business opportunities/economic development and not social services due to the many services already provided.

Ms. Sullivan said that possible approaches could be to expand the City's HIRE Program and consider either linking or moving it to the Economic Development Department and broaden its scope to target all Portlanders who need to access training and/or job linkage services. She also noted leveraging the work of Kim Moore/Greater

Portland Workforce Initiative to expand workforce development and training, as well as support to businesses to hire non-traditional employees.

Another approach is for the City office to convene a broad-based collaborative to work on major areas, such as branding Portland as a multicultural, international city; re-engineer the workforce pipeline by ensuring ESL capacity – from elementary school through college; creative innovative entrepreneurial opportunities and support; and, ensuring optimal coordination of the many service providers.

Ms. Sullivan said that she reviewed all comparable cities in the northeast and learned that although they had higher levels of foreign-born population, none of them have created anything like an Office for New Americans. She then looked at other cities that had such offices or committees. For example:

- Louisville, KY has an Office for Globalization with a similar kind of mission considered here – integration in workforce and economic development, together with naturalization ceremonies.
- Chattanooga, TN has HANDS (Helping All Nationalities Diversify Society) Across Chattanooga, which has less of what Portland is considering.
- Boulder, CO has an Immigrant Advisory Committee that advises the City on issues relating to the immigrant community. The 7-member Committee is appointed by the City Manager and all are immigrant residents and must reflect the demographics of the immigrant community. The Committee advises across all City Departments, from the Library to Emergency Services.
- Aurora, CO has an Office of International and Immigrant Affairs, and an office within called Office of International Initiatives. It has a great strategic plan and noted that her backup provides information on what these offices do.
- Dayton, OH has Welcome Dayton – “Immigrant-Friendly City” – a community initiative with a good detailed plan; again more information on this is included

in her packet on selected parts of this plan. It is well thought out with measurable actions.

- Columbus, OH has a community initiative which is a product of the Columbus Council on World Affairs, with a mission to give equal opportunity to all refugees and immigrants to become responsible, productive residents of Columbus.
- Buffalo, NY has New Americans Study – a strategic action plan to advance immigrant and refugee integration and success. It is a good plan with specific actions, while also recognizing coordination can be difficult. Ms. Sullivan particularly liked this plan.
- Boston, MA just changed the name of the “Mayor’s Office for New Bostonians” to “Mayor’s Office for Immigrant Advancement”. It has similar issues including ESL and jobs/pathways to move forward and upward. Ms. Sullivan noted that it has an interactive, online database of services for immigrants, refugees, and newcomers for Greater Boston.

Ms. Sullivan then said that for Portland, social services need more outreach to the business community for jobs and training, apprenticeships as pathways – perhaps this City office could contribute. English language skills are an issue for employers and employees; knowing the language is often key for integration into the workforce. New Americans also need to understand how the job seeking process works and the work culture.

Ms. Sullivan said that next steps include an EDC Meeting on September 6, followed by a conference in October at USM – noting that its outcomes expected need to be fleshed out.

Councilor Thibodeau questioned that an office versus committee would depend on overall goals. Perhaps it may be a combination of both. There would need to be measures of success; for example, tracking a person from beginning through the process.

Chair Brenerman said that Portland already has many committees, suggesting perhaps an advisory committee to an office. The City's role for the October conference would be bringing people/organizations together to address and identify issues and gaps, and recommendations to resolve both.

Councilor Costa said these three questions go together for the October conference: What are the "problems" we are trying to solve? What role, if any, should the City play? What else do we need to know and/or who else do we need to hear from in order to make decisions?

Councilor Costa said that there are two groups he would like to hear from: head representatives of the various immigrant communities, as well as surrounding municipalities. He noted that the City does not have the capacity to provide all services, but can assist in being the convener of many groups to assist with working through silos, identifying different policies of each, gaps, training, etc. Councilor Costa recognized the realities of working through these myriad of issues, noting that should there be a City office, the employee(s) would need to be mid- to high-level reporting to the City Manager.

Mr. Jennings agreed with the City being a convener of all parties to get them talking together about their similarities and differences. There are very tough issues, needs, wants, and expectations, but there cannot be the expectation that the City can do everything for everyone. The October conference has been suggested because it will inform, have breakout sessions, and public forums – to assist in forming the next steps going forward for both the City and organizations. Regarding a City office versus committee, he recommends the City office where he would play a role.

Chair Brenerman noted that at the first public hearing in the State of Maine Room there was almost an equal mix of those who wanted the office for new American Mainers and those did not, with the latter feeling that it was not inclusive. Economic opportunities need to fit in this new office, together with assistance for refugees and asylees.

Mr. Jennings said that the City's HIRE program was recently expanded to anyone who needed assistance. If the new office were to be for one group, it would cause angst; but some resources could target immigrants and asylees. It could be called "Office of Economic Opportunity" with subsets of targeted areas – including entrepreneurship, but it does not have to include social services because the City already has a Social Services Division, together with many external providers.

Ms. Sullivan noted that HIRE program can be linked to the new office, so that everyone has job training access. Mr. Jennings said that this would help bring down silos, noting that the HIRE program was originally started because asylees had work permits but no job opportunities.

Chair Brenerman said that some organizations can provide service to asylees and some cannot. He suggested that a graph be created of the various organizations and their services offered.

Mr. Jennings agreed; he also noted that some organizations assist with navigation through health care, finance, as well as social services. The City could help to connect the dots.

Councilor Thibodeau said that the graph should also include what the City is doing.

Mr. Jennings noted that the September 6 EDC meeting could be a public hearing, followed by the October conference, and then a report out in December from the conference. That would be followed by another EDC meeting for public comment.

Ms. Sullivan noted that she requested from the City's Social Services Division a listing of groups to hear from; she would also include Councilor Costa's request to hear from heads of immigrant communities and other municipalities. There would be a targeted date (mid-August) prior to the September 6 EDC meeting for outreach to these groups with identified questions to provide answers/comments at that September meeting.

Mr. Jennings noted that the City's Human Resources Department is having a City

Job Fair in September or October for the immigrant community to diversify City employment.

Councilor Thibodeau agreed that it would be good to send out the questions ahead of time for the Sept. EDC meeting, including: what is the gap?

Mr. Jennings said that some people are very frustrated that there is no office yet; having a facilitated conversation at the September 6 EDC meeting will help form the conference – also with a facilitator.

Chair Brenerman agreed that the September 6th meeting be devoted to this and requested an update of the questions to be sent out.

Ms. Sullivan noted: What do you see as gaps and needs? What should be role of the City in addressing these? What could you/your organization's role be in addressing these gaps and needs?

Mr. Jennings said that he will talk with Ms. Sullivan about bringing in a professional facilitator for September 6th.

Chair Brenerman suggested that the September 6th meeting be held in the Council Chamber and questions provided well ahead of time.

