



Comprehensive Plan 2023





Cover Photo: Bath From Across the River by Ben Williamson

Comprehensive Plan

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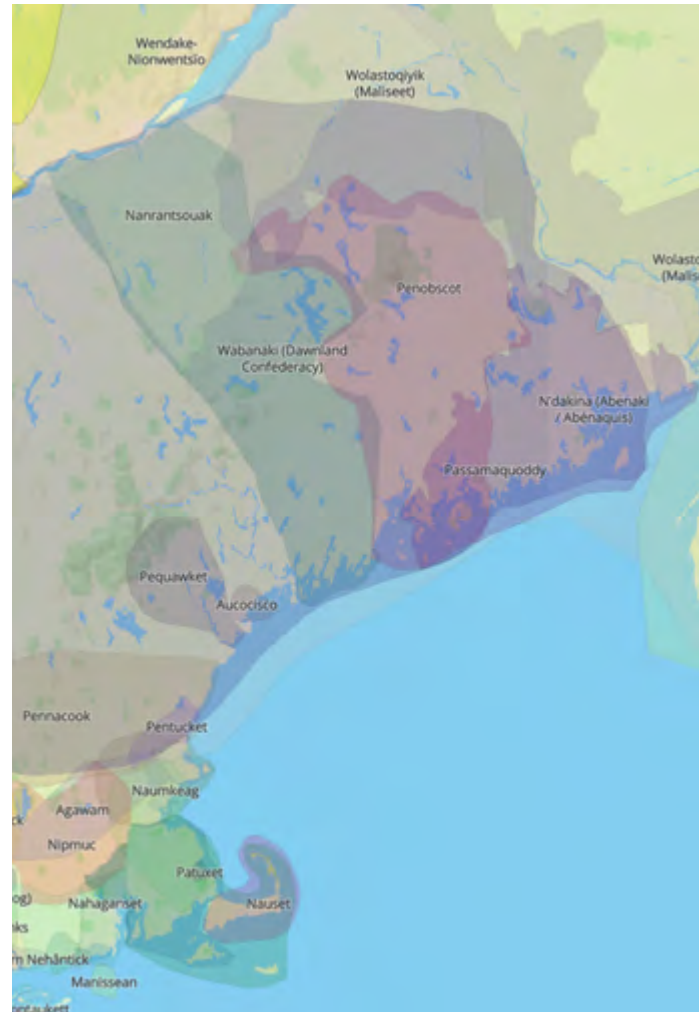
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Land Acknowledgment

The City of Bath acknowledges that it is located on the unceded homelands of the Wabanaki people. Bath's land and waterways were inhabited by the Abenaki and Wabanaki people for thousands of years. Local place names reflect their Abenaki origins, such as Kennebec, meaning "bay", Whiskeag, "a creek that runs dry at low tides," Winnegance, from the word Winnegansis, "little portage", and Sagadahoc, meaning "mouth of big river."¹

We acknowledge the painful history of colonialism, and that the Wabanaki were displaced, forced into war, and devastated by European diseases in the area that would become Maine². We commit to improving awareness and understanding of this shared history, and we recognize ongoing political and territorial issues continue to impact Native people throughout Maine³. We commit to celebrating the vibrancy of Native American cultures and working to build a more inclusive community.



Map of Indigenous Lands in New England
Source: Native Land Digital <https://native-land.ca/>

Today, Maine is home to the sovereign people of the Wabanaki Tribal Nations: the Penobscot, Passamaquoddy, Maliseet, and Mi'kmaq peoples. The City of Bath is grateful for the Native people who continue to live and work here. We commit to strengthen and support our relationship with the Wabanaki by honoring the past and by building a future that uplifts indigenous people and culture.

¹ Patten Free Library Notes referencing place names local to Sagadahoc in Roger D. Skilling's poem, King's Dock Compiled by Malcolm Hamilton, April 2021. Retrieved on June 21, 2023. <https://www.patten.lib.me.us/wp-content/uploads/Kings-Dock-Abenaki-Algonquin-Names.pdf>

² Maine State Museum, retrieved June 21, 2023. <https://mainestatemuseum.org/exhibit/regional-struggle/first-peoples/>

³ Wabanaki Reach, Truth and Reconciliation. Retrieved on June 21, 2023. https://www.wabanakireach.org/truth_reconciliation



Winnegance Lake, Photo by Neera Harmon

What is a Land Acknowledgment?

A Land Acknowledgment is a formal statement that recognizes and respects Indigenous Peoples as traditional stewards of this land and the enduring relationship that exists between Indigenous Peoples and their traditional territories.

Why do we recognize the land?

To recognize the land is an expression of gratitude and appreciation to those whose territory you reside on, and a way of honoring the Indigenous people who have been living and working on the land from time immemorial. It is important to understand the longstanding history that has brought you to reside on the land, and to seek to understand your place within that history. Land acknowledgments do not exist in a past tense, or historical context: colonialism is a current ongoing process, and we need to build our mindfulness of our present participation. It is also worth noting that acknowledging the land is Indigenous protocol.



OFFICE of the CITY MANAGER

Marc Meyers
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**Letter of Introduction to the
2023 Bath, Maine Comprehensive Plan**

Dear Reader,

We are pleased to present this updated comprehensive plan to you for the betterment of this one-of-a-kind City we so love. This plan is an example of our community’s exceptional collaborative work and will be a source of inspiration for the well-informed and meaningful work that we accomplish together. The completion of this plan represents the first step of implementation. If you are reading this, you likely feel called to serve the City, and we thank you for taking part in moving this plan from words on a page into the living spaces of our City!

Background

State Statute (Title 30-A §4323) grants municipalities the authority to plan for their future development and growth. A comprehensive plan consistent with the Growth Management Act allows the City to legally impose its zoning ordinance beyond State minimum requirements, create impact fees, and qualify for State grant funds and loan programs. Bath’s most recent plan was adopted in 2009 and is in need of an update that is consistent with the Growth Management Act. This plan also serves as a guidance document to help the community meet its unique future needs and make regular progress on locally desired improvements.

The Last Plan

Since the 2009 plan was adopted over a decade ago, City committees, council, and staff have used the Comprehensive Plan (Comp Plan) as a critical resource in decision making. The City has used the Comp Plan as a guide in prioritizing various projects, and the resources, staff time, and committee attention. New zoning districts were created for the Neighborhood Commercial District, and the Museum District, and the School District. The Floodplain Management (flood zone) ordinance was amended, and an Accessory Dwelling Unit section was added to allow an accessory dwelling unit per parcel that has a single-family dwelling or two-family dwelling. Mobile Food Vending was added as an allowed use to most of the commercial zones, and a variety of contract zones were also created during this time, to allow for the development of individual properties to the maximum extent appropriate to the site-specific circumstances.

Numerous local plans and studies were produced during this time (see the section on Local Planning Efforts for full details) including Waterfront Path Concept Plan, Bicycle and Pedestrian Plan, Flooding Vulnerability Assessment, Bath Area Housing Assessment, Resiliency Plan, Age Friendly Communities of the Lower Kennebec Survey Report, Downtown Stormwater Study, Greenhouse Gas Emissions Energy Use and Recommended Climate Action Plan, Housing Market Summary, Treescape Plan, Front Street and Elm Street Streetscape Survey Report, Pedestrian Safety Action Plan, Complete Streets Policy, former Morse High School Development Plan, and most recently, a detailed Downtown Parking Study.

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Goal of the Next Plan

A comprehensive plan is meaningful as a guidance document for creating and amending policies and rules within the City. This plan is intended to inform the work of the City government over the next 10 years. It is limited to a guidance document until the recommendations within it get implemented as policy or ordinance. In addition to recommending policy and rule changes, the plan also recommends actions the City can take to achieve certain goals.

As mandated by State Statute (Title 30-A §4326), this plan designates Growth and Rural areas of Bath. These areas are similar to those depicted in the 2009 plan. The updated plan also identifies unique areas within the Growth area that will be focal points of desired change in Bath, supported by the community’s vision. The plan was developed based on data on existing conditions and a robust process to find community consensus about the preferred direction of the City. It is notable that at the time the last comprehensive plan was adopted (2009), many other now commonplace matters were not contemplated, such as grid-scale solar projects, cannabis businesses and work-from-home lifestyles driven by the pandemic. So too, we assume, the next 10 years will bring new matters into our daily lives that the City will need to navigate, and the solutions may run counter to recommendations in this plan. The only constant is change, and so, this plan is the best effort to plan for what may come, but it surely will not be perfect and nor always applicable.

A Note about the Reorganization

The 2009 plan was organized by topic, sharing collected data, analysis, planning implications, goals, policies, and strategies for each subject. This updated plan has been reorganized by priority goals from the community vision statement. It also includes the same topic-based data analysis and planning implications in the inventory chapters. All the goals and strategies are also organized into a matrix. This layout allows a user to quickly find the most important goals, or to dive deeper and review all goals.

This plan introduces a new implementation strategy. To facilitate putting the plan into action, the goals and strategies are assigned to each responsible party within the City. Each year, these responsible departments or groups will complete a workplan to implement a selection of their assigned goals and strategies and report on their progress. This method will help City staff, volunteers, and residents regularly check-in on the progress of the plan, provide an opportunity to celebrate successes, and to readjust as needed. It also reinforces the idea that implementation is a shared responsibility and will keep the priorities in the minds of leadership as they delegate workplans.

Acknowledgements

The development of this plan was truly an all-hands-on-deck collaborative effort. We would like to thank the Planning Office staff: the Director of Planning, the Director of Sustainability and the Environment, and the Director of Economic Development, for shepherding the project through all its stages. Committees and Department Heads for drafting and reviewing inventory chapters, the Planning Board for their review of the draft and holding a public hearing. We thank our consultants at North Star Planning for running some very engaging public sessions and platforms to collect community input and feedback, and for compiling and analyzing the multitude of information effectively and artfully. We thank the Community members who came to events, filled out surveys, and reviewed the draft plan for their comments; local photographers who contributed work to the plan; and all other staff and

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community members that supported the effort along the way in a myriad of other ways. This plan will guide our community well, because of you. A separate special note of appreciation goes out to leadership liaisons at General Dynamics Bath Iron Works (BIW), who participated in the public engagement process alongside the public, and further collaborated with the Planning Office on drafting a section specifically about the BIW presence in the City and the shared vision for continued collaboration.

The 2023 Bath Comprehensive Plan is the culmination of years of effort from hundreds of people in this community, and we sincerely appreciate everyone's efforts to produce it and look forward to working with you all again as we make the community's vision a reality.

Signed,

Mary Ellen Bell
City Council Chair

Marc S. Meyers
City Manager

Plan Bath Contributors

Thank you to all of the Bath community members, residents, volunteers, and city staff who contributed their time and insight to this comprehensive planning process.

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Four Big Ideas

Keep Bath welcoming, diverse, and livable.

Bath is a service, educational, recreational and employment center for the region with strong community bonds. To continue and build on that, we plan to:

- Lower barriers to housing, childcare, and transportation
- Develop community amenities for young families
- Improve accessibility to City Resources
- Enact design standards for accessible and walkable development

Support Downtown Bath as a destination.

Bath has an active downtown, public access to parks and open space, and a wide-range of cultural opportunities that connect residents and visitors alike. To enhance that, we plan to:

- Allow flexible use of downtown spaces
- Further develop small business support and invest in Main Street Bath
- Improve the appearance of the downtown and preserve historical qualities
- Activate the area under and around the bridge to make it more inviting and useable



Downtown Bath in Summer 2022, Photo by Jeff Cutler

Reinvest in legacy assets.

Bath has many built and public assets that can continue to distinctively define and serve the City through deliberate reinvestment and innovation. To build on that, we plan to:

- Encourage reuse of historic and vacant buildings such as the former Morse High School
- Maintain, repair, and make necessary improvements to infrastructure to support community needs
- Improve existing riverfront parks, and increase public access on the Kennebec River
- Create a Route 1 corridor master plan
- Develop & enhance street network to better connect community amenities and accommodate all users

Make Bath climate resilient.

Bath will steward valuable natural areas and take bold, proactive steps to prepare for the challenges posed by a changing climate. To accomplish this, we plan to:

- Create a plan for resilience to meet the goals of Bath's 2022 Climate Resolution
- Identify and conserve important natural areas that provide benefits for open space, and recreation, and climate resilience
- Take an equity-based approach to environmental conservation and emissions reduction strategies
- Implement sustainable landscape and stormwater management practices
- Promote alternative transportation and energy consumption options that lessen the reliance on carbon-emitting options



Photo by Mandy Reynolds



Photo by Jenn Curits

Vision Statement



Photo by Jeff Cutler

Bath, Maine: Built on Ships; Made to Last

In 2033, Bath builds more than ships.

We build community, connection, and culture. From wood and sails to steel and iron, Bath is a city of innovation. Our historic buildings, landscapes and waterfront connect us to our past, while our future is built on modern adaptability. Bath is a city that provides a high quality of living to its growing population of young residents and families, without compromising accommodations for longtime residents and its senior community. Bath has a vibrant and walkable downtown which is complemented by a strong commercial corridor and welcoming residential neighborhoods. Bath's abundant parks, forest trails, and water access encourage a wide-range of outdoor activity

for residents and visitors alike. Bath sets its bar high for creating and implementing sustainable practices that prepare us for impacts of a changing climate.

Bath is a destination.

Bath serves residents, travelers, and neighboring communities as a service center for the region and an employment hub. Traditional industries still line the working waterfront, growing alongside new businesses from innovative industries and coworking spaces for remote workers. Improved landscaping and design of public spaces along the Route 1 corridor creates an appealing gateway and invites passersby to experience Bath's charm. Downtown

Bath is popular with locals, regional visitors, and tourists. It is attractive and vibrant, with restaurants, outdoor dining, food trucks, nightlife, parks, immersive historic and cultural experiences, a thriving art community, and public spaces. Downtown is a gathering place for year-round community events and celebrations. New parks and recreation areas on the river are popular with residents and tourists alike, providing sweeping views of the Kennebec River.

Bath maintains its mix of housing and economic diversity.

Bath offers a range of rentals and paths to ownership for all income levels, ranging from in-law apartments to multi-family buildings and everything in-between. Revitalized historic buildings offer homes with a strong sense of place for everyone who wants to live in the City: young families and workers, New Mainers, seniors, fixed-income residents, and more. Both new buildings and restored historic homes provide safe walking or biking access to Downtown and daily needs and services.

Bath is a connected city.