Mr. Jennings said the September 6 meeting would be a forum based on the specific questions. This will assist to create the October conference that is envisioned to run from approximately 8:00 to 4:00 p.m., with a breakfast and luncheon speaker and breakout sessions in between. Ms. Sullivan said that breakout sessions could be about best practices.

Chair Brenerman suggested that perhaps the breakfast speaker could be from Aurora, CO; luncheon a DC speaker.

Councilor Costa cautioned that September should not be an open forum, but be specific to the targeted organizations that will be provided the questions.

Ms. Sullivan said that she would have a matrix showing what internal and external organizations do, which may assist in the interim to find gaps/needs.

Chair Brenerman opened the meeting for public comment.

Carol McCracken asked if the October conference is at USM or with USM.

Mr. Jennings said that it is still in the formation stage as to host and/or sponsor. The results of the conference will help in forming the FY2018 budget for this office, if created.

Kwan Malwal, Chairman of the South Sudanese community, said that targeting the representatives of the immigrant/refugees groups would be beneficial as they know what is going on their communities and what the barriers and gaps are, including jobs and assistance for entrepreneurs – noting referrals from the City for jobs are good.

Item #2: Executive Session: Pursuant to 1 M.R.S.A. 405(6)(C), the Committee will go into executive session to provide guidance regarding negotiations for small cell technology on City of Portland property (6:30 to 7:00 p.m.): - Brendan O’Connell, Finance Director

Councilor Thibodeau recused himself from this executive session as his law firm represents one of the responders to the RFP; he then left the meeting.

On motion made and seconded, the Committee voted 2-0 to go into executive session as noted above at approximately 6:40 p.m. At approximately 7:00 p.m., the Committee came out of executive session and the meeting adjourned.

Respectfully,

Lori Paulette

**CITY OF PORTLAND
MEMORANDUM**

TO: Members of the Economic Development Committee

FROM: Brendan T O'Connell, Finance Director

DATE: July 5, 2016

RE: **Small Cell Technology in City of Portland (Verizon Wireless)**

Executive Summary

Verizon Wireless is seeking to sign a master lease agreement with the City of Portland which would set general terms for future deployment of "small cells" within City limits. Small Cells are a relatively new technology designed to provide voice and/or data service capacity to areas of high demand. In exchange for usage of City locations Verizon would pay the City rent at each location (approximately \$2,400 annually per location). The master lease agreement is not a lease agreement for any specific space, it is instead an establishment of the legal framework for which future leases would be designed. Each future location would still require a separate lease supplement and all other required contract approvals, but would presumably avoid significant additional required legal review due to the previously agreed upon master terms. Excerpts from the lease proposal by Verizon, as originally submitted to the City, are attached below. Minor modifications by the Finance Director and Associate Corporation Counsel have been included.

Staff is seeking guidance on whether City Council is interested in this opportunity. Any additional questions the Economic Development Committee has will be taken back to Verizon for their response (and if necessary Verizon is willing to send a representative to City meetings). The initial staff recommendation is to move forward with the lease agreement, with the main benefits being revenue for the City and additional cell service in densely populated areas with existing poor cell phone reception / service.

Excerpts from Verizon Wireless Proposal

1.) What is a Small Cell?

Small Cells are a relatively new technology designed to provide voice and/ or data service capacity to areas of high demand. They are not signal repeaters and unlike Distributed Antenna Systems (D.A.S.), the antennas do not require connectivity from one to the next to be operational. They are in fact... small cells. VzW will utilize its AWS & PCS licensed frequencies for this purpose and it will continue to operate its LTE and Cellular frequencies over the existing Macro network. Because the Small Cells are only capable

of serving approximately a 250' radius, they are the perfect solution for providing capacity to busy areas or "hot spots." The following are a few examples of what VzW considers to be a "hot spot": grocery store, shopping center, college campus, busy traffic intersection, etc.

The small cell equipment configuration typically consists of 1 antenna, 2 radios, 1 (60 Amp) electrical panel, 1 fiber box, and 2 cables connecting the antenna to the radio. Unlike a Macro site, there is no need for ground space equipment and there is only one antenna. The Small Cell antenna measures approximately 38" in height and 12" in diameter.

2.) Lease Proposal

The proposal before the City of Portland is a "Master Lease Agreement" (MLA) contemplating the collocation of Small Cells on both City owned poles (traffic poles, sign poles, etc.) and buildings, "Site." The MLA will not give VzW exclusive rights to attach small cells to City owned property but rather would serve to establish the legal framework under which both parties would work. Each Site would be individually proposed to the City and thus considered by the City on a case by case basis. With an MLA in place, the parties would not need to renegotiate MLA legalese for each and every Site. Lease rights to a specific Site would be contemplated in a 2-3 page "Lease Supplement." The term of each Lease Supplement is five years, with one five year renewal available at the option of Verizon, and three additional options to renew available at the mutual option of Verizon and the City. Supplement would also be approved by both parties.

In exchange for these rights, VzW would pay the City an annual rent in an amount ranging from \$2,400 (pole) - \$4,200 (building), depending on Site location. The rent escalates 15% every term renewal (every 5 years). The specific business terms for a given Site would be listed in the Lease Supplement.

3.) Utility Services

Pole attachments: In the case of pole attachments, it is likely that Central Maine Power would install at the Site a separate electric meter for VzW's use; the City would play no role in administration.

Building collocations: In the case of building collocations, it is likely that VzW would connect to the City's existing electric panel for service. City would provide the power.

4.) Current Plan

Verizon has provided the City with a snap shot of the Sites VzW has either already "approved" or is currently considering as "potential" candidates. With an MLA in place, VzW's site acquisition consultants will be more inclined in the future to consider City owned property as opportunities for additional sites/projects. Included with this proposal to the City is a sample Site Candidate Information Package (SCIP) and Site Sketch.

5.) Timetable

Understanding that the City will need time to review the MLA with City Council, and the time necessary after which for VzW permit the facilities, we estimate that it's reasonable to expect deployment mid-Q3 to Q4 of 2016.

In addition, attached is a photograph of a sample Small Cell installation.

Attachments

- Photos of sample small cell installations (Pages 4-5)
- Site sketch for sample Portland location (Pages 6-8)



4

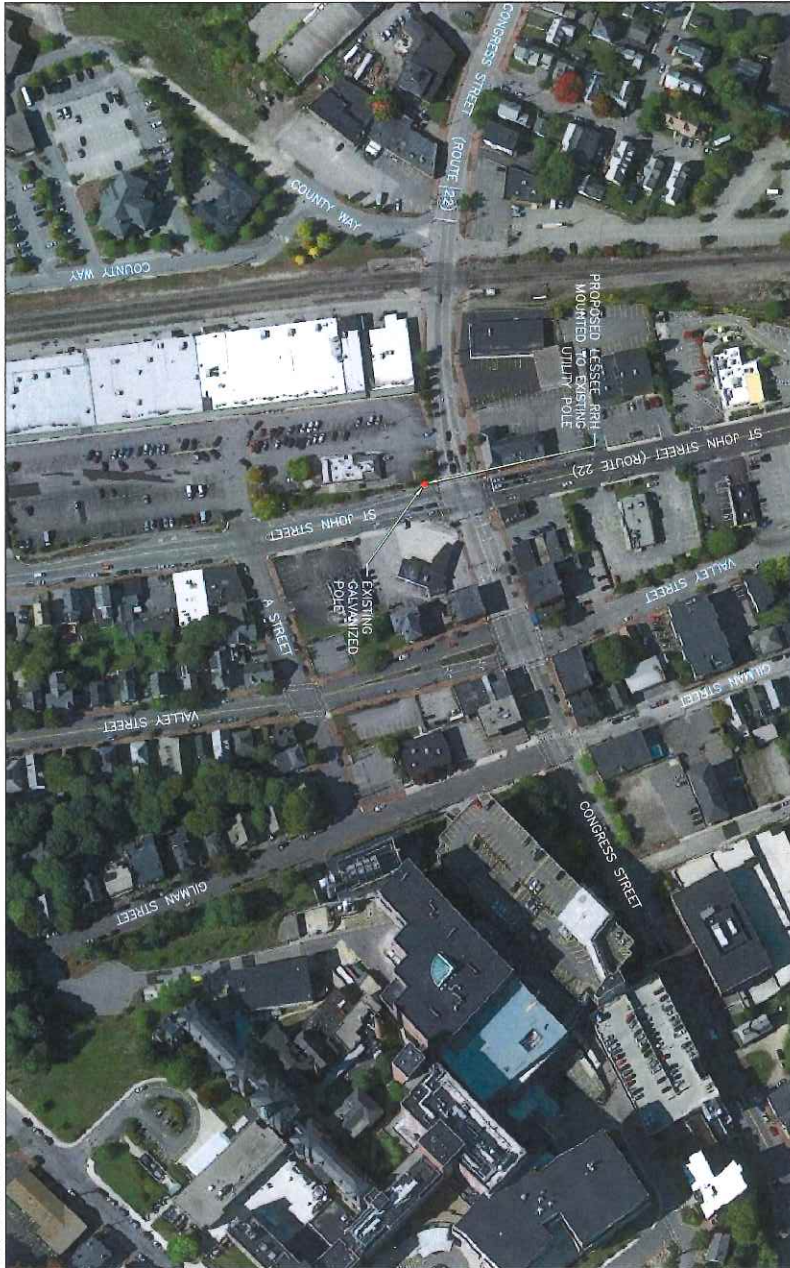


sign
here

sign
here

CONFIDENTIAL

**PORTLAND 2 ME SC01
CONGRESS STREET & ST JOHN STREET
PORTLAND, ME 04102**



APPROXIMATE
POLE COORDINATES: LAT: N 43° 39' 11.82"
LONG: W 70° 18' 46.70"

IMAGE SOURCE: GOOGLE EARTH 2015

6

LEASE EXHIBIT

LE-1

PORTLAND 2 ME SC01
CONGRESS STREET & ST
JOHN STREET
PORTLAND, ME 04102

REVISIONS

REV	DATE	DESCRIPTION	BY	CHK	APP'D
0	04/14/15	LEASE EXHIBIT	JEB	TEJ	JRM
1	07/20/15	LEASE EXHIBIT REVISED	JEB	TEJ	JRM

PREPARED BY:

ProTerra
DESIGN GROUP, LLC

4 Bay Road, Bldg A
Suite 200
Hodley, MA 01035 Ph: (413)320-4918



400 FRIBERG PARKWAY
WESTBOROUGH, MA 01581

NOTE:
AN ANALYSIS OF THE CAPACITY OF THE EXISTING STRUCTURE TO SUPPORT THE PROPOSED LOADING HAS NOT BEEN COMPLETED BY PROTERRA DESIGN GROUP, LLC. DRAWINGS ARE SUBJECT TO CHANGE PENDING THE OUTCOME OF A STRUCTURAL ANALYSIS.

LEASE EXHIBIT
THIS LEASE IS SCHEMATIC IN NATURE AND IS INTENDED TO PROVIDE GENERAL INFORMATION REGARDING THE LOCATION AND SIZE OF THE PROPOSED WIRELESS COMMUNICATION FACILITY. THE SITE LAYOUT WILL BE FINALIZED UPON COMPLETION OF SITE SURVEY AND FACILITY DESIGN.