People of all ages can walk or bike from the North and South ends of Bath to downtown, schools, work, open spaces, and recreation. More public transit options connect locations within the City and provide access to Brunswick, Portland, and points around the region. The City has transitioned to mostly electric vehicles, with adequate parking for residents, workers, and visitors, and municipal EV charging infrastructure. The railway provides both passenger and freight service connections.

Bath is sustainable and resilient.

The City leads by example in pursuing carbon neutrality, and supports residents and businesses in meeting climate goals. Bath's open spaces are not just for recreation



Photo by Mandy Reynolds

– they help mitigate the impacts of climate change. Waterfront parks provide engineered resilience to flooding and sea level rise. Forests throughout the City provide a cooling effect, while larger areas of habitat in the North and South End are preserved to sequester carbon and ensure a future with abundant wildlife and unspoiled natural resources. The community has increased the amount of its food supply that comes from local sources. Municipal equipment and facilities upgrades, along with programs for residents and businesses, have moved the City closer to carbon neutrality.

Future Land Use Plan

The Future Land Use Plan is a graphical extension of Bath's Vision Statement that describes where Bath wants to encourage future growth and development, and places that should be protected or unchanged. It is a tool that policy makers and City staff can use to create and update rules for future development and guide public investment. Bath's Future Land Use Plan is informed by data collection and public input covering a variety of topics.

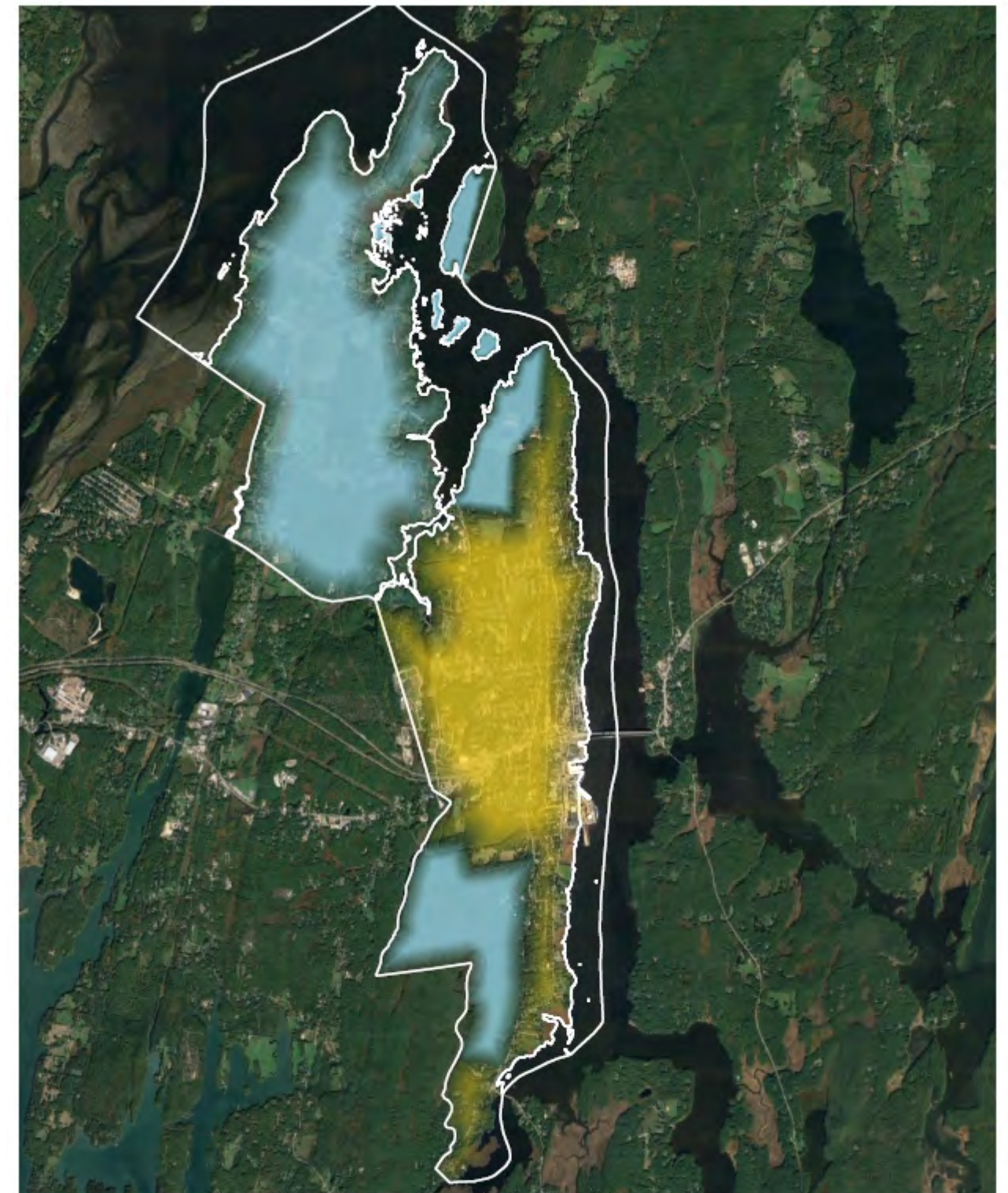
Bath's year-round population has remained relatively consistent over the last 100 years. There has been moderate and steady population decline from the 1980s through the 2000s, with a small population increase of about 150 people between the 2010 and 2020 Census dates. Since the last Comprehensive Plan, Bath has seen some growth in seasonal residences and rentals, along with growing affordability issues for both renters and homeowners. The number of people commuting into the City each day for work continues to grow, while the number of residents who both live and work in Bath has declined. Bath has long been proud of its economic diversity and the availability of a range of housing types and options, including a higher-than-average percentage of renters. The walkability of Bath's dense, urban landscape is a core value and priority for the public. Most of Bath's built environment was constructed prior to 1950, and new development is constrained by both the extent of public water and sewer, and natural features like topography.



Photo by Scott Raymond

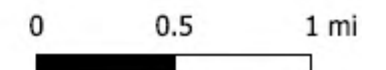
This future land use plan is intended to improve options for housing to support needed community diversity; improve connectedness between the urban core, surrounding neighborhoods, and local services; preserve important natural and rural landscapes, and improve Bath's sense of place with amenities and features important to the community.

By state statute, the Future Land Use Map has to show at least two types of areas: Growth Areas and Rural Areas. This plan also addresses more specific intentions by identifying sub-areas within the Growth Area.



City of Bath Future Land Use Plan

- Growth
- Rural



Growth Area

The Growth Area is the part of Bath where new residential and commercial development is to be incentivized and encouraged. The Growth Area is the place where the greatest amount of change will occur. Growth and change will be relative to the size and existing patterns of development in the community. Bath's Growth Area is largely set by the presence or absence of public sewer and water, and remains mostly unchanged from the area described in the 2009 Comprehensive Plan.

In Bath's Growth Area, land use should meet the needs of the community, promote diverse economic development and housing options that are compatible with the historic built environment, and prepare for the impacts of sea level rise and climate change, especially along the downtown waterfront. Within the Growth Area, most of the new investment and change should be focused on the subareas identified below: Commercial Corridors, Downtown Triangle, Bath's Central Core, and Waterfront.

Commercial Corridors

Bath's Commercial Corridors subarea stretches along the roads of Route 1 from Bath's boundary to High Street, State Road, and Congress Avenue north to Morse High School (see Figure 1.)

Today, the development along these corridors currently consists of strip mall retail, including grocery, pharmacy, drive-through restaurants, large chain stores, and business parks. All of these uses are very automobile dependent. Route 1 bisects the area with two to four lanes of fast-moving highway traffic separated by a concrete barrier, directing cars to drive through Bath instead of stopping in the City. Public input reflects a desire to use these already-developed areas more intensely, improve safety for all road users, and to create a more welcoming entry to the City that encourages people to stop here, not just pass through.

Mixed-use zoning should be applied here. In addition to commercial development, high-density residential development should be permitted in a variety of forms that provide a



Figure 2: Shopping Center Drive should become a frontage road.

range of unit sizes, types, and affordability levels. Development can include both standalone apartment buildings, condos, or townhomes, as well as new residential units that maintain existing retail and/or include new commercial space on lower floors with housing located above.

The current Shopping Center Drive should be redeveloped as a frontage road for infill development, designed to create more pedestrian-friendly access so businesses do not need to be accessed via the highway (see Figure 2.)

Increased development must coincide with other corridor improvements, including access management, slowing traffic, creating safe pedestrian crossings and refuges, bicycle lanes, wayfinding and signage, and aesthetic and landscaping improvements. Along Route 1, this work will occur in collaboration with the Maine Department of Transportation. Convenient, frequent public transit should serve to connect this

neighborhood with Bath's schools and Downtown.

Aesthetic improvements and streetscapes are key to improving this area. Plantings, public art, benches, and small parks or playgrounds should be incorporated into existing streetscapes and required in new development. Design standards should require new buildings to be pedestrian-friendly and compatible with traditional forms and materials.

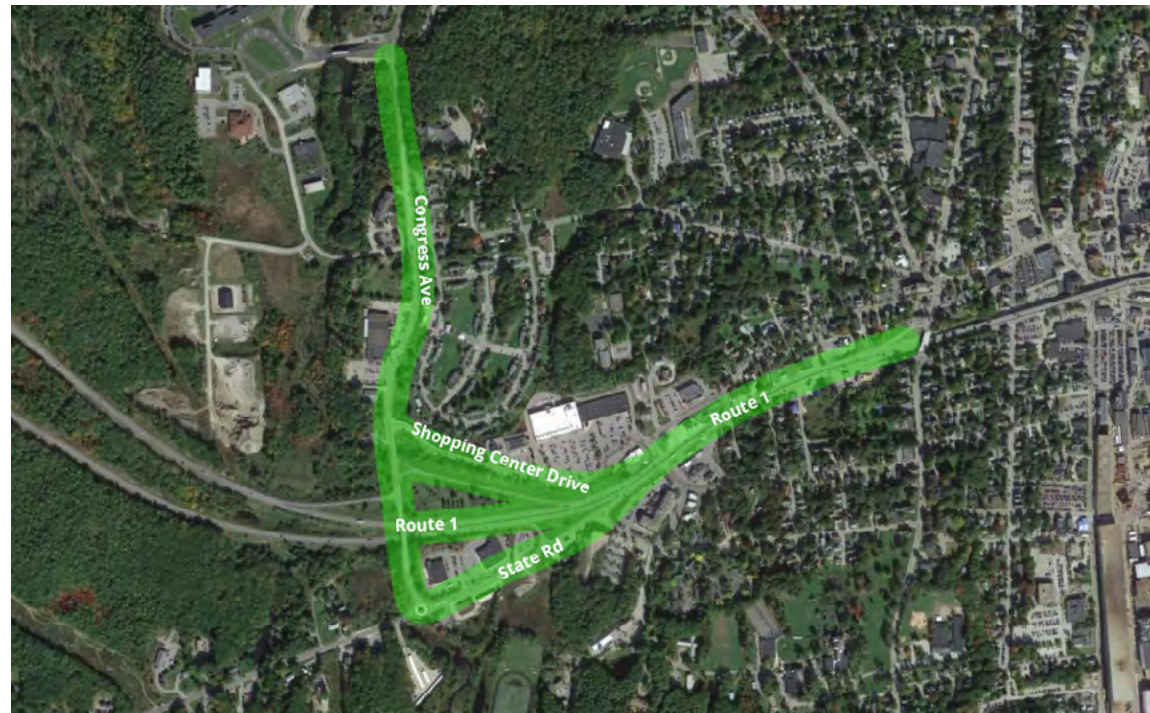


Figure 1: Commercial corridors highlighted in green



Figure 3: Downtown Triangle & Bath's Central Core

Downtown Triangle & Bath's Central Core

Downtown Triangle

Bath's downtown is a mixed-use zone that spans from the Route 1 Viaduct north to the intersection of Front Street and North Street. Downtown forms a rough triangle that stretches from the waterfront to High Street along Route 1, the area narrowing along a diagonal that meets Middle Street, Washington Street, and then Front Street at the northernmost point. Downtown Bath is the pride of the city. A dense and walkable neighborhood, it serves as the heart of Bath's historic urban landscape, with an award-winning Main Street and iconic buildings like City Hall and the Customs House.

Future land use in this subarea should preserve Bath's famous Downtown and draw from the neighborhood's existing strengths to encourage increased activity and dynamic use of public spaces. New development

should come from the reuse of underused spaces, including buildings with long-term vacancies, structures in disrepair, and surface parking.

The rehabilitation of existing buildings should be incentivized to provide more space for restaurants, small businesses, and offices, while adding residential spaces upstairs. Infill development should consist of mixed-use buildings with commercial ground floors, and design should match the historic pattern in material and scale. Entertainment establishments like bars, movie theaters, bowling alleys, art spaces, and places for children should be allowed in this area to provide more things to do for residents and visitors, especially after working hours.

Local ownership of individual buildings by merchants, condos, and co-op apartments should be encouraged for stability and business success.

Downtown Bath should be a place for experimentation, dynamism, and street activity. Flexible uses of buildings, streets, and parking lots should be allowed, such as outdoor dining, sidewalk vendors, seasonal street closures, temporary structures, and pop-up events. Throughout Downtown, additional pocket parks and green space should be created for recreation, public gathering, and to mitigate climate impacts through cooling and carbon sequestration. To keep Downtown Bath livable for year-round residents and avoid catering only to tourists, it should support a mix of businesses that primarily serve residents, and continue to encourage the use of upper floor space for residential purposes.

Concurrent public improvements include



Figure 4: This diagram shows 15-minute walking distances around points in Downtown Bath. The purple arrows mark the main corridors, High Street and Washington Street, that provide access to Downtown from southern points. The yellow arrows show the other streets that provide permeability through the Route 1 Viaduct.

the need for safer pedestrian and bicycle infrastructure and improved accessibility for people with disabilities, as well as increased transit connections between Downtown and other parts of Bath as well as the region. Parking improvements should focus on removing large surface lots and offering centralized parking elsewhere.

Central Core

The residential, commercial, and industrial areas that are within a 15-minute walking distance of the Downtown Triangle support Downtown Bath's success. This is a mixed-use area that should allow a range of residential options, as well as a variety of neighborhood services like small grocery

stores, shops, and other businesses that provide walkable amenities for people who live and work here.

New development in these areas should require design standards that prioritize compatibility with existing historic structures, use of traditional materials, facades that are open to the sidewalk and street, and landscaping and street trees.