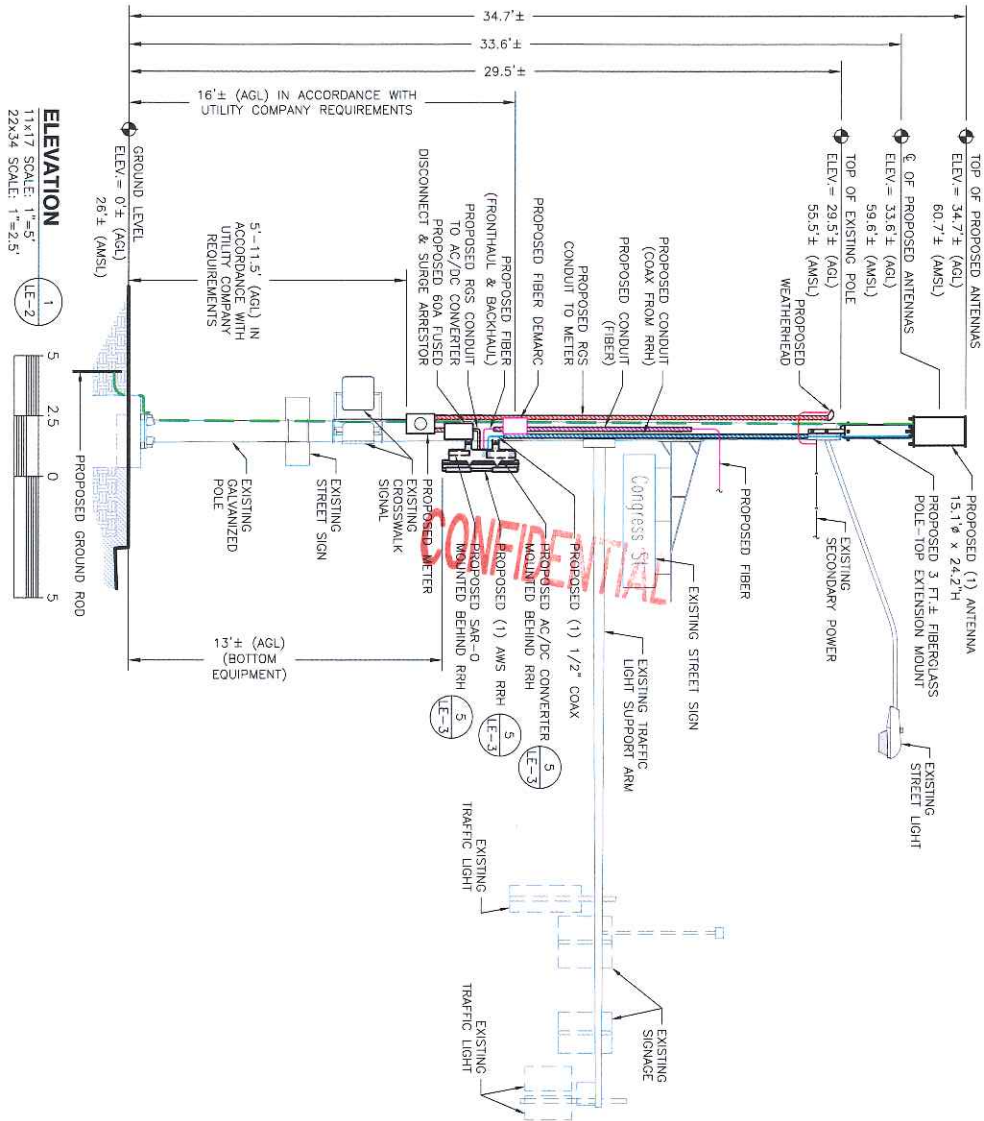


IMAGE SOURCE: PROTERRA, 03/31/15

PHOTO DETAIL
SCALE: N.T.S.

2
LE-2

LEASE EXHIBIT

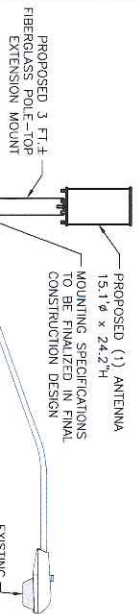
LE-2

PORTLAND 2 LE 3001
CONGRESS STREET & ST
JIM STREET
PORTLAND, ME 04102

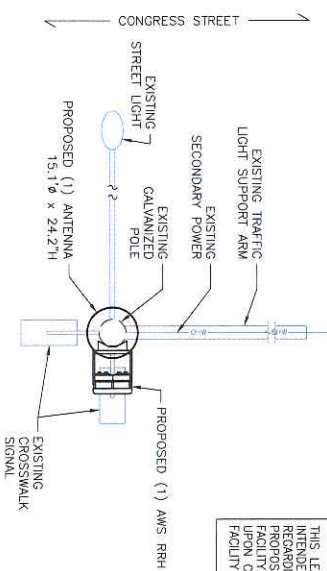
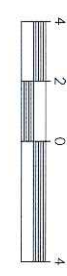
REVISIONS				
REV	DATE	DESCRIPTION	BY	CHK APP'D
0	04/14/15	LEASE EXHIBIT	LEB	LEB
1	07/20/15	LEASE EXHIBIT REVISED	LEB	LEB

PREPARED BY:
ProTerra
DESIGN GROUP, LLC
4 Bay Road, Bldg A
Suite 200
Hodley, MA 01035
Ph: (413)320-4918

verizonwireless
400 FRIBERG PARKWAY
WESTBOROUGH, MA 01581

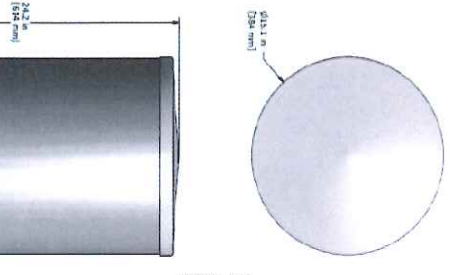


ANTENNA MOUNTING DETAIL
 11x17 SCALE: 1"=4'
 22x34 SCALE: 1"=2'



RRH ORIENTATION PLAN
 SCALE: N.T.S.

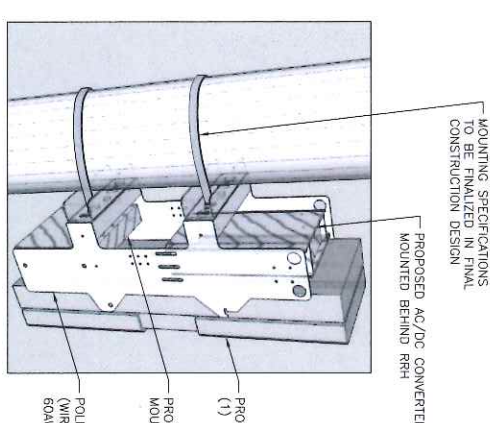
LEASE EXHIBIT
 THIS LEASE IS SCHEMATIC IN NATURE AND IS INTENDED TO PROVIDE GENERAL INFORMATION REGARDING THE LOCATION AND SIZE OF THE PROPOSED WIRELESS COMMUNICATION FACILITY. THE SITE LAYOUT WILL BE FINALIZED UPON COMPLETION OF SITE SURVEY AND FACILITY DESIGN. REFER TO FINAL RDS



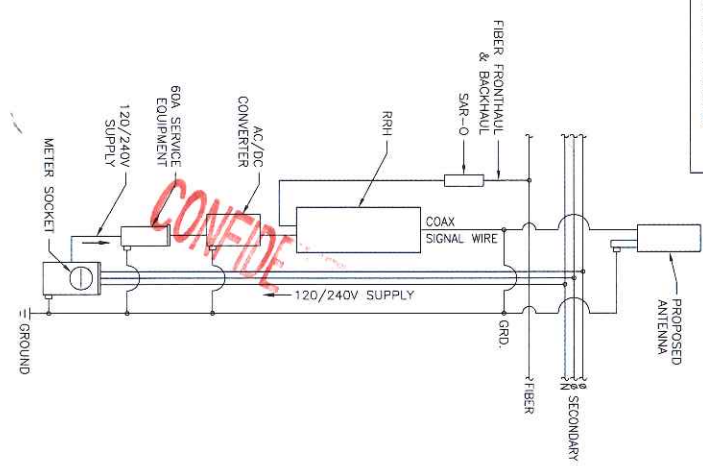
ANTENNA SPECIFICATIONS
 MODEL: CSS CY-X7CAP-2-0
 DIMENSIONS: 18.1" x 24.2"
 WEIGHT: 22 LBS.



RRH SPECIFICATIONS
 MODEL: ALU RRH2-60-AWS
 DIMENSIONS: 3.7" H x 11" W x 6" D
 WEIGHT: 16 LBS.



RRH MOUNTING DETAIL
 SCALE: N.T.S.



GENERAL WIRING DIAGRAM
 SCALE: N.T.S.