Standalone surface parking lots or parking garages should not be created here in the future. Surface parking should be located to the rear of buildings with landscaping and screening integrated. Parking garages should only be constructed as part of a larger development, with consistent design

elements and street-level screening or ground floor commercial space.

To support those who live and work in these neighborhoods, pedestrian and bicycle safety should be improved with more crosswalks, sidewalks, bike lanes, and traffic calming efforts.

The Route 1 Viaduct currently acts as a barrier for seamless connectivity between the North and South parts of Bath, and prohibits safe and convenient access to Downtown from all neighborhoods to the south. Pedestrian and bicycle safety improvements are required along all the streets that provide passage across or under Route 1.

The space around and under the viaduct should be transformed into an inviting connection through a street and land use redesign that includes lighting, landscaping, murals, and public amenities like benches and picnic tables, especially around the key corridors of Washington Street and High Street. Seasonal programming that takes

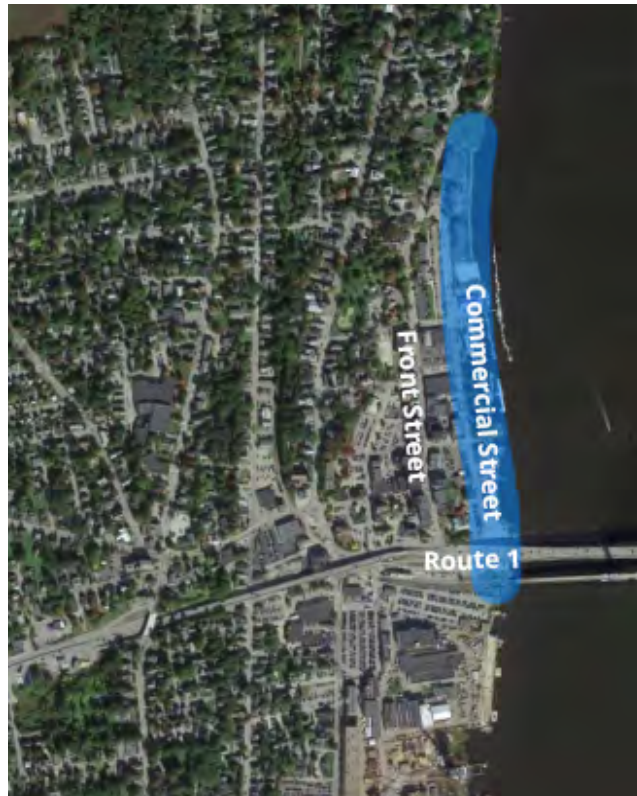


Figure 5: Waterfront

advantage of existing Bath events and local workplace schedules – such as open-air markets, pop-up cafes, and public art - will help draw people to this area and through into the Downtown Triangle.

Waterfront

Bath's central waterfront extends from the Bath Iron Works campus north to Town Landing Road, including Commercial Street, Front Street, and Bowery Street. This area is zoned mixed-use, waterfront residential, and waterfront commercial.

Public access to and views of the Kennebec River are highly valued, as is the existing waterfront park, and increased access to the waterfront is strongly desired. The downtown waterfront already experiences flooding during high tides and storm events, and public concern about the impacts of climate change and sea level rise is strong. Public preferences for future land use in this area are dominated by open space and recreation, while allowing some marine-dependent uses that connect to Bath's working waterfront heritage.

New development here should be focused on parks, open space, waterfront recreation, and marine-dependent uses. Some vacant lots, surface parking, and underused buildings should transition into new public open space and others into mixed-use infill development that follows the area's historic patterns and scale.

Climate resilience and public access needs must be incorporated into all waterfront development plans. The City should assess the need for fortification, adaptation, or retreat strategies at each waterfront parcel and provide guidance for existing buildings, and institute zoning requirements for new development. Pursuing a long-term vision of connected public access along the Kennebec River from the North End Boat Launch to Bath Iron Works, new parks,

easements, and privately-owned public spaces should be encouraged through zoning incentives and partnerships with landowners.

Rural Areas

Rural Areas are places to be protected and restricted from sprawling development. Generally, growth in these areas is discouraged in order to preserve rural landscape, scenic views, and natural resources. These are places where there is likely to be a limited amount of change or no change at all in the future. Bath has two rural areas – one in the north part of Bath and one in the south. Bath's rural areas do not have public water or sewer, and contain conservation areas, large blocks of undeveloped land, and habitat that borders adjacent habitat blocks in neighboring towns. These areas are the majority of Bath's forested and agricultural land that provide passive recreation, working/productive landscapes, and play a large role in climate mitigation and carbon sequestration.

The North Bath Rural Area remains unchanged from the 2009 Comprehensive Plan. It spans the western border with West Bath and the northern border along Merrymeeting Bay. The eastern boundary ends at two large land preserves, Thorne Head and Sewall Woods, and follows Winnegance Creek.

In the South End, the Rural Area follows the West Bath Boundary to High Street, where public water and sewer ends. It is bounded to the north by existing industrial parcels. Much of this Rural Area has dramatic topography that is unsuitable for development. It contains several blocks of conservation land and vast areas of multi-use trail network.

Future land use in these areas should be limited. Only low-impact uses that maintain the integrity of land and habitat should be allowed. Residential development should

be clustered, with conservation subdivisions required and habitat blocks preserved. Other rural-compatible developments that allow for property owners to use their land without impacting the existing landscapes or open space should be permitted, such as solar farms, farm stands, farm-based restaurants and entertainment venues, agritourism, and home occupations.

Public improvements in this area should ensure that these residents also have safe routes to walk or bike to other parts of Bath, including through an increased network of trails. The City should work to obtain more conservation easements and permanently preserved land as development pressure increases.

Plan Implementation

This comprehensive plan is essentially a set of instructions that can be followed to achieve the City of Bath's desired outcomes and the state's growth management goals over the next 10-15 years. But no matter how good the ideas are, the plan alone won't attract new businesses, improve public access along the waterfront, or enhance the downtown or Route 1 corridor.

Through this implementation plan, the Plan Bath team is attempting to overcome the inertia of mere words on a page by asking local government officials and volunteers to be responsible parties in enactment of it, giving them specific assigned roles to play and asking them to annually report on progress and their workplans for the next year.

Structure of the Implementation Matrix

The policies and strategies seek to address the gap between the existing conditions and achieving the community's vision. All of the policies and strategies are assigned to at least one relevant responsible party, mostly city departments. In some cases where applicable, there is also a standing board, committee(s), and/or quasi-municipal entity which can provide current context to the situation and assistance with making change in the community, and they have also been assigned to it. The implementation plan provides the specific policies and strategies to each workgroup responsible to implement them, and asks them to annually report on the status of their assigned policies and strategies, what they plan to work on of them during the year ahead, and what resources will be needed.

Putting it Into Practice

This plan will use a system of annual reporting and work planning. The reports are to be sent to the City Manager's office to be compiled by January 15th of each year. Worksheets have been created and included for each responsible party to use annually (see Appendix E.) Each responsible party's worksheet contains the policies and strategies that have been assigned to them. There are some tasks that are duplicated across parties – for example, there may be more than one department assigned to it, and one or more boards or committees. When planning to work on a task assigned, it is recommended to look it up in the larger matrix to see if there are other parties assigned that may be interested in collaborating, for efficiency.

Role of Leadership

Bath City leadership must champion implementation of the plan and encourage responsible parties to implement strategies and policies of relevance and importance at any given point in time. The City Manager's Office should send out annual reminders of the need to fill out reporting worksheets and make work plans, and make sure users are able to easily access the forms. Forms are included in an appendix of this plan, and should be updated by the City Manager's Office as needed in future. and how to access needed resources could make a significant difference in the extent of this plan's implementation on an annual basis.

Bath Comprehensive Plan

Annual Implementation Report Form and Planning Worksheet

The purpose of this form is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party:

Instructions: The "Status/Update" and "Plan for Year Ahead" column fields of this form are to be completed annually with the most recent information, and submitted to the City Manager's Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Goal/Policy	Timeframe	State or Local	Status/Update	Plan for Year Ahead

Public Process



Future Land Use Workshop, March 2023

This Comprehensive Plan Update was led by a team of City staff consisting of the Planning Director, Sustainability Director, Director of Community & Economic Development, and City Manager. City staff began work on the plan in 2018 with a Downtown Visioning Process. Staff continued work on inventory chapters and other plan elements through 2022. The Plan Bath website was launched in late 2022, along with a community survey. Vision & Values and Future Land Use public workshops were held in early 2023.

Downtown Visioning, 2018

The City of Bath and Main Street Bath partnered to gather input and develop a vision for Downtown Bath in preparation for the upcoming Comprehensive Plan Update. This process included four meetings to gather input: one for general community

members (160 attendees), one for downtown merchants (25 attendees), one for Bath Housing stakeholders (5 attendees), and one for Bath-area nonprofits (25 attendees). 9 individual stakeholder interviews were also conducted based on a list of interviewees developed by Main Street Bath. A Facebook Page called Downtown Tomorrow was created to solicit online community input; it attracted 389 followers and over 600 comments.

Plan Bath Website

The Plan Bath Website was launched in December 2022 to act as a hub for the final stages of the Bath Comprehensive Plan update. The website advertised events, hosted surveys, provided resources and background information, and shared results. From December 2022 through June 2023, the

website attracted around 2,000 visitors. 364 people signed up for an email list to receive news and updates.

Community Survey

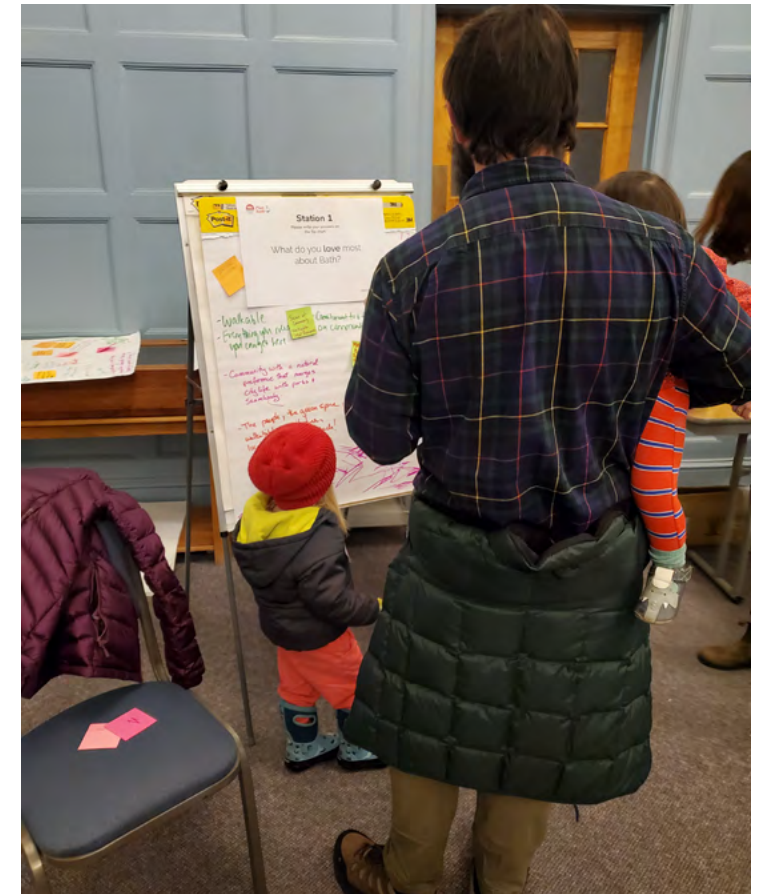
A community survey was available online and in paper copies at public buildings in Bath from December 14 through January 10. The survey asked a range of questions on topics including population, housing, transportation, recreation, and sustainability. 473 people responded to the survey; results and analysis are provided in the appendix.

Vision & Values Workshop

A Vision & Values Workshop was held in person on January 24, 2023 at Bath City Hall. 54 participants attended and answered open-ended and map-based questions about big ideas for Bath. The same questions were put in an online survey for further participation from more residents, workers, and visitors. 131 people responded to the survey. Results and analysis are provided in the appendix.

Future Land Use Workshop

A Future Land Use Workshop was held in person on March 13, 2023 at Bath City Hall. 34 people attended to listen to a presentation about the data collected so far, and to answer questions about land use changes in key areas of the city. Video of the presentation was made available on the Plan Bath website, and the questions were replicated in an online survey. 143 people responded to the survey. Results and analysis are provided in the appendix.



Participants of all ages attended the Vision & Values Workshop in January 2023.

Prior Planning Work

Comprehensive Planning

Bath's last Comprehensive Plan was adopted by the Bath City Council on Sept. 2, 2009. Previous Comprehensive Plans were written for the City in 1959, 1983 and 1997.

2009 Comprehensive Plan Implementation

Over the past decade since the 2009 Comprehensive Plan was adopted, City of Bath committees, council, and staff have used the Plan as a critical resource in decision making. The Plan has guided the City in prioritizing various projects, and the resources, staff time, and committee attention that were required. The importance and prioritization of activities were judged, in part, by their alignment with the goals and actions outlined in the Plan. Questions such as "Does this action fit within our comp plan goals?" and "Is this activity supported by our comp plan?" were used in determining whether to proceed with projects and what degree of resources the City should invest. Accordingly, the Plan influenced staff and committee workplans.

While the 2009 Plan has been an important and guiding document for the City since its adoption, the City did not formally track Plan implementation progress. Many of the activities identified in the 2009 Plan have been completed, while others have morphed, changed, or were deemed no longer relevant as the City and Council respond to the changing needs of our City and residents. The 2023 Comprehensive Plan Update will have an implementation tracking system built into it, to make it easier for those in the future to assess the new plan's implementation.

Land Use Code Amendments Since the 2009 Comprehensive Plan:

- In 2010 the Neighborhood Commercial District was created to allow commercial uses in close proximity to high density residential areas.
- In 2010 the Museum District was created to protect and maintain the Maine maritime museum by allowing existing facility, associated accessory uses, and compatible marine uses.
- In 2015 the Floodplain Management Ordinance was updated to reflect more accurate mapping.
- In 2017 the School District was added for the purpose of providing for the location and establishment of public and private school facilities and their ancillary needs.
- An Accessory Dwelling Unit section was added to the ordinance in 2022 to allow accessory dwelling unit per parcel that has a single-family dwelling or two-family dwelling in the primary building or as an accessory building, with some conditions.
- In 2023 Mobile Food Vending was added as an allowed use to most of the commercial zones.
- A variety of contract zones were also created during this time to allow for the development of individual properties to the maximum extent appropriate to the site-specific circumstances.

City Planning Efforts 2009 - 2023:

- **City of Bath Downtown Waterfront Path Concept Plan**, Prepared for The City of Bath's Waterfront Steering Committee, by Richardson & Associates; Oak Engineers; and Ransom Environmental, May 2009
This plan produced a set of diagrams, drawings, and descriptions that depict the design approach which emerged from a collaborative process.
- **City of Bath, Maine Bicycle and Pedestrian Plan**, for City of Bath by Katrina VanDusen, Supported by MDOT and MCOG, March 2011 (updated by the Bicycle and Pedestrian Committee in 2018)
The Plan includes priority short-term actions, municipal policies and plans that support biking and walking, and recommendations for future planning.
- **Which Way Should We go? A Report on Existing "Wayfinding" Infrastructure & Proposed Improvements in Downtown Bath, ME for the City of Bath**, by Jeff Labanara (volunteer) April/May 2012
Suggested improvements to wayfinding signs, with images of the site locations.
- **Flooding Vulnerability Assessment for the City of Bath, ME**, by Zach Mosher, funded and supported by the Maine Coastal Program, New England Environmental Finance Center, and USM, September 2013
A report of the calculated damages from particular storms in the future

as well as the cumulative damages from all storms that may occur over several decades, using a specialized coastal sea level rise prediction tool.

- **Bath: Built to Last (Resiliency Plan)**, for City of Bath by Design and Resiliency Team (DART), Co-Sponsored by the New England Municipal Sustainability Network, 2014
A resilience assessment and adaptation strategy guidance.
- **How Age Friendly Are We?** Survey Results, 2018
Findings of the City's public spaces, homes, programs, civic events, and social gatherings, with recommendations.
- **Final Report Maine Coastal Program Downtown Storm Water Study Bath, ME** – Ransom Engineering, January 2018
- **Greenhouse Gas Emissions and Energy Use Inventory and Recommended Climate Action Plan**, 2019
An assessment of Bath's greenhouse gas emissions with recommended strategies for emissions reductions.
- **South End Transportation Study**, in cooperation with BIW (General Dynamics) and Maine DOT, August 2019
An assessment of a variety of topics related to the functionality and safety of the motorists, cyclists, and pedestrians associated with the South End with recommendations for improvements.
- **City of Bath Treescape Plan**, Bath Community Forestry Committee, 2020

- **Front Street and Elm Street Streetscape Redesign Opinion Survey**, 2020

Survey results of two proposed streetscape redesign options.

- **Pedestrian Safety Action Plan for City of Bath** in cooperation with Bicycle Coalition of Maine, and Maine DOT, August 2020

Recommendations both general and specifically for Bath from public process between MDOT, Bicycle Coalition of Maine and 21 Communities.

- **Complete Streets Policy**, 2015, updated 2021

A policy for implementing the vision of the City of Bath as one in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

- **Housing Market Summary, Vision & Best Practices; Recommendations for Policy Development, City of Bath, Maine**, for The Bath Housing Development Corporation & City of Bath, by Levine Planning Strategies, LLC, January 2021

This report was produced to gauge the housing market and the City at the current time. It includes a summary of the current state of housing supply and demand in Bath; a housing vision for the City; and a summary of best practices in housing policy and planning.

- **Morse High School Concept Development Report**, for the City of Bath by Harriman Architects, December 2021

As a follow up to a redevelopment opportunities study for the Morse High School site and facilities, Harriman Architects created the Morse High School Concept Development study to create a roadmap for initiating and executing the redevelopment. Facility and site descriptions are based on the intent to create an request for proposals for private redevelopment of majority portion of the site and for the City of Bath to retain the remaining property to develop a new Fire Department facility.

- **Bath Parking Study** (Final Draft a/o May 2023)

An update to the 1999 study with new parking data and current areawide conditions, and updated recommendations regarding metered on-street parking spaces and the need for a parking garage.

Bath Planning Efforts by Other Entities:

- **Forest and Water Climate Adaptation: A Plan for Bath, Maine**, December 2011
- **Bath Area Housing Assessment**, for Bath Housing Development Corporation, by Planning Decisions, Inc. November 2014

Regional Planning Efforts by Other Entities:

- **Gateway 1 Corridor Action Plan; Brunswick to Stockton Springs for MDOT, MSPO, USDOT, and mid-coast Maine Communities**, July 2009

The plan recommends future development that will reduce stress on the transportation system along with transportation investments that will create capacity for growth in jobs and population within that development.

- **Conservation blueprint: A Guidebook for protecting place and prosperity in Arrowsic, Bath, Bowdoin, Bowdoinham, Brunswick, Georgetown, Harpswell, Phippsburg, Richmond, Topsham, West Bath and Woolwich**; Prepared by SRRRI: The Sagadahoc Region Rural Resources Initiative, March 2010

- **Sagadahoc Region, Maine - Climate Change Adaptation Plan**; Manomet Center for Conservation Science, May 2013

- **The Southern Midcoast Maine Social Resilience Project; Scenario Planning Exercise Report**, November 30, 2022

- **Midcoast Council of Governments (MCOG) 5-year Strategic Plan**, 2022

This plan provides a blueprint for MCOG's work over the next five years. It is meant to guide planning decisions, budgetary commitments, funding searches, and staff alignment as MCOG works to coordinate the regional activities of its member communities. The plan is based around 7 themes: Midcoast Sense of Place, Hub of Excellence, Bring more Federal and State \$, to the Midcoast Region, Housing, Sustainability and Resiliency, Communication, Diversity, Equity, and Integration.

Bath Iron Works

A Modern Industrial Complex with a Big Footprint in Bath

Bath Iron Works (“BIW”) has built ships on the banks of the Kennebec River for over 100 years. The skilled shipbuilders and engineers of BIW design and construct the world’s most advanced surface combatants for the United States Navy, integral to the security of the United States and its allies.

The relationship between the City of Bath and Bath Iron Works is one of mutually beneficial symbiosis, where cooperation and collaboration have been demonstrated to result in a more prosperous future for both BIW and the community. Through Comprehensive Planning we have the opportunity to recognize and coordinate shared elements of our respective visions for the future. In this plan, the City upholds its working relationship with BIW, and is proposing the creation of incentives for and reducing barriers to workforce development and advancing quality of life concerns for the residents of Bath. Shared City and BIW vision implementation strategies include more and better options for housing, transportation, and childcare; as well as increasing support services such as expanded options for restaurants and to-go food, gyms, outpatient healthcare services, personal services like barbers and salons; and expanded options for recreation. In the spirit of collaboration, this section was jointly authored by BIW and the City and is intended to convey the importance of an ongoing collaborative approach to meeting shared goals.

History

The waterfront in Bath, Maine, experienced significant commercial development during the 19th century. In 1850, Water Street ran along the west bank of the Kennebec River, and numerous commercial piers/wharfs extended eastward out into the river.

BIW was founded in Bath in 1884. Thomas W. Hyde leased a small iron foundry on the site of the current day shipyard. When Hyde took over the business, he patented a revolutionary windlass known as the Hyde Windlass. On November 28, 1884, Hyde incorporated Bath Iron Works, Ltd. Located on Robinson’s Wharf at the foot of Union Street, west of Water Street and adjacent to the Union Street Wharf, the manufacturing facilities of the small Bath Iron Works, Ltd. shipyard were built on pilings or on land created by filling-in the river. Over the following decades, the shipyard prospered and was able to expand substantially to the north and south, eventually acquiring all the riverfront property from King Street (north) to Shaw Street (south) and inland as far as Washington Street. The section of Water Street that extended south of King Street has been incorporated into the shipyard.

In 1890, Cottage City, a passenger steamer for the Maine Steamship Co., was the first ship launched from the facility. In 1893, BIW delivered Machias, its first U.S. Navy vessel. It was also the first steel-hulled ship built in Maine. Since 1884, BIW has delivered more than 425 ships to the world’s naval and commercial fleets, including more than 200 surface combatants for the U.S. Navy. Meanwhile, the numerous other shipbuilding



Bath Iron Works, photo by Ben Williamson

facilities that lined the shore gradually closed after becoming obsolete or being unable to withstand the periodic slowdowns in the maritime construction economy.

BIW in 2023

Today, BIW is owned by General Dynamics, headquartered in Reston, Virginia (NYSE: GD). The shipyard is part of General Dynamics’ Marine Systems Group. BIW is Maine’s largest manufacturing employer; and the fourth largest employer in the state with 6,600 employees working in Maine-based facilities. There are two principal manufacturing locations: the main shipyard in Bath and the Structural Fabrication Facility, Outfit Fabrication Facility and Consolidated Warehouse in Brunswick. Additionally, BIW has facilities in Brunswick for engineering and design, for fleet support and for training. Approximately 5,000 employees work at the

main facility in Bath; approximately 1,400 are employed across the Brunswick facilities.

An Economic Engine for Maine

The Center for Business and Economic Research (“CBER”) at the University of Southern Maine recently issued a report, “The Impact of General Dynamics Bath Iron Works on the Maine Economy” which details that over a five year period (2017-2021), BIW supported more than \$8.4 billion in total economic activity in Maine. BIW workers make up 12% of the state’s manufacturing workforce, but produce more than 17% of the state’s production GDP. The employees reside in over 275 cities and towns across 15 of Maine’s 16 counties.

BIW is heavily dependent on contracts to build surface combatants for the U.S. Navy. In 1985, the U.S. Navy awarded to BIW the

Lead Ship Design and Construction contract for the Arleigh Burke (“DDG 51”) class, and 34 ships were delivered under that program, the last being the USS Michael Murphy (DDG 112) in 2012. After a hiatus during which BIW initiated construction of three DDG 1000 class destroyers, the U.S. Navy restarted procurement in the Arleigh Burke program. BIW and a competitor are each building ships in the restarted program. BIW delivered the first four of these ships to the U.S. Navy in 2017, 2018, 2021 and 2023 respectively. In the fall of 2018, the U.S. Navy awarded BIW a \$3.9 billion contract to build four additional ships and awarded six to the competitor. In December 2018, BIW was awarded the contract for a fifth ship. There are currently seven ships in production. As the lead designer of the DDG 51 class, BIW is considered the “planning yard” as the ships already delivered to the U.S. Navy are upgraded and modernized. Currently supporting 71 Arleigh Burke-class ships, BIW was recently awarded a modernization contract extension, as well as continuation of its Lead Yard Services and design upgrade contract.

The USS Zumwalt (“DDG 1000”) class had been planned as the U.S. Navy’s next generation surface combatant. Originally, Huntington Ingalls Industries (“HII”) in Mississippi was designated as the lead designer and builder of the DDG 1000, with HII and BIW each building one of the first two ships in this class. The U.S. Navy eventually decided to limit production to three ships, assigning responsibility for the design and construction of the three DDG 1000 class to BIW. In October 2016, the DDG 1000, the first of the class was commissioned, and BIW completed its work on the last ship of the

DDG 1000 class, the USS Lyndon B. Johnson (DDG 1002), at the end of 2021.



DDG-1002 Zumwalt Destroyer passing South End Dog Park (South End Park) in 2021. Photo by Ken Brill

Continued Investment is Critical to Winning New Work

BIW, regardless of its ownership structure, must be a competitive and competent shipbuilder, able to win new work. A review of BIW’s history of ownership and operations illustrate the merits of corporate ownership as far as capital investment. Beginning in 1967, BIW was involved in a series of corporate mergers, acquisitions and multiple leveraged buy-outs that culminated in BIW being owned by an insurance company and an investment firm until the sale to General Dynamics in 1995. That period of ownership is marked by either unwillingness or inability to maintain the shipyard facility and to invest in the future of the business.

As a result, BIW was in dire need of funding

to stay viable in shipbuilding at the time it was purchased by General Dynamics in 1995. BIW under the prior owners’ deferral of capital investment was dramatically different from the BIW of today.

The investment in BIW’s facility was critical in capturing virtually all the construction work on the DDG 1000 USS Zumwalt class of ships that had previously been awarded to HII. Securing this work in 2008 would not have been possible without the modernized BIW facility. That work kept BIW in business even as the number of ships being purchased by the U.S. Navy continued to decline, as it had since 1991.

City of Bath Support

The City of Bath played an important role in the shipyard modernization. Under General Dynamics’ ownership and direct investment of over \$200,000,000, BIW teamed with the City of Bath and the State of Maine to support a long-term capital investment plan enabling the shipyard to be competitive enough to attract work. In 1997, the city and state approved a Tax Increment Financing District (“TIF”) which enabled the shipyard to finance and construct the Land Level Transfer Facility. The shipyard improvements expedited the launching of new ships using a drydock which is more efficient and safer than the old inclined ways. With the first phase of modernization completed in 2001, BIW began building ships in its new state-of-the-art facility.

The city amended its own TIF in 2013 to help support investment in the 51,000 square foot Outfitting Hall and a state-of-the-art Blast and Paint facility.

Shipbuilding on the scale occurring at BIW is a capital intensive business which requires significant ongoing investment to maintain its Land Level Transfer Facility, production facilities, cranes and dry-dock while preparing for the challenges of competing

for new work. Maine’s Legislature recognized that fact and has enacted the Shipbuilding Facility Investment Tax Credit Program to provide incentives to modernize and recapitalize the shipyard in Bath.

Shipbuilding Workforce Challenges

Although BIW may be unique as one of the largest employers in Maine, building ships for the U.S. Navy, the challenges employees face with housing, transportation and childcare are not unique. In that sense, it is no different than every other public and private employer in the state.

Maine people need good jobs with benefits, and reliable modes of transportation to get them to work safely and efficiently, both economically and environmentally. A significant percentage of BIW employees engage in shared modes of transportation, whether it be shared van pools, traditional carpools or a recently initiated BIW-supported commuter bus connecting the Lewiston-Auburn area commuters with the shipyard.

In a state that is rural with pockets of density in cities like Portland, Lewiston and Augusta, employers draw from both rural and urban areas. In part because of housing affordability, 55% of BIW employees commute an average of 70 miles per day. Maine has recently experienced its greatest population growth in 20 years, and BIW has played a positive role in attracting hundreds of new hires to Maine helping reverse the demographic trend of an aging workforce. However, the cost of housing has increased 40% and housing is a challenge across America, but there are aspects of this state which make it more acute.

An increasing number of Maine employers have developed housing, transportation options or training programs that are singularly focused on the needs of their enterprise and they should be lauded for

those efforts. Still, Maine could do more to formulate a strategic plan for the spectrum of critical workforce needs with supporting policies that encourage regional cooperation among employers and incentivize joint solutions to provide what Maine workers need. The CBER study confirms that state investment and incentives for its critical economic industries offer significant return.