LEASE EXHIBIT

REVISIONS					
REV	DATE	DESCRIPTION	BY	CHK	APP'D
0	04/14/15	LEASE EXHIBIT	JEB	TEJ	JRM
1	07/20/15	LEASE EXHIBIT REVISED	JEB	TEJ	JRM

PREPARED BY:
ProTerra
 DESIGN GROUP, LLC
 4 Bay Road, Bldg A
 Suite 200
 Hadley, MA 01035 Ph: (413)320-4918

verizonwireless
 400 FRIBERG PARKWAY
 WESTBOROUGH, MA 01581

LE-3
 PORTLAND 2 LE SCOT
 CONGRESS STREET & ST
 JOHN STREET
 PORTLAND, ME 04102



Economic Development Department
Gregory A. Mitchell, Director

MEMORANDUM

TO: Economic Development Committee

FROM: Greg Mitchell, Economic Development Director

DATE: July 19, 2016

SUBJECT: City Response to Portland Downtown Parking & Transportation Recommendations

The Memorandum will outline the city response to the five (5) Portland Downtown (PD) Parking & Transportation Recommendations (copy attached). Each PD Recommendation and city response is provided below.

PD Recommendation #1

The City of Portland prioritizes the funding of a public marketing/advertising campaign (print/digital/social) in the next budget cycle – in partnership with Portland Downtown – to highlight multi-modal access to the Downtown. Emphasis would be on: available parking in municipal lots and garages, on-street parking, parking in private lots and garages, electric vehicle parking, METRO Bus routes, commuting by bicycle and available bicycle parking, walking, etc.

City Response

The City will commit to discuss approaches to create and maintain a public marketing/advertising campaign to highlight a multi-modal approach to access Portland's downtown. Over 2016/2017, the City will commit to lead discussions with PD and other possible partner organizations (METRO, CVB, GPCOG/PACTS and interested parties) to create a campaign. The City will consider future funding commitments to support this campaign.

PD Recommendation #2

The City of Portland immediately prioritizes an update to its 1988 Parking Master Plan for Downtown Portland and/or the 1992 Transportation Plan in the next budget cycle. The priority of this plan would focus upon Downtown Portland and include a study of the supply and demand for parking. If feasible, the City undertakes an update on a Master Plan and Transportation Plan for the entire city that would incorporate recommendations for parking management and rates and would focus on multi-modal transportation. The City also begins implementing key recommendations from the 2008 Peninsula Transit Study.

City Response

Over fiscal year 2016/2017, the City will commit to lead and invest up to \$25,000 to complete a parking demand and supply study for the Old Port and Portland East End, along with revisiting existing plan recommendations for implementation. Should PD provide some of its proposed implementation funds (\$25,000) to the study, the City will consider expanding the study area to the entire PD District.

PD Recommendation #3

The City, in partnership with the Portland Downtown, hosts a public forum to address parking and transportation issues. Ideally, the forum would focus upon Downtown/the Peninsula, but we would recommend expanding it city-wide as time and resources allow.

City Response

Over 2016/2017, the City will commit to hold forums(s) connected to data gathering efforts at the appropriate milestone(s) of the parking study and associated with recent discussion related to the possible reestablishment of a Transportation Management Association (TMA) to oversee employer Transportation Demand Management (TDM) plans.

PD Recommendation #4

The City identifies parking and alternative transportation solutions for Downtown employees, with special consideration for low wage earners.

City Response

Need to seek clarification regarding the definition of low wage earners.

Approaches to address this need will be coordinated with the above referenced TMA work. We also see this as an inter-related part of the marketing/advertising campaign (Recommendation #1).

PD Recommendation #5

The City would further support the latest efforts for a bike share program.

City Response

The City is on record supporting the development of a bike share program. See attached letter.

Please note that these recommendations have been shared with PD. City staff looks forward to discussing the City staff recommendations with you for your endorsement at your July 26th EDC meeting.

To: City of Portland: Jon Jennings, City Manager; Ethan Strimling, Mayor; and City Council

From: Casey Gilbert, Executive Director, Portland Downtown

Date: March 23, 2016

Subject: Parking & Transportation Recommendations



Portland Downtown has a vested interest in the overall economic health and well-being of Downtown. The formula for a vibrant Downtown is complicated, but we believe that strategy, mission and initiative has been a winning algorithm for us since 1992. Portland Downtown has a board of active, invested stakeholders and a variety of committees that deal with topics which are essential to Downtown's continued growth and development. Among those committees is our **Parking and Transportation Committee, which has been hard at work - gathering information, bringing together a diverse group of stakeholders and looking at best practices across the nation and the globe.** In the fall of 2015, our Committee set out on a mission to analyze our parking landscape, inventory the current supply and demand, gather user feedback, and present recommendations to the City. After several meetings, with a variety of stakeholders (garage owners, retail merchants, bicycle/pedestrian advocates, City staff and Portland Downtown board members) we came to the conclusion that the task was simply too large for our small group and that **what we truly need is the collective resources of the city to help us forge a path for best practices and strategic management of our public and private parking assets.**

Following are (A) our **recommendations** for how the City of Portland can turn thoughtful parking and transportation planning into economic development with major ROI, (B) how Portland Downtown plans to **partner with the City** to implement the recommendations, (C) **how thoughtful parking and transportation planning and economic development are intrinsically linked**, (D) a brief **history** of how the Parking & Transportation Committee came together with the City of Portland's Bicycle & Pedestrian Committee and developed the recommendations and (E) a list of other **stakeholders** who support our recommendations.

A. Recommendations

1. The City of Portland prioritizes the funding of a public marketing/advertising campaign (print/digital/social) in the next budget cycle - in partnership with Portland Downtown - to highlight multi-modal access to Downtown. Emphasis would be on: available parking in municipal lots and garages, on-street parking, parking in private lots and garages, electric vehicle parking, METRO Bus routes, commuting by bicycle and available bicycle parking, walking, etc.

2. The City of Portland immediately prioritizes an update to its 1988 Parking Master Plan for Downtown Portland and/or the 1992 Transportation Plan in the next budget cycle. The priority of this plan would be a focus on Downtown Portland and would include a study of the supply and demand for parking. If feasible, the City undertakes an update on a Master Parking and Transportation Plan for the entire city that would incorporate recommendations for parking management and rates and would focus on multi-modal transportation. The City also begins implementing key recommendations from the 2008 Peninsula Transit Study.
3. The City, in partnership with Portland Downtown, hosts a public forum to address parking and transportation issues. Ideally, the forum would focus on Downtown/ the Peninsula, but we would recommend expanding it city-wide as time and resources allow.
4. The City identifies parking and alternative transportation solutions for Downtown employees, with special consideration for low-wage earners.
5. The City would further support the latest efforts for a bike share program.