Future Outlook

Looking to the future, BIW will initiate and establish the framework to collaboratively pursue further development of its facilities on Washington Street in Bath. BIW has objectives that are intended to increase operational effectiveness which may include: 1) consolidation of offsite engineering & design to gain efficiencies by locating more employees in Bath as well as office space for the U.S. Navy Supervisor of Shipbuilding ("SUPSHIP") personnel; 2) employee attraction and retention efforts that address quality of work-life needs; and, 3) improvements to the physical workplace that will increase production capacity. This future investment will provide the shipbuilding workforce with services and facilities where U.S. Navy and BIW personnel are efficiently co-located. That will enhance our ability to come together for the achievement of our shared mission to increase shipyard velocity, improve ship delivery schedules and secure a stable and prosperous future for thousands of Maine workers in Bath and across the state.



Photo by Jeff Cutler



Photo by Mandy Reynolds



Photo by Siri Beckman



View of BIW, Photo by Siri Beckman

Implementation Matrix

The following pages contain a full list of goals, policies, and strategies with timeframe and responsible party for each topic.

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Photo by Siri Beckman



Photo by Lisa Schinhofen

Implementation Matrix

Historic & Archaeological Resources

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community.						State
	1a. Regularly review local land use ordinances that require subdivision or non-residential developers to take appropriate measures to protect resources such as known historic archeological sites and areas sensitive to prehistoric archeology, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	y	Planning	Planning Board	Ongoing	State
	1b. Regularly review land use ordinances that require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	y	Planning		Ongoing	State
	1c. Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.	n	Community and Economic Development		As needed	State
2. Increase education on Bath's history and historic built environment.						Local
	2a. Continue to review and upkeep the City-wide historical markers. Expand the reach of the marker program to include more areas of the city and more facets of Bath's history.	n	Community and Economic Development		Ongoing	Local
	2b. Update local history resources to tell more inclusive stories about different parts of Bath's history, including a focus on workers and laborers, and the connection of Bath's shipbuilding heritage to slavery.	n	Community and Economic Development		Ongoing	Local
	2c. Provide more local-history resources to schools and other educational programs.	n	Community and Economic Development		As needed	Local
3. Provide more resources for owners of historic buildings.						Local
	3a. Develop easily understood and administered Historic District approval standards, which ensure that Bath maintains the authenticity of its historic buildings, structures, and landscape and also encourage contemporary, imaginative, and innovative design.	y	Planning	Planning Board	By 2028	Local
	3b. Develop a Historic District Guidance Document that provides examples of approvable facades and architectural types	n	Planning	Planning Board		

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	3c. Continue the façade loan program.	n	Community and Economic Development	Economic Development Committee	As needed	Local
	3d. Enact a delay on the demolition of historic resources.	y	Planning	Planning Board	As needed	Local
	3e. Encourage adaptive reuse of existing historic buildings by informing property owners about the historical significance of their buildings, the benefits of the national historic district, and the incentives available for restoration and preservation.	n	Community and Economic Development, Assessing		As needed	Local

Implementation Matrix

Population & Demographics

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.						Local
	1a. Encourage housing development different than what exists: for example, housing attractive to young professionals, loft space, and senior housing, and allow and encourage mixed-use, mixed-income, and mixed-age housing developments.	n	Planning; Community and Economic Development	Community Development	Ongoing	Local
	1b. Develop publicly accessible young-family-friendly amenities.	n	Community and Economic Development	Community Development	By 2028	Local
	1c. Continue to assess of the needs of Bath's growing senior population.	n	Community and Economic Development	Community Development	Ongoing	Local
	1d. To the extent possible, support needed investments in the local public school system, to ensure that the schools are providing quality education and are highly regarded.	n	City Council		Ongoing	Local
	1e. Create incentives to encourage post-secondary education facilities to locate in Bath.	n	Community and Economic Development	Economic Development	By 2028	Local
	1f. Evaluate and improve as necessary City resources to translate information provided by the City, to ensure that non-English speaking community members are able to fully access necessary information and participate in the local government processes.	n	Marketing and Communication	Community Development	Ongoing	Local
	1g. Assess and make available information about housing options available to lower-income families.	n	Community and Economic Development	Bath Housing Board	By 2025	Local
	1h. Support zoning changes that allow more manufactured and multifamily housing options.	y	City Council	Community Development	By 2025	Local
	1i. Support open space as a way of attracting new residents	n	Planning; Sustainability and Environment; Parks & Recreation	Recreation Commission; Community Forestry Committee	By 2028	Local
	1j. Invest in the arts as a way of attracting new residents	n	Community and Economic Development	Economic Development	Ongoing	Local
	1k. Assess restrictions on daycares in residential zones and mixed-use zones to reduce unnecessary barriers.	y	Planning and Planning Board		By 2025	Local
	1l. Provide resources to support and require ongoing training for City staff and committees regarding DEI issues.	n	City Manager	Community Development	Ongoing	Local

Implementation Matrix

Housing

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To encourage and promote adequate housing to support the community's and region's economic development - anyone who works in Bath should have an affordable option to live in Bath.						State/Local
	1a. Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.	y	Planning	Planning Board	By 2028	State
	1b. Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	y	Planning	Planning Board	By 2025	State
	1c. Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.	n	Planning	Planning Board	Ongoing	State
	1d. Create a housing production goal for Bath of new units and/or number of units to improve and bring up to code every year. Goal should include a variety of home sizes, from studio to 3+ bedroom. <i>(Note: This goal does not align with Bath Housing's strategic plan.)</i>	n	Community and Economic Development	Bath Housing Board		Local
	1e. Develop incentive program for landlords to improve the quality and sustainability of rental units in exchange for deeded income restriction.	maybe	Community and Economic Development		By 2028	Local
	1f. Support diversification of allowed housing types.	y	Planning	Planning Board; City Council	By 2028	
2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing.						State
	2a. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	y	Planning	Community Development Committee	By 2025	State
	2b. Consider additional vacant building regulations, such as vacancy fees for bank-owned buildings, to encourage properties to be brought back into the housing market.	y	Planning; Community and Economic Development	Community Development Committee	By 2028	Local
	2c. Consider enacting a housing preservation and/or housing replacement ordinance to prevent the conversion of rentals to single-family homes and condos, and the conversion of residential buildings to non-residential buildings.	n	Codes Enforcement; Assessing		Ongoing	Local
	2d. Consider the need to develop short-term rental housing regulations and fees.	y	Codes Enforcement; Planning		Ongoing	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	2e. Use the Dangerous Building statute to promote redevelopment of abandoned or dangerous buildings	n	Codes Enforcement; City Council		Ongoing	Local
	2f. Promote affordable housing through zoning changes such as an inclusionary zoning ordinance or density bonus.	y	Planning; Community and Economic Development	Community Development Committee	As needed	Local
3. To encourage and support the efforts of the regional housing coalitions and public-private partnerships in addressing a range of housing options to meet needs.						State/Local
	3a. Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.	n	Community and Economic Development	Community Development Committee	Ongoing	State
	3b. Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	n	Community and Economic Development	Community Development Committee	Ongoing	State
4. Work with proactive partners in the private, non-profit, quasi-governmental and public sectors to pursue housing goals.						Local
	4a. Create a local Housing Trust.	n	Community and Economic Development		By 2028	Local
	4b. Create a Community Land Bank and/or Land Trust to acquire vacant or underused land and promote the development of affordable and workforce housing on behalf of the community.	n	Community and Economic Development	Community Development Committee	By 2028	Local
	4c. Work with developers to create cooperative housing projects that offer affordable ownership opportunities.	n	Community and Economic Development		Ongoing	Local
5. Ensure production and maintenance of adequate deed-restricted housing.						
	5a. Adopt a policy to make terms of affordability of new deed-restricted housing as long as possible.	n	Community and Economic Development	Community Development Committee	By 2025	Local
	5b. Watch expiring use properties closely and be proactive in reaching out to property owners early to discuss extending the term of affordability restrictions.	n	Community and Economic Development	Community Development Committee	Ongoing	Local

Implementation Matrix

Economy

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To support the type of economic development activity the community desires, reflecting the community's role in the region.						State
	1a. Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	y	Planning	Planning Board	By 2028	State
	1b. Create an economic development strategic plan.	n	Community and Economic Development	Economic Development	By 2028	Local
	1c. Review and coordinate with Main Street Bath to update the 1999 downtown master plan.	n	Planning; Community and Economic Development	Economic Development	By 2029	Local
	1d. Increase transparency of economic development incentives on website and ensure information on how to apply, process, etc. is easily accessible.	n	Community and Economic Development; Marketing and Communications		As needed	Local
	1e. Engage in efforts to lower and eliminate barriers for workforce growth and development, such as the high costs of housing, childcare, and transportation	n	Economic and Community Development	Economic Development; Community Development	Ongoing	Local
	1f. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes.	n	Planning; Public Works; Community and Economic Development	Community Development Committee; Economic Development Committee; Transportation Committee	By 2028	Local
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.						State
	2a. If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)	n	City Manager		As needed	State
	2b. Make deliberate annual investments in Main Street Bath, with both financial and in-kind staff time.	n	City Manager		Annually	Local
	2c. Continue loan programs with favorable terms to provide small businesses access to capital needed to grow.	n	Community and Economic Development	Bath Development Corporation	Ongoing	Local
	2d. Update the City's inventory of potential Brownfield sites in preparation for funding opportunities and future development.	n	Assessing; Community and Economic Development		As needed	Local
	2e. Assess levels of broadband infrastructure available in Bath. Work with citizens and regional and state partners to bring broadband to all corners of Bath.	n	Community and Economic Development	Community Development	As needed	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	2f. Identify challenges in existing infrastructure to future development and plan for future needs.	n	Public Works; Planning		By 2025, and updated as needed	Local
3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.						State
	3a. As appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	n	City Manager; City Council		Annually	State
	3b. Participate in any regional economic development planning efforts.	n	City Manager; Community and Economic Development		Ongoing	State
	3c. Build relationships with statewide tourism groups, such as CruiseMaine, Maine Motorcoach Network, Maine Tourism Association, to advocate for and advance local tourism sector in Bath.	n	Community and Economic Development		By 2026	Local
	3d. Build relationships with statewide industry groups, such as the Retail Association of Maine.	n	Community and Economic Development		By 2026	Local
	3e. Collaborate on efforts for new use of Bath's existing rail lines through potential expansion of Amtrak Downeaster service or alternative rail service options.	n	Community and Economic Development		As needed	Local
4. Support local property redevelopment and revitalization.						Local
	4a. Redevelop the old Morse High School property.	n	Community and Economic Development	Bath Development Corporation	By 2030	Local
	4b. Partner with area charter boat captains for a shared dock at the southern end of the Riverwalk.	n	Community and Economic Development	Economic Development Committee	Ongoing	Local
	4c. Design and construct phase II of the Riverwalk.	n	Community and Economic Development; Planning		By 2028	Local
	4d. Work with property owners to address parking challenges.	n	Police	Transportation Committee	Ongoing	Local
	4e. Property owners and businesses will be impacted by flooding and climate change. Provide support for solutions that mitigate the negative impacts of climate change on businesses, developers, and property owners.	n	Sustainability and Environment; Community and Economic Development		Ongoing	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
5. Encourage tourism that takes advantage of Bath's sense of place.						Local
	5a. Pursue the possibility of cruise ships docking at Waterfront Park.	n	Community and Economic Development; Harbormaster		Ongoing	Local
	5b. Use the Bath brand consistently across platforms to create a unified City identity.	n	Marketing and Communications		Ongoing	Local
	5c. Make annual investments in tourism marketing efforts (e.g. annual Downeast magazine ad), highlighting the City's waterfront, downtown, and arts, historic, and recreational amenities.	n	Marketing and Communications		Annually	Local
	5d. Collaborate with local arts and cultural institutions to grow Bath's reputation as a place for high quality arts and cultural experiences. Continue to make annual investments in free downtown summer concert series.	n	Community and Economic Development		Ongoing	Local
	"5e. Continue to host and/or support Citizen Involvement Day and other events and annual celebrations (e.g., Heritage Days) that celebrate community and neighborhoods. Make sure these are well organized, supported, and publicized."	n	Community and Economic Development		Annually	Local
	5f. Collaborate regionally and with state agencies to connect Bath bicycle and pedestrian trails to other community trails, such as the A2K Trail.	n	Sustainability and Environment; City Manager	Transportation Committee; Bike and Pedestrian Committee	Ongoing	Local
6. Placemaking						
	6a. Create a public art fund to support placemaking, murals, and public events.	maybe	Community and Economic Development	Community Development Committee	By 2028	Local
	6b. Allow flexible uses of downtown spaces, like pop-ups in parking lots, temporary street closures, sidewalk vendors, and outdoor dining.	y	Community and Economic Development; Planning	Community Development Committee; Transportation Committee	By 2028	Local
	6c. Design and install new wayfinding throughout the City. Develop city-wide "placemaking" plan including wayfinding, creative crosswalks, and other creative placemaking elements.	n	Community and Economic Development		By 2025	Local
	6d. Beautify the existing viaduct and area around Leeman Highway through public art and landscaping.	n	Planning; Community and Economic Development		By 2030	Local
	6e. Activate the downtown area under and around the Leeman Highway overpass by allowing its use as a space for events, outdoor markets, seasonal cafes and other public gatherings.	n	Planning; Community and Economic Development	Community Development Committee; Transportation Committee	By 2033	Local

Implementation Matrix

Transportation

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.						State
	1a. Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.	n	Public Works		Ongoing	State
	1b. Initiate or actively participate in regional and state transportation efforts.	n	Public Works; Planning		Ongoing	State
	1c. Support regional public transit services that provide transport for Bath's labor force.	n	Planning; Community and Economic Development	Transportation Committee	Ongoing	Local
	1d. Coordinate with state and regional partners to develop multimodal transportation that ties the City effectively to the Midcoast Region and the rest of the State.	n	Planning; Community and Economic Development		Ongoing	Local
2. To safely and efficiently preserve or improve the transportation system.						state
	2a. Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); b. State access management regulations pursuant to 23 M.R.S.A. §704; and c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.	y	Planning; Codes Enforcement		As needed	State
	2b. Work with MaineDOT to address deficiencies in the City's transportation systems—rail, bus, highway, and port—and any conflicts between the City's priorities and regional and state priorities	n	Planning; Community and Economic Development		Ongoing	Local
	2c. Ensure wayfinding signage easily highlights points of interest, parking, and directions and is easily accessible and interfaced for all modes of transportation.	n	Community and Economic Development	Economic Development	Ongoing	Local
	2d. Use traffic-calming measures, where needed, to ensure that vehicular speed is reduced.	n	Public Works, Police, Planning & Development	Transportation Committee; Bike and Pedestrian Committee	Ongoing	Local
3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.						State
	3a. Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	y	Planning	Planning Board	As needed	State

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	3b. To minimize impacts of new development on city streets and neighborhoods, explore a traffic impact fee program in targeted zoning districts that abut residential districts	y	Planning		By 2030	Local
	3c. To improve health and safety, develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.	n	Public Works	Transportation Committee; Bike and Pedestrian Committee	By 2028	Local
	3d. Create incentives to spur transit-oriented, mixed-use development along corridors and in areas that can support high-quality transit service.	y	Planning; Community and Economic Development		By 2030	Local
4. To meet the diverse transportation needs of residents (including children, older adults and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).						State
	4a. Develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.	n	Public Works	Transportation Committee; Bicycle and Pedestrian Committee	By 2025	Local
	4b. Explore Bike Share Programs that may align with existing transit system.	n	Sustainability and Environment	Bicycle and Pedestrian Committee	By 2030	Local
	4c. Continue to promote safe walking and biking to schools through coordination with the RSU.	n	Police; Public Works; Sustainability and Environment	Bicycle and Pedestrian Committee	Ongoing	Local
	4d. Determine appropriate locations for additions of new bicycle improvements including bike lanes, sharrows, bike racks, and other infrastructure improvements. Consider the use of E-bikes as bike infrastructure is constructed.	n	Police; Public Works; Sustainability and Environment	Bicycle and Pedestrian Committee	By 2028	Local
	4e. Continue to work with KELT and other hikers, bike riders, community health advocates, historic preservationists, and motorized trail users as appropriate, to develop, maintain, and promote a local and regional trail system, including the A2K regional trail proposal.	n	Planning		Ongoing	Local
	4g. Consider ways to ensure that road and sidewalk improvements are made in ways that balance the needs of the community as a whole and more focused areas within the community that have fewer residents.	n	Public Works	Transportation Committee	Ongoing	Local
	4f. Create a plan for capital improvement requests and budget maintenance of benches and other pedestrian improvements along major walking routes within the City.	n	Public Works		Ongoing	Local
5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.			Public Works		As needed	State

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
6. Enhance public transit in Bath.						Local
	6a. Review Bath's bus service to frequency, on-time reliability, geographic scope of transit service, bus stops, accessibility, payment options, and ease of use to identify needs.	n	Sustainability and Environment	Transportation Committee	By 2028	Local
	6b. Plan for multi-modal public transit connections through bike storage, timetable coordination, or other measures that facilitate ease of transitions between modes of travel.	n	Sustainability and Environment	Transportation Committee; Bicycle and Pedestrian Committee	Ongoing	Local
	6c. Collaborate on efforts for new use of Bath's existing rail lines through potential expansion of Amtrak Downeaster service or alternative rail service options. (also econ 3e)	n	Community and Economic Development		As needed	Local
7. Re-envision the Route 1 Corridor.						Local
	7a. Create a Route 1 Corridor Master Plan that incorporates future development, housing options, landscape changes, pedestrian improvements, and streetscapes.	n	Planning; Public Works; Community and Economic Development	Economic Development Committee; Transportation Committee	By 2028	Local
	7b. Undertake Route 1 gateway changes such as a landscaped median, sidewalks, traffic-calming landscaping along the sides, and design standards.	n	Planning; Public Works		By 2028	Local
	7c. Beautify the existing viaduct and area around Leeman Highway through public art and landscaping.	n	Planning; Community and Economic Development		By 2030	Local
8. Develop long-term, comprehensive strategies for parking						Local
	8a. Consider the addition of parking meters or other incentives to encourage more rapid turnover of parking spaces downtown.	y	Police	Transportation Committee	As needed	Local
	8b. Employ various methods to increase the effective use of existing parking by developing signage to direct motorists to appropriate parking locations and by maintaining an accurate map of available parking that is easily accessible.	n	Police		As needed	Local
	8c. Improve the appearance of City-wide parking lots and encouraging the beautification of private and public parking lots with maintenance and landscaping standards.	y	Community and Economic Development; Codes Enforcement		By 2030	Local
	8d. When deemed necessary, develop new parking locations with appropriate time limits. Alternative transportation options are preferable in long-term to creating induced demand for more parking.	y	Police	Transportation Committee	As needed	Local
	8e. Evaluate the effectiveness of the winter parking ban. Determine if a change to the winter parking policy is appropriate.	y	Public Works; Police; Planning	Transportation Committee	As needed	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	8f. Promote the 2019 Climate Action Plan goals by installing metered electric vehicle charging stations at public parking areas throughout the City. Encourage or mandate the installation of E.V. charging stations in private lots.	y	Sustainability and Environment	Climate Action Commission	Ongoing	local
9. Implement the City's Complete Streets policy.						Local
	9a. Conduct a robust Complete Streets Master Planning effort that identifies the City's system of shared use pathways, neighborhood trails, and protected/ enhanced bike lanes in a useable and continuous network, and plan for the complementary infrastructure, such as bicycle parking and wayfinding, to support it.	n	Sustainability and Environment; Public Works; Planning	Bicycle and Pedestrian Committee	By 2030	Local
	9b. Ensure that all new transportation projects meet the requirements of the Complete Streets policy.	maybe	Public Works; Planning		Ongoing	Local
	9c. Make strategic investments in streets and street design to implement the existing Complete Streets policy to provide mobility, safety, and accessibility to all users.	n	Public Works; Planning	Transportation Committee	Ongoing	Local

Implementation Matrix

Natural Resources

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To conserve critical natural resources in the community.						State
	1a. Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.	y	Planning		Ongoing	State
	1b. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	n	Planning	Planning Board	As needed	State
	1c. Regularly review local land use ordinances that require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	y	Sustainability and Environment	Planning Board	Ongoing	State
	1d. Regularly review local land use ordinances that require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	y	Sustainability and Environment	Planning Board	Ongoing	State
	1e. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	n	Planning; Sustainability and Environment; Parks & Recreation	Recreation Commission; Community Forestry Committee	By 2028	Local
	1f. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the opens space or natural areas plan to inform protection.	y	Sustainability and Environment; Planning	Planning Board	By 2030	Local
	1g. Set up an acquisition fund to purchase open space identified in the open space/natural areas plan.	y	Planning		By 2030	Local
	1h. Explore recreational and open space impact fees for new development to ensure adequate open space exists for future residents	y	Planning; Parks & Recreation		By 2030	Local
	1i. Collaborate with KELT on forestry management plans for Bath's forested lands.	n	Forestry	Community Forestry Committee	By 2030	Local
2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.						State
	2a. Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.	y	Sustainability and Environment		By 2030	State

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	2b. Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.	n	Planning; Sustainability and the Environment	Bath Community Forestry Commission	Ongoing	State
	2c. Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.	n	Assessing		Ongoing	State
3. To safeguard lands identified as prime farmland or capable of supporting commercial forestry.						State
	3a. Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	y	Planning		Ongoing	State
	3b. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	y	Planning		Ongoing	State
	3c. Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.	y	Planning	Planning Board	As needed	State
	3d. Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/ outdoor recreation businesses, farmers' markets, and home occupations.	y	Planning	Planning Board	As needed	State
4. To support farming and forestry and encourage their economic viability.						State
	4a. Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	n	Assessing		Ongoing	State/Local
	4b. Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.	y	Planning	Planning Board	Ongoing	State
	4c. Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	n	Community and Economic Development	Economic Development	As needed	State
5. Support agricultural, forest, and scenic resources appropriate to our urban context.						Local
	5a. Explore opportunities to develop and expand local food systems.	n	Community and Economic Development		By 2030	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	5b. Review the total number of community garden plots to provide equitable access and to align with residential demand.	n	Parks & Recreation		By 2030	Local
	5c. Support programs that increase healthy food access for all, including students in the RSU 1 and other City-run institutions.	n	Community and Economic Development	Community Development Committee	Ongoing	Local
	5d. Support and recognize Bath's role as a thriving food economy in City codes and policies. Review land use code to advance more local food production capacity.	y	Community and Economic Development; Sustainability and Environment	Community Development Committee	As needed	Local
	5e. Increase the urban tree canopy by 15% above current canopy coverage to benefit air quality, local climate, carbon capture, and aesthetics.	n	Forestry; Sustainability and Environment	Bath Community Forestry Commission	By 2033	Local
	5f. Model environmentally-sound landscape management practices, such as planting for pollinators, planting native species, and limiting the use of pesticides and fertilizers. Reflect these management practices in guidelines and ordinances.	y	Sustainability and the Environment; Parks & Recreation; Public Works	Bath Community Forestry Commission	Ongoing	Local
	5g. Identify and conserve large tracts of forested landscapes to ensure carbon capture, long-term forest management, recreation, and interior forest habitat stability.	n	Planning; Sustainability and Environment	Bath Community Forestry Commission	By 2030	Local
6. Promote the importance and quality of Bath's natural areas.						Local
	6a. Work with organizations to offer four-season, nature-based activities and programming for people of all ages and abilities.	n	Parks & Recreation; Community and Economic Development	Recreation Commission	Ongoing	Local
	6b. Work with aligned organizations to support development of natural resource-based tourism.	n	Community and Economic Development	Economic Development	Ongoing	Local
	6c. Work regionally to develop branded marketing materials to showcase outdoor amenities, farms and local food and beverage.	n	Community and Economic Development	Economic Development	Ongoing	Local

Implementation Matrix

Water Resources

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To protect current and potential drinking water sources.						State
	1a. Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.	Y	Bath Water District		By 2028	
2. To protect significant surface water resources from pollution and improve water quality where needed.						State
	2a. Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program	Y	Planning ; Public Works	Planning Board	By 2028	State
	2b. Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.	N	Bath Water District		Ongoing	State
	2c. Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Y	Planning Board		Ongoing	State
	2d. Support best practices for integrated pest management to limit pesticide application.	Y	Sustainability and Environment	Community Forestry Committee	By 2030	Local
3. To protect water resources in growth areas while promoting more intensive development in those areas.						State
	3a. Amend local land use ordinances, as applicable, to incorporate low impact development standards.	Y	Sustainability and Environment	Climate Action Commission	By 2030	State/Local
	3b. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	N	Sustainability and Environment		As needed	State
	3c. Support reduction in impervious surfaces and implement green infrastructure in local codes, through incentives, and in infrastructure investments where appropriate.	Y	Sustainability and Environment		By 2028	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.						State
	4a. Minimize impacts to the city's waterways by reducing combined sewer overflows and implementing stormwater best management practices. Update zoning code or create technical guidelines to incorporate BMP's.	Y	Public Works; Planning	Planning Board	By 2028	Local
	4b. Coordinate water and sewer infrastructure improvements with anticipated new growth areas. Monitor and adjust impact fees to accommodate and mitigate new development.	Y	Public Works; Planning	Planning Board	Ongoing	Local
5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.						State
	5a. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	N	Sustainability and Environment		Ongoing	State
	5b. Provide educational materials at appropriate locations regarding aquatic invasive species.	N	Parks & Recreation	Community Forestry Committee	Ongoing	State
	5c. Collaborate with local nonprofits, research organizations, private property owners, and surrounding communities to achieve cleaner waters.	N	Sustainability and Environment	Water District Board	Ongoing	Local
6. Protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas.		Y	Planning	Planning Board	Ongoing	State

Implementation Matrix

Marine Resources

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To protect, maintain and, where warranted, improve marine habitat and water quality.						State
	1a. Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	n	Harbormaster		Ongoing	State
	1b. Support implementation of local and regional harbor and bay management plans.	maybe	Harbormaster		Ongoing	State
	1c. Review and update the 1993 Kennebec River Resource Management Plan with local, regional, and state partners.	n	Sustainability and the Environment; Planning		By 2028	Local
	1d. Continue to pursue eventual removal of Bath's overboard discharge sites.	n	Public Works		Ongoing	Local
2. To foster water-dependent land uses and balance them with other complementary land uses.						State
	2a. Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	n	Community and Economic Development		As needed	State
3. To maintain and, where warranted, improve harbor management and facilities.						State
	3a. Provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	n	Police; City Manager		Ongoing	State
	3b. Assess needs to protect City piers, docks, and boat launches from the impacts of climate change.	n	Sustainability and Environment; Harbormaster	Climate Action Commission	By 2025	Local
4. To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.						State
	4a. Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).	n	Community and Economic Development; Parks & Recreation		Ongoing	State
	4b. Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	maybe	Community and Economic Development; Parks & Recreation		Ongoing	State
	4c. Develop a Waterfront Plan plan that combines climate resilience strategies with connected public access along the Kennebec from the North End Boat Launch to South End Boat Launch.	n	Planning; Community and Economic Development		By 2025	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	4d. Implement ordinance changes to incentivize public waterfront access through easements or privately-owned public spaces.	y	Planning; City Manager		By 2030	Local
	4e. Update the Riverwalk plan to incorporate phased development of additional boardwalks and walking paths.	n	Community and Economic Development		By 2025	Local