B. How Portland Downtown will partner with the City on our recommendations

We realize that we cannot ask the City to contribute time and resources to finding solutions, if we are not willing to do so ourselves. We will partner with the City of Portland in the following ways:

1. Portland Downtown is willing to contribute up to \$15,000 to help fund a marketing campaign to educate the public about parking and transportation in/to Downtown.
2. Portland Downtown will contribute up to \$25,000 towards the implementation of strategies that will have a direct and positive impact on the parking and transportation landscape in Downtown.
3. Portland Downtown will help host public forums, circulate surveys, participate in Committees, or in any other way to help add value to the process.

C. How thoughtful parking and transportation planning and positive economic development are intrinsically linked

Findings from a white paper prepared for the U.S. Department of Transportation - Office of Planning, Environment, and Realty and the Federal Highway Administration by the U.S. Department of Transportation and John A. Volpe National Transportation Systems, titled "A multi-modal approach to economic development in the metropolitan area transportation planning process" concludes that:

"Cities and towns across the U.S. have benefitted in many ways by improving their parking policies, practices, and management. Cities that follow best practices for parking and transportation see a return on investment through economic growth and prosperity and thriving downtowns and local businesses."

Land use, transportation, and economic development are integrally related. Several of the case studies underscore the importance of the spatial dimension of economic development in terms of location. MRMPO in the Albuquerque area gives priority to High Activity Areas for transportation system investments, illustrating the importance of location. The Sacramento area planning process emphasizes the relevance of compact land use patterns to economic development. Potential benefits of promoting higher-density, transit-oriented development as an element of economic development strategy include:

- *Increased land value and return on investment by real estate developers;*
- *More face-to-face contact, i.e. spatial “agglomeration,” which may help to incubate growth in business activity, particularly in innovative, knowledge-based industries;*
- *Improved employment opportunities and higher incomes for low-income and economically disadvantaged population groups who are disproportionately transit-dependent and concentrated in urban neighborhoods; and*
- *Shifting a greater share of person trips to alternative modes and reducing travel distances between many trip origins and destinations, freeing capacity on area roadways for truck trips vital to business operations.”*

There are hundreds of other sources that we could cite, but this seemed to sum up the case perfectly. Following is a link to the full report:

https://www.planning.dot.gov/documents/EconDevelopmentFinal_8-11-14.pdf

D. Portland Downtown’s Parking & Transportation Committee

Portland Downtown’s mission is to maintain a clean and safe downtown while building and promoting a vibrant business, residential and tourism destination.

In 2014, Portland Downtown’s Parking and Transportation Committee began to research the most recent parking and transportation studies conducted by the City of Portland. To our knowledge, there were a few major studies in recent decades: the 1988 Parking Master Plan for Downtown Portland, the 1992 Transportation Plan, and most recently, the 2008 Peninsula Transit Committee Report. After carefully following current development trends, and combined with feedback from our constituents; we concluded that it was time for the City of Portland to update the plans and/or revisit some of the recommendations that had not been implemented. Around the same time that we were looking for ways that we could make an impact on the current parking and transportation landscape in Downtown, we were contacted by the City of Portland’s Bicycle & Pedestrian Advisory Committee. At the time, they were considering forming a Downtown Parking Task Force. It seemed like a logical partnership, to incorporate stakeholders from all transportation modalities – parking garage owners, METRO, bicycle/pedestrian advocate groups, retail/business owners – to discuss the parking and transportation landscape in downtown. Additionally, we received feedback from the city that forming another task force could be unwieldy and a burden on their already stretched staff and council resources. Thus, the Parking and Transportation Committee of Portland Downtown enacted a subcommittee to look at how to bring forth positive changes in the management of the parking and transportation landscape.

The subcommittee has met regularly and explored options ranging from hiring an independent consultant to conduct a parking inventory, to doing it ourselves with volunteers. Public forums, surveys, and focus groups were pitched. Estimates on transportation studies were presented. We discussed the wide range of resources and costs that might be involved in finding the solutions that we seek. The end result was that this puzzle was far too complex for us to solve on our own. The conclusion was that the best way to move forward would be with a list of recommendations (see Section A) to the City Council, based on research, feedback and best practices and to find a way that we could work in partnership towards achieving these lofty goals.

E. Joining in support of our recommendations: community stakeholders

Portland Downtown is not alone in its desire to see the City put resources toward best parking and transportation management practices. Attached is a list of those who stand with us as advocates for this request.

We thank you in advance for your consideration. As a nonprofit organization whose focus is on the betterment of Downtown, we truly have a tremendous stake in our parking and transportation landscape. We stand beside you and want to help in any way that we can to ensure the viability of our city for decades to come.

Sincerely,

Casey T Gilbert - Executive Director



Jeff Levine, AICP
Director, Planning & Urban Development Department

Dear Leaders in the Community,

The City of Portland staff (hereinafter the "City") is enthusiastic about the recent movement to create a bike share system in the Portland area. Bike share is a healthy, sustainable form of transit that will benefit our residents and tourists alike. Bike share has been shown to boost economic development, mitigate traffic and parking problems, and provide a low cost transportation option convenient for all sectors of our population. It can produce health benefits for people and for the environment. Not only is bike share successful in large cities across the US, it has also been successful in cities such as Buffalo, NY, and Madison, WI that share our harsh winters, and in small cities like Boulder and Aspen, CO, Birmingham, AL, and Chattanooga, TN.

The City has had an interest in Bike Share since 2012. In fact, in 2013 we applied and received an Environmental Protection Agency ("EPA") technical assistance grant to investigate the feasibility of bike share in our community. We concluded that bike share was feasible, but that the ideal business model would be for a non-profit provider to launch and manage the system with City support. The City is excited to see bike share begin to come to fruition in our community through the work of Samantha Herr and the newly formed non-profit organization, Portland Bike Share, Inc.

The City has, and continues to be, supportive of Portland Bike Share, Inc., and its goal to make bikesharing a reality for our City. We have been involved in the planning stages led by Ms. Herr, including logistics, site selection, and participating in an ad hoc advisory committee. We will continue to do what we can to ensure the smooth implementation of bike share in Portland, and are committed to help with permitting, installation of stations, and other crucial details of planning and implementation. While we are not in a position to offer funding for a system at present, we are exploring possible amendments to our zoning ordinance that would encourage bike share, similar to the parking relief incentives currently in our zoning to encourage car share.

On a more personal note, I have previously been directly involved in the launch of a bike share system and seen how successful a well-designed and sustainable program can be to meet public health, economic development, and livability goals. I look forward to using my experience to continue to aid the community in moving forward with a bike share system.

Overall, we are an enthusiastic supporter of Portland Bike Share and the benefits it will bring to the City of Portland and the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "JL", is written over a light blue horizontal line.

Jeff Levine
Planning & Urban Development Director
City of Portland



Economic Development Department
Gregory A. Mitchell, Director

TO: Economic Development Committee

FROM: Greg Mitchell, Economic Development Director

DATE: July 22, 2016

SUBJECT: Updated 2016 Economic Development Committee Work Plan

This memorandum continues to remind the EDC of the 2016 EDC Work Plan as may be amended in the future.

City Permitting and Inspection System Improvements (2016 Mayor and City Council Goal)
Create a more efficient permitting process with specifics; computer tracking.

ACCOMPLISHED. After EDC discussion and recommendation, on March 21st, the City Council voted to approve the City Manager's recommendations to create a new Department to improve permitting and inspection efficiencies with new fees.

Office for New American Mainers (2016 Mayor and City Council Goal)

Create an office for new Americans to assist with job opportunities and business development

Next Steps. The EDC held a public hearing, on March 22nd, to receive community input on establishing this new office. A follow up discussion which focused upon City services to immigrants occurred at the April 5th EDC meeting. This is being followed by hearing from outside organizations providing services. At the April 26th EDC meeting, the Committee heard from Catholic Charities and Coastal Enterprises. At the May 24th EDC meeting, the Committee heard from the Greater Portland Workforce Initiative, Goodwill Workforce Solutions, and Coastal Counties Workforce.

At the EDC's July 5th meeting, the Committee heard from Julie Sullivan, Senior Advisor to the City Manager, regarding a summation of what has been learned so far; best practices; and next steps which includes, at the September 6th EDC meeting, hearing from organizations and heads of the immigrant community in response to specific questions to be provided to them mid-August. That meeting will help to form the Agenda for the forum to be held at USM's Hannaford Hall on Weds., October 26th, from 8:00 a.m. to 3:00 p.m.

Broadband Access (2016 Mayor and City Council Goal). High speed infrastructure; broad band.

Next Steps. At the July 26th, 2016, meeting, staff will be providing a summary of a proposed Master Lease Agreement with Verizon to support small cell technology investment in Portland. It is also noted the City issued a News Release on July 19th with the topic "City Seeks Citizens to Complete

Internet Services Survey” and noting “Selects SiFi Networks to explore potential citywide fiber network”. Please see News Release attached hereto.

Portland Ocean Terminal (2016 Mayor and City Council Goal)

Establish direction on the future of the Portland Ocean Terminal. With as much as 70,000 square feet of vacant space, the Portland Ocean Terminal on the Maine State Pier needs a plan for investment and optimized utilization. Existing uses, including City cruise ship port of call support, Portland Tugboat, and Ready Seafood, provide a solid basis for growth; however, the building’s age, condition, and lack of supporting infrastructure (parking loading, sidewalks ...) severely limit the potential reuse of the building as currently configured.

Next Steps. Staff provided a presentation at the April 5th Special EDC Meeting for discussion and direction. The staff presentation included a summary of past history and a recommended approach to achieve consensus on policy direction related to the Maine State Pier Portland Ocean Terminal for short-term, interim and long-term uses, including consideration of establishing an innovation center.

This was followed by the EDC committing its May 3rd solely for a tour of the Eastern Waterfront, from the Portland Company site to the Maine State Pier.

See the “Eastern Waterfront Public Infrastructure Investment” section the “Establishing New Policy Direction” for the Ocean Gateway Queuing Area for next steps.

Portland Economic Development Plan

It is staff’s position that the City Economic Development Plan, adopted by the City Council in the Fall of 2011, remains sound. However, the 2016/2017 Work Plan needs to be prepared.

Next Steps. Greg Mitchell convened a meeting, on March 17th, with all Plan key stakeholders (Convention and Visitor Bureau; Portland Community Chamber of Commerce; Creative Portland; Portland’s Downtown; and, Portland Development Corporation) to prepare a 2016/2017 Draft ED Plan Work Plan for future EDC review and discussion. Follow up meetings were held on April 6th and May 18th with Stakeholders to review and discuss the 2016/2017 Draft ED Plan Work Plan. The recommended 2016/2017 Work Plan was presented to the EDC at its June 28th meeting, and the EDC unanimously vote to forward it to the City Council as a communication. This will be on the City Council’s agenda for August 1st, 2016.

It is noted that the EDC directed staff to invite Portland Economic Development Plan stakeholders to provide brief presentations at future EDC meetings. Presentations included:

Jennifer Hutchins, Creative Portland Executive Director presented on February 11th.
Casey Gilbert, Portland Downtown Executive Director presented on February 23rd.
Barry Sheff, Portland Development Corporation President was scheduled to present at the April 5th EDC meeting; in his absence, Greg Mitchell gave the presentation.
Lynn Tillotson, with CVB, presented on April 26th.
Chris Hall, with the Portland Community Chamber, presented on May 24th.

It is also noted that the City of Portland participates in the **Greater Portland Economic Development Corporation** (GPEDC) which was established to support regional (Portland, South Portland,

Westbrook, Scarborough, Falmouth and Cape Elizabeth) economic prosperity. The GPEDC's current focus is on an international business development program.

City Owned and Tax Acquired Property Disposition

Next Steps. The City Council received a workshop on February 8th to present proposed amendments to receive direction from the City Council. This workshop was followed by the February 11th EDC meeting for Committee discussion and vote to recommend to the City Council. The EDC voted unanimously to recommend the City Council adopt the proposed amendments to the Rules as modified. City Council first reading for this item was held on March 21st followed by a second reading and vote to approve recommended amendments at the April 4th City Council meeting, which occurred at the April 4th meeting. Staff is in the process of conducting due diligence on all 90+ tax-acquired properties toward finalizing City property disposition. Staff will provide periodic updates regarding the disposition of tax-acquired properties.

Lease of City Properties

Leasing City owned properties requires City Council approval. Policy discussion regarding the leasing of City owned properties needs to be discussed. Examples of commercial leases requiring EDC (in the form of a recommendation to the City Council) and City Council action include:

Ocean Gateway to support a new ferry operator lease. A proposed Lease with Bay Ferries was presented to the EDC at its April 26th meeting followed by a City Council approval at their May 2nd meeting. Ferry service began on June 15, 2016.

Portland Ocean Terminal tenant leases including Ready Seafood Companies. It is noted that the Portland Ocean Terminal is a separate goal in this work plan.

Spring Street Parking Garage Commercial tenant leases including the Pirates (existing tenant) and 1,110 square feet of adjacent vacant commercial space is being marketed. A tenant leasing opportunity will be presented in executive session at the July 26, 2016, EDC meeting.

Next Steps include presenting commercial leases to the EDC when ready.

Eastern Waterfront Public Infrastructure Investment

Investing in public infrastructure is an important municipal government responsibility to attract private sector investment. Locations which require public infrastructure planning include both implementation of existing policies and creating new policy direction for investment:

Implementing Existing Policy:

Private Development Integration. The Economic Development Department is leading a Planning, Public Works, and Parks & Recreation Departments discussion to plan road and utility extensions in Portland's Eastern Waterfront planning district facilitating planned and future development consistent with the Eastern Waterfront Master Plan (EWMP.)