Implementation Matrix

Public Facilities

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To efficiently meet identified public facility and service needs.						State
	1a. Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	n	City Manager		Ongoing	State
	1b. Explore options for regional delivery of local services.	n	City Manager		Ongoing	State
	1c. Periodically review and update Public Works Facility master plan.	n	Public Works; Facilities Maintenance	Municipal Facilities Committee	As needed	Local
2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.						State
	2a. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	n	Public Works & City Manager		As needed	State
	2b. Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.	n	This will happen through the development review process		As needed	State
	2c. If public water supply expansion is anticipated, identify and protect suitable sources.	n	N/A - adequate water supply exists for anticipated growth		As needed	State
	2d. Coordinate water and sewer infrastructure improvements with anticipated new growth areas. Monitor and adjust impact fees to accommodate and mitigate new development.	n	Public Works & Planning		As needed	Local
3. Improve sustainability and reduce greenhouse gas emissions of municipal operations.						Local
	3a. Analyze public works processes and equipment to determine where more environmentally friendly alternatives could be implemented.	n	Public Works; Planning; Sustainability & Environment	Climate Action Commission	By 2028	Local
	3b. Assess municipal buildings to determine where energy efficiency could be improved.	n	Planning & City Manager		By 2025	Local
	3c. Develop a plan for electrification of the City's vehicle fleet.	n	Planning & City Manager		By 2028	Local
4. Plan for necessary public infrastructure improvements.						Local
	4a. Continue assessment of the performance of the wastewater collection and treatment system and consider capacity needs of future development. with the goal of reducing of the number of CSOs and SSOs.	n	Public Works		By 2028	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	4b. Study the possibility public water system upgrades, including new piping, looping the system, and a second main through Woolwich.	n	Bath Water District	Water District Board	By 2028	Local
	4c. Complete a "phase two" ten-year plan to identify capital investments and maximize future efficiency within the wastewater treatment plant and collection system.	n	Public Works		By 2028	Local
	4d. Create a capital plan that prioritizes equity for street improvements including sidewalk maintenance and expansion, bike infrastructure, and to address the street repair backlog.	n	Public Works		Ongoing	Local
	4e. Periodically review and update CSO Master Plan as needed.	n	Public Works; Wastewater Treatment		As needed	Local
	4f. Consider the possible benefits of creating a separate stormwater utility as the stormwater infrastructure continues to be separated from the wastewater infrastructure.	maybe	Public Works; Wastewater Treatment		Ongoing	Local
	4g. Consider creating new revenue streams for maintaining existing and making future stormwater infrastructure improvements and/or providing incentives for landowners that utilize best management practices to improve stormwater capture and infiltration onsite.	maybe	Public Works; Wastewater Treatment		Ongoing	Local
	4h. Work with sewer system contributors to address illicit connections which may convey stormwater, and encourage such connections to be redirected and retained on-site or sent to a dedicated municipal storm sewer line.	n	Public Works; Wastewater Treatment; Planning		By 2028	Local
5. Plan for necessary public facilities improvements.						Local
	5a. Assess unutilized and underutilized City-owned public buildings to determine if they should be sold or redeveloped.	n	Economic & Community Devlt		By 2025	Local
	5b. Develop a capital plan for upgrades to the public works garage and a public works vehicle replacement schedule.	n	Public Works & City Manager		By 2028	Local
	5c. Develop a plan to replace or upgrade the police station.	n	Police & City Manager		By 2028	Local
	5d. Assess future needs for burial space in City cemeteries.	n	Cemeteries		Ongoing	Local
	5e. Replace the fire station.	n	Fire and Rescue; City manager		By 2025	Local
6. Prepare for closure of the Bath landfill.						Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	6a. Create a plan for the future of trash collection and trash and sludge disposal when the landfill closes, and coordinate with other communities the landfill serves.	n	Public Works, Planning & City Manager	Solid Waste Advisory Committee	By 2030	Local
	6b. Increase rates of waste diversion through education and incentives for homeowners and businesses.	n	Public Works	Solid Waste Advisory Committee	Ongoing	Local
	6c. Develop a municipal compost program to require households and businesses to compost food waste.	n	Public Works; Recreation; Sustainability & Environment	Solid Waste Advisory Committee; Climate Action Commission	By 2028	Local
7. Ensure public safety departments are adequately staffed.						Local
	7a. Work with local and regional partners to find new ways to attract and retain police officers.	n	Police; Marketing and Communications		Ongoing	Local
	7b. Hire a full-time social worker to manage crisis intervention and alternatives to police response for calls involving mental health and substance use.	n	Police; City Manager; Human Resources		By 2025	Local
	7c. Increase staffing of Bath Fire Department to nationally-recommended levels.	n	Fire and Rescue		Ongoing	Local
	7d. Periodically update Police Department facility Needs Assessment to ensure department requirements are met.	n	Police; Facilities Maintenance	Municipal Facilities Committee	As needed	Local
8. Maintain Bath's robust street tree program and significant urban canopy.						Local
	8a. Plan to fund additional parks/recreation/forestry staff to adequately manage Bath's urban forest.	n	Parks & Recreation		As needed	Local
	8b. Increase the urban tree canopy by 15% above current canopy coverage to benefit air quality, local climate, CO2 absorption, and aesthetics.	n	Forestry	Community Forestry Committee	By 2033	Local
	8c. Conduct a street tree equity survey of Bath neighborhoods to determine what areas lack trees, and update the 2018 Urban Street Tree Plan, with the goal increasing the urban tree canopy by 15%.	n	Forestry	Community Forestry Committee	By 2028	Local

Implementation Matrix

Recreation

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.						State
	1a. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	n	Parks & Recreation	Recreation Commission	By 2025	State
	1b. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	n	Parks & Recreation		Ongoing	State
	1c. Continue to work with KELT and other hikers, bike riders, community health advocates, historic preservationists, and motorized trail users as appropriate to develop, maintain, and promote a local and regional trail system, including the A2K regional trail proposal.	n	Parks & Recreation; Planning	Recreation Commission	By 2030	Local
2. To preserve open space for recreational use as appropriate.						State
	2a. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	n	Parks & Recreation; Planning; City Manager		Ongoing	State
	2b. Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	n	Parks & Recreation		Ongoing	State
	2c. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	n	Planning; Sustainability and Environment; Parks & Recreation	Recreation Commission; Community Forestry Committee	By 2028	Local
	2d. Pursue permanent conservation of large habitat blocks in North and South Bath.	n	Sustainability and Environment; Planning	Community Forestry Committee	By 2030	Local
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.						State
	3a. Create a safe water access point for fishing and paddlecraft on Whiskeag Creek.	n	Parks & Recreation	Recreation Commission	By 2033	Local
	3b. Pursue increased points of recreational access to the Kennebec River and Merrymeeting Bay.	n	Parks & Recreation	Recreation Commission	Ongoing	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
4. Maintain and upgrade Bath's sidewalks, bicycle infrastructure, and trails to support recreational users.						Local
	4a. Continue to improve sidewalk and cycling infrastructure along City streets.	n	Public Works; Sustainability and Environment	Transportation Committee; Bike and Pedestrian Committee	Ongoing	Local
	4b. Continue the work of Bath Trails to develop more multi-use trails to connect more locations in the City.	n	Parks & Recreation	Bike and Pedestrian Committee	Ongoing	Local

Implementation Matrix

Fiscal Capacity

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To finance existing and future facilities and services in a cost effective manner.						State
	1a. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	n	City Manager		Ongoing	State
	1b. Pursue new industrial and commercial development to diversify tax base.	n	Community and Economic Development	Economic Development Committee	Ongoing	Local
	1c. Involve elected officials and other residents in the budget processes for RSU1 and Sagadahoc County.	n	City Manager		Ongoing	Local
	1d. Look for ways to increase efficiency by not duplicating capital expenditures, administration, and services provided by Sagadahoc County.	n	City Manager		Ongoing	Local
2. To explore grants available to assist in the funding of capital investments within the community.		n	Community and Economic Development		Ongoing	State
3. To reduce Maine's tax burden by staying within LD 1 spending limitations.		n	City Manager		Ongoing	State

Implementation Matrix

Land Use

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. To coordinate the community's land use strategies with other local and regional land use planning efforts.						State
	1a. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	n	Planning		By 2028	State
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.						State
	2a. Track new development in the community by type and location.	n	Planning; Codes Enforcement		Ongoing	State
	2b. Review and update existing land use code, including zoning updates that support the Future Land Use Plan.	y	Planning	Planning Board	Ongoing	Local
	2c. Amend ordinances to allow rural-compatible uses like solar farms, farmer's markets, farmstands restaurants and entertainment venues, agritourism, and home occupations in designated rural areas.	y	Planning	Planning Board	By 2028	Local
	2d. Develop a Waterfront Plan plan that combines climate resilience strategies with connected public access along the Kennebec from the North End Boat Launch to South End Boat Launch.	n	Sustainability and Environment; Community and Economic Development	Economic Development Committee	By 2030	Local
	2e. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes. (also in economy goals)	n	Planning; Public Works; Community and Economic Development	Community Development Committee; Economic Development Committee; Transportation Committee	By 2028	Local
	2f. Incorporate design standards for new development to require traditional materials, compatibility with Bath's historic landscape, and human-scale/pedestrian-friendly design.	y	Planning	Planning Board	By 2025	Local
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.						State
	3a. Create a public art fund to support placemaking, murals, and public events.	maybe	Community and Economic Development	Community Development Committee	By 2028	Local
	3b. Incorporate complete streets implementation into the City's Capital Improvement Plan.	n	Planning; Public Works	Transportation Committee	Ongoing	Local
	3c. Include anticipated municipal capital investments needed to support proposed land uses in the Capital Investment Plan.	n	Planning; City Manager		Annually	State
	3d. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	n	Planning; City Manager		Ongoing	State

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
4. To establish efficient permitting procedures, especially in growth areas.						State
	4a. Provide the code enforcement officers with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	n	City Manager; Codes Enforcement		As needed	State
	4b. Review and update existing land use code to identify ways to improve permitting processes and ease of use.	y	Planning; Codes Enforcement		As needed	Local
5. To protect critical rural and critical waterfront areas from the impacts of development.						State
	5a. Develop resilience requirements for new structures within flood zones and/or predicted areas of sea level rise.	y	Sustainability and Environment; Planning	Climate Action Commission	By 2028	Local
	5b. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	n	Planning; Sustainability and Environment; Parks & Recreation	Recreation Commission; Community Forestry Committee	By 2028	Local
	5c. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the natural areas plan to inform protection.	y	Planning; Sustainability and Environment; Parks & Recreation	Recreation Commission; Community Forestry Committee	By 2028	Local
	5d. Set up an acquisition fund to purchase open space identified in the natural areas plan.	maybe	Planning		By 2028	Local
	5e. Explore recreational and open space fees for new development to ensure adequate open space exists for future residents	y	Planning; Parks & Recreation		By 2028	Local
6. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to implement the plan.						State
	6a. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	n	City Manager & Council		As needed	State
	6b. Clearly define the desired scale, intensity, and location of future development through future zoning updates	n	Planning & Planning Board	Planning Board	By 2028	State
	6c. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and	y	Planning & Code Enforcement		Ongoing	State
	6d. Clearly define protective measures for critical natural resources and, where applicable, important natural resources.	y	Sustainability & Environment		Ongoing	State

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
	6e. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	y	Sustainability & Environment		As needed	State
	6f. Implement ordinance changes to incentivize public waterfront access through easements or privately-owned public spaces.	y	Planning	Planning Board	By 2030	Local
	6g. Enact zoning changes to allow mixed-use, high-density development around a revitalized Route 1 Corridor.	y	Planning	Planning Board	By 2030	Local
	6h. Enact zoning changes to encourage mixed-use development and neighborhood amenities in residential areas of Bath's central core.	y	Planning	Planning Board	By 2030	Local
	6i. Along the waterfront, zoning updates should allow for working waterfront uses as well as waterfront recreation.	y	Planning	Planning Board	By 2030	Local
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.						State
	7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	n	All Responsible Parties with Assigned Tasks	All Responsible Parties with Assigned Tasks	Annually	Local

Implementation Matrix

Climate Resilience & Action

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
1. 80% reduction of greenhouse gas emissions by the year 2050. Eliminate hydrocarbon energy use and promote or transition to renewable sources of energy						Local
	1a. Develop an ongoing greenhouse gas emissions inventory and monitoring program.	n	Sustainability & Environment	Climate Action Committee	ongoing	Local
	1b. Electrify everything - from large targets like residential/commercial/industrial use and transportation, to lawn care, snow removal, boating, and more.	n	Sustainability & Environment	Climate Action Committee	ongoing	Local
	1c. Provide up-to-date information for residents on best ways to reduce carbon emissions.	n	Sustainability & Environment	Climate Action Committee	ongoing	Local
	1d. Promote alternative transportation and energy consumption options that lessen the reliance on carbon-emitting options.	n	Sustainability & Environment	Climate Action Committee; Bicycle & Pedestrian Committee	ongoing	Local
2. Achieve carbon neutrality by 2045						Local
	2a. Improve energy efficiency for municipal, residential, commercial, and industrial buildings.	maybe	Sustainability & Environment, Planning, Codes Enforcement	Climate Action Committee	ongoing	Local
	2b. Encourage electric vehicle use.	maybe	Sustainability & Environment, Planning, Codes Enforcement	Climate Action Committee	ongoing	Local
	2c. Encourage diverse transportation options.	n	Sustainability & Environment	Climate Action Committee	ongoing	Local
	2d. Identify and protect natural resources for carbon sequestration and ecological value.	maybe	Sustainability & Environment, Planning, Kennebec Estuary Land Trust	Climate Action Committee	by 2028	Local
3. Commit to manage 1.5 feet and prepare to manage 3 feet of sea level rise by 2100						Local
	3a. Implement management strategies for high-risk (i.e., 'commit to manage') areas, such as ensuring only low impact development in high-risk areas or acquiring land in high-risk areas for conversion to resilient use.	y	Sustainability & Environment, Planning	Climate Action Committee	by 2030	Local
	3b. Implement targeted shoreline hardening for selected high-risk existing developments and resilient shoreline protections for undeveloped areas.	y	Sustainability & Environment, Planning	Climate Action Committee	by 2028	Local
	3c. Develop a long-term plan for managing development in moderate risk (i.e., 'prepare to manage') areas.	n	Sustainability & Environment	Climate Action Committee	by 2026	Local
	3d. Develop resilience requirements for new structures within flood zones and/or predicted areas of sea level rise.	y	Sustainability & Environment, Planning	Planning Board; Climate Action Committee	By 2026	Local

Policy	Strategy	Ordinance Related	Responsible Party	Committee	Timeframe	State or Local
4. Update and unify City climate planning efforts						Local
	4a. Complete a vulnerability study of Bath's coastline.	n	Sustainability & Environment	Climate Action Committee	by 2024	Local
	4b. Update the City's Climate Action Plan.	n	Sustainability & Environment	Climate Action Committee	by 2025	Local
	4c. Create a roadmap for short- and long-term implementation for the Climate Action Plan.	n	Sustainability & Environment	Climate Action Committee	by 2025	Local

Appendices

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1: Historic & Archaeological Resources

This chapter provides an overview of historic and archaeological resources in Bath. Since the early 19th century, Bath's history, patterns of settlement, and built environment have been shaped by the city's shipbuilding industry, and this history is still reflected in buildings, sites, and landscapes today.



Fig. 1: Plan of the Town of Bath, 1795
Source: Digital Maine Repository

Community History

Native American presence in the midcoast region began about 12,000 years ago. About 1,000 years prior to European contact, this part of Maine was inhabited by the Abenaki, an Algonquin-speaking people, who called the area "Sagadahoc", meaning "mouth of big river".¹ The Abenaki practiced a subsistence lifestyle, living in small bands in seasonal residences. The Kennebec River provided an important transportation route, connecting the region's interior lakes, tidal estuaries, and coast.