Next Steps. Staff and CPB2 Developers will provide a presentation on proposed public infrastructure improvements at the July 26th EDC meeting.

Amethyst Lot Open Space Development. Implementing recommendations from the EWMP and conditions of approval from Ocean Gateway, to define program and design elements for signature waterfront open space promoting recreation and active use of the water in a park-like setting.

Next Steps. On May 16th, the City Council approved \$80,000 in funding to support a planning and public process scope for the Amethyst Lot. In preparation for launching a process to plan for the future of the Amethyst Lot in the Eastern Waterfront, Waterfront Coordinator Bill Needelman has drafted and distributed a work plan for staff consideration.

Establishing New Policy Direction:

Ocean Gateway to discuss reconfiguration of the “queuing area” located behind the fence to free up property for more diversified marine activity, support for the Portland Ocean Terminal, and expanded access to the water for commercial and public uses.

Possible new Pier development between Ocean Gateway and the Maine State Pier to support increased commercial use of the waterfront and support for the marine passenger industry.

Portland Ocean Terminal (POT). Evaluate supporting infrastructure to attract increased commercial and marine tenant use of available 25,000 +/- square feet of vacant second floor office space and 70,000 square feet of vacant ground floor marine industrial space. It is noted that this is a separate Mayor and City Council Goal and tightly aligned with potential Ocean Gateway queuing area changes contemplated below.

Next Steps. Next steps include, over the next two years (i.e., term of the Bay Ferries Lease), City staff working on funding and planning opportunities to clarify new policy direction for the queuing area, possible new pier, and more intensive use of the POT. Updates will be provided to the EDC when appropriate.

Portland Transportation Center (PTC)

In partnership with the MDOT, NNEPRA, and private sector property owners work to develop an expanded intermodal passenger station in the Thompson Point area.

Next Steps. Staff to work with the transportation agencies and private partners to establish timeline and work plan for PTC improvements. Present briefing to the EDC when appropriate.

Tax Increment Financing Districts

Annually the Economic Development Department issues a city Fiscal Year Report related to Portland TIF District activity. This report is available on the City web page at:

<http://www.portlandmaine.gov/529/Tax-Increment-Financing>

One recommended TIF District amendment to discuss, in 2016, is the possible geographic expansion is the Waterfront TIF District. The area to consider including in the Waterfront TIF District is East and West Commercial property expansion opportunities due to planned private sector investment projects and supporting public infrastructure needs.

Next Steps presenting any private TIF District request to the EDC for direction along with revisiting the Waterfront TIF District boundaries for possible expansion.

At the EDC meeting of June 28, 2016, it reviewed and unanimously recommended to the City Council that it approve an Tax Increment Financing District and Credit Enhancement Agreement with ImmuCell Corporation to supports its expansion project at 56 Evergreen Drive. This is going to the City Council for a first reading on August 1, 2016, with second reading/public hearing/vote on September 7th, 2016.

Outdoor Seating for Food Service Establishments

Review current permitting process/ordinance and any barriers, particularly for older buildings.

Other Unanticipated Matters

One recent example includes tour operating licensing referred by the City Council. The City Council voted to amend City regulations on tour operators on March 21, 2016.

Other unanticipated matters are expected to be added to the EDC Work Plan.

Other Economic Development Items Discussed in the Mayor and City Council City Goal Setting Session include:

- Research best practices;
- Look in neighborhoods to encourage restaurants in mixed use buildings;
- Rewrite the economic development plan with stakeholders and regional view;
- Stream line process for tax exempt property;
- Set up a City mechanism to attract festivals and events;
- Incentives for business clusters;
- Look at zoning in relationship to business development (example: East Bayside);
- Bring consistency to the approval process (Planning Board and Council);
- What do we need to be prepared for a downturn in the economy;
- Work with community on workforce development; CDBG;
- Extend sidewalk for restaurants;
- Review business and industrial development off peninsula and encourage more; and
- Deal with TIF review policy; how can they result in higher wages.



Greg Mitchell <gmitchell@portlandmaine.gov>

Release: City Seeks Citizens to Complete Internet Services Survey

Jessica Grondin <jgrondin@portlandmaine.gov>

Tue, Jul 19, 2016 at 10:38 AM

To: Jessica Grondin <jgrondin@portlandmaine.gov>, Julianne Sullivan <jas@portlandmaine.gov>

Bcc: media@portlandmaine.gov



NEWS RELEASE

FOR IMMEDIATE RELEASE

July 19, 2016

MEDIA CONTACT

Jessica Grondin

[207-756-8173](tel:207-756-8173)

City Seeks Citizens to Complete Internet Services Survey

Selects SiFi Networks to explore potential citywide fiber network

PORTLAND, Maine -- The City of Portland is asking residents and businesses to complete a survey on their current internet services. The survey, which will only take a few minutes to complete, will help the City and network developers plan for potential improvements to internet services. The participation of residents and businesses is a key component to helping the City and its partners understand the satisfaction levels with current internet service and how it can be improved via potential infrastructure investment.

The survey is being conducted by Tilson Technology Management. Citizens can complete the [survey](#) through July 25.

Based on City Council goals, the City has been working to develop high speed infrastructure with fiber connectivity. There has been a coordinated effort across multiple City departments to make progress on this, including issuing a Request for Proposals, in November 2015, which resulted in the recent selection of Time-Warner Cable for connection of Canco Road to the City's existing I-NET, and selection of SiFi Networks for additional exploratory negotiations on a potential citywide fiber network.

"Innovation and technology continue to be a top priority in terms of our City operations, and I'm pleased that this agreement may have the potential for us to extend this technology to our residents and businesses," said City Manager Jon Jennings. "I encourage people to take the survey so we can continue making progress toward this goal."

SiFi has partnered with Tilson to conduct the survey, which will provide them with information as they continue working with the City on a potential fiber connection. The City has signed an initial three month

exclusive negotiating agreement with SiFi Networks, during which the parties will negotiate in good faith a plan forward on potential construction of a fiber optic network. The City agrees not to negotiate with any other parties during this period, and SiFi agrees to move forward with a demand survey, a feasibility plan, a detailed design methodology, and long term pro forma statements. The agreement does not obligate the City financially. If at the end of the agreement City staff determines that they will not recommend entering into further agreements with SiFi, the agreement shall terminate and there shall be no further obligations by either party.

BACKGROUND

See attached press release from November 2015.

###

--

Jessica Grondin
Director of Communications
City of Portland
389 Congress Street
Portland, Maine 04101
o: [207.756.8173](tel:207.756.8173)
c: [207.272.7885](tel:207.272.7885)
jgrondin@portlandmaine.gov

Follow us [@CityPortland](#) Like Us on [Facebook](#)
www.portlandmaine.gov
Portland, Maine. Yes. Life's Good Here.



City Releases RFP for Fiber Optic Connectivity Canco Road.docx

21K