The first European to explore the Kennebec River area was Samuel de Champlain, in 1605. Soon after, the first English colony was established nearby with the Popham Colony in 1607. The settlement failed, but the first English ocean-going vessel constructed in the Americas was built there, a pinnacle called Virginia of Sagadahoc (recently reconstructed in Bath by the all-volunteer group Maine's First Ship, and now transitioning into a museum).²

European colonization resumed around 1630, with trading posts and small settlements along the river built on land taken from the Kennebec tribe. During the late 17th century, King Philip's War, a series of armed conflicts between the indigenous inhabitants of New England and the colonists, led to the abandonment of these settlements. The colonists returned in the early 18th century, and following several decades of violence, the majority of the Abenaki were forced out of the area.

The European population grew, and in 1753, the families living in Bath - then known as Long Reach - successfully petitioned to be incorporated as part of the town of Georgetown. In the 1760s, the first shipyard and wharf were built in Long Reach, and the first Long Reach-built ship was launched in 1762. Other early industries included tanners, weavers, and farmers.

In 1781, Long Reach separated from Georgetown, and was incorporated as the town of Bath (named after Bath in England.) By 1800, Bath had 1,225 residents and more shipyards began to line the length of the waterfront. Two roads, the Town Road (now High Street) and the County Road (now Washington Street) ran the length of Bath, forming the foundation of the city's layout that still endures today.

After the war of 1812, Bath experienced an economic boom from shipbuilding and trade. Bath-built ships moved cargo to both domestic and international ports, bringing tremendous wealth and social prestige to shipbuilding and shipowning families. The shipping business in mid-19th century Bath was dominated by the cotton trade, and much of Bath's wealth resulted from business related to products produced by enslaved people. Bath ships and merchants transported cotton produced by enslaved people on Southern plantations to textile mills along the East Coast and to Europe. At least one Bath-based ship is recorded to have transported enslaved people as cargo.³

The source of the majority of the information in this section is the very thorough history of Bath in the City's 2009 Comprehensive Plan.

¹ Wikipedia contributors. (2023). Bath, Maine. Wikipedia. https://en.wikipedia.org/wiki/Bath,_Maine

² Maine's First Ship. (2023, March 2). Maine's First Ship. Maine's First Ship -. <https://mfship.org/>

³ "Cotton Town" Reveals Maine's Links to the Slave Trade. (2021). News. <https://www.bowdoin.edu/news/2021/12/new-museum-show-examines-local-link-to-the-slave-trade.html>

This period of economic prosperity resulted in a growing population and increased construction. Bath's visual character was established at this time through the construction of dense neighborhoods of Greek Revival homes to house workers, the large and elaborate homes of merchant and shipbuilder families, and public buildings including churches, banks, schools, and the Customs House (1852). Building was mostly limited to Bath's downtown with outlying areas in North and South Bath remaining rural.

The Civil War brought the first government contracts to Bath's shipbuilding industry. By the last two decades of the 19th century, Bath was building more wooden ships than any other place in the world.⁴ The population continued to grow, drawing migrants and Canadian immigrants, and with them, more of the modest vernacular housing that still dominates the city. Also during these decades, a new tourism industry was developing in Maine, and the first summer homes and camps were built in North Bath during the 1890s.

The success of the city's shipbuilding industry brought infrastructure and public improvements to Bath, including the public water supply (1887), a local electric company (1887), streetlights (1888), the Patten Free Library (1891) a city trolley system (1893), and a connection to the Lewiston/Brunswick Interurban trolley (1898). Through the 19th century, the waterfront was expanded and wharves were added by building on fill.

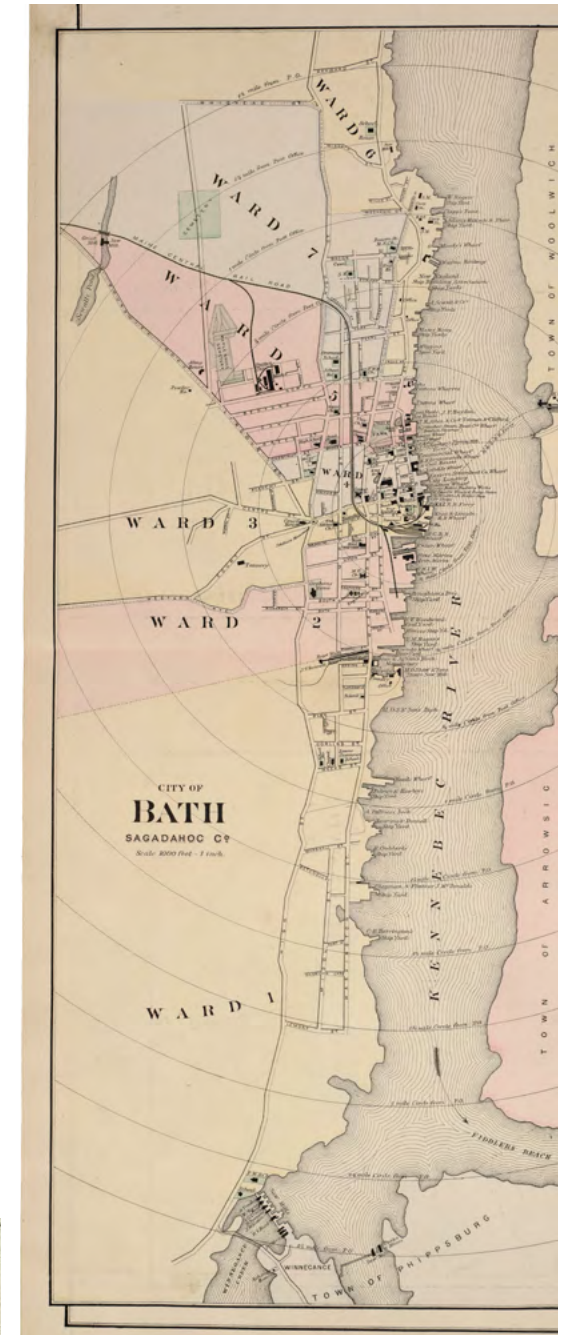


Fig. 2: City of Bath, 1884 State of Maine Atlas
Source: Digital Maine Repository

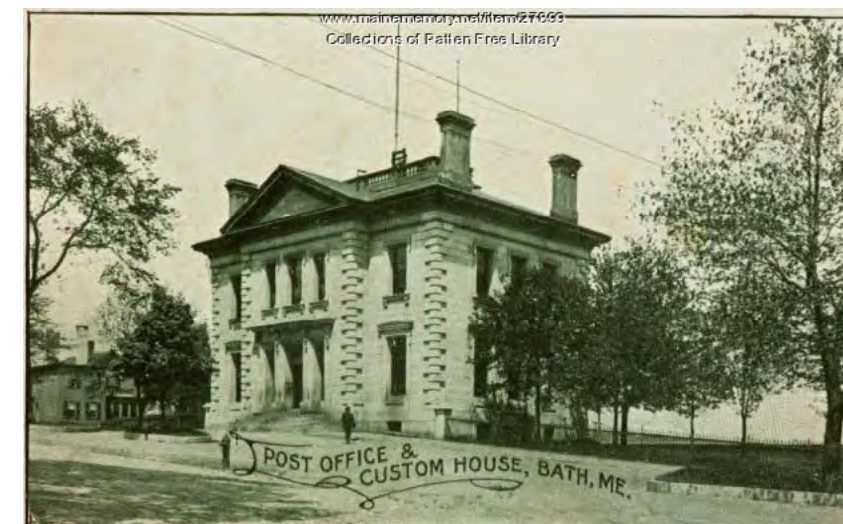


Fig. 3: Post Office & Customs House, c. 1901
Source: Patten Free Library/Maine Memory Network

⁴ Pert, P. L., Jr., 1995, "A Summary History of Bath, Maine 1850 to 1990." Bath, Maine: Core Committee of the Comprehensive Plan for Bath, 1995.

A series of fires in the 1890s destroyed many downtown buildings, which were rebuilt in a more modern, fire-resistant style with brick, metal ceilings, and large plate-glass windows by leading Maine architects Francis Fassett and John Calvin Stevens. These commercial blocks form some of downtown Bath's most recognizable architecture.

World War I created huge demand for more ships. Bath's major shipyards - including Bath Iron Works, a pioneer in steel shipbuilding, and four large wooden shipyards - hired thousands of workers. By 1918, Bath's population reached 14,000. Hundreds of modest homes were built for shipyard workers between 1918 and 1920. By this time, Bath's rural areas were shifting away from agriculture and towards more housing for workers in the city.

The 1920s and 1930s saw an economic downturn in Bath, after the war ended and the demand for ships declined with the growing popularity of automobiles. During this period, several early automobile connections were built in Bath, including Route 1, a road from Cook's Corner to Bath, and the double-decker train and automobile bridge (the Carlton Bridge) across the Kennebec River that is no longer in use.

In the late 1930s, Bath's shipbuilding industry began to revive as the country headed for war, with Bath Iron Works as a major government supplier. The shipyard's World War II production peaked in 1933, when 12,000 employees worked in shifts and could produce a Navy destroyer in about 17 days. Despite the huge demand for more labor, the World War II period led to a smaller construction boom than World War I. Some additional housing, including temporary worker housing, was built, but regional



Fig. 4: Front Street in Bath c. 1910, rebuilt after 1890s fires
Source: Patten Free Library/Maine Memory Network

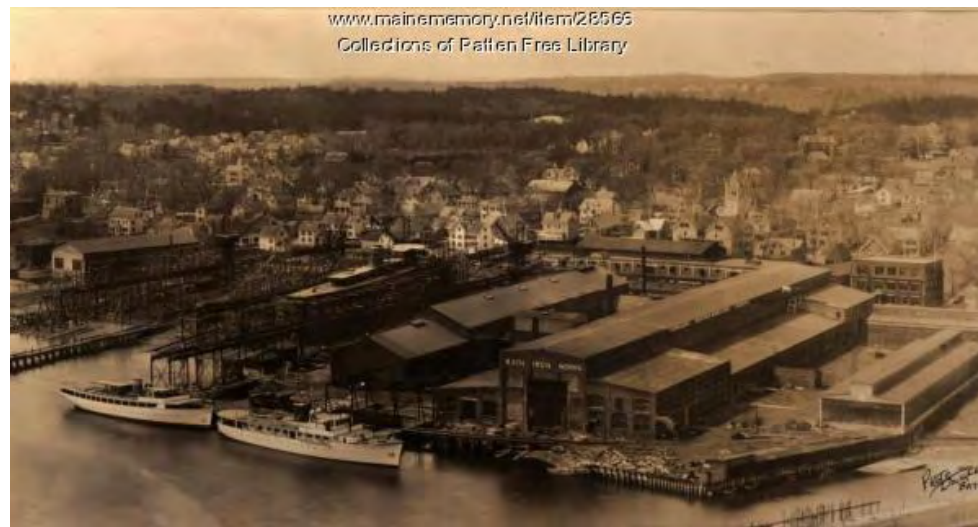


Fig. 5: Yacht construction at Bath Iron Works between the wars, taken from the new Carlton Bridge, 1931
Source: Patten Free Library/Maine Memory Network

automobile transportation enabled workers to commute from neighboring cities and towns. Following World War II, the workforce at Bath Iron Works declined, but the shipyard remained productive through government contracts, and a new sardine cannery added to the industrial landscape.

Changes to Bath's built environment in the 1950s and 1960s revolved around modernization, new automobile infrastructure, and single-family suburban homes. North Bath saw a further increase in housing and decline in farms. The development of hundreds of houses was approved for Lines Island off the coast of North Bath (it was never built, and the island is now conserved by the State.)

In the 1950s, the four-lane Leeman Highway was built to relieve congestion by moving traffic more quickly through Bath. Passenger train service ended in 1959. The city began to dedicate downtown space to parking lots. Following the nationwide desire for "urban renewal", many older downtown buildings were demolished. A 1965 referendum called for additional demolition of large sections of downtown Bath, to be replaced by modern high-rise housing and commercial malls.

The referendum was defeated, but brought attention to Bath's unique history and architecture, with a new focus on preservation. The Marine Research Society of Bath (which would become the Maine Maritime Museum) was founded in 1962. Still, urban renewal continued downtown in the early 1970s, with the removal of some older buildings on Vine Street and the demolition of the Bath Opera House in 1971. The Bath Historic District was listed on the National Register of Historic Places in 1973, finally bringing recognition and some basic protection to Bath's architectural heritage.

In 1977, the character of the Route 1 entrance to Bath changed dramatically with the construction of the Shaw's supermarket strip mall on the site of a field where seasonal carnivals were once held. Fast food restaurants with drive-throughs followed. The city



Fig. 6: Bath Opera House, demolished 1971
Source: Patten Free Library/Maine Memory Network



Fig. 7: Vine & Water Street intersection in 1986, former site of the Bath Opera House
Source: Patten Free Library/Maine Memory Network

lost some industrial business as several food processing facilities closed. Bath Iron Works continued to fare well, relying on US Navy contracts, with a reduced workforce.

In 2001, the City joined the National Trust for Historic Preservation's National Main Street Program, which renewed interest in the protection and rehabilitation of Bath's historic architecture. Bath's historic downtown is now recognized as one of the City's defining features, as well as a driver of economic development.

Bath retains a large number of historic buildings and homes, ranging from the modest homes built for shipyard workers in the late 19th and early 20th century, to the large and ornate houses of wealthy industrial families, and a range of commercial architecture. Many characteristics of the City's settlement pattern that are part of the historic cultural landscape remain visible in Bath's built environment today.

Bath is laid out around the two long north-south streets first constructed around 1800. The density of structures, particularly in the R-1 section of Bath, with the closeness of many homes to the street reflects the pre-automobile age where walkability was essential and neighborly discussions from porch to porch not uncommon. The connected and telescoping nature of both large and small nineteenth-century homes with rear ells, sheds, and sometimes converted barns echoes a regional rural trait of connected farmhouses. Other aspects that contribute to the historic ambiance of the City are infrastructural details like street lamps. The Kennebec River is recognized as part of the Chaudiere Heritage Trail that served the indigenous inhabitants of Maine, the colonists, the settlers, immigrants and subsequent industries.



Fig. 8: Front Street, Bath in March 2023

Prehistoric Sites

According to 2023 data from the Maine Historic Preservation Commission, 5 prehistoric archaeological sites are known in Bath. Professional archaeological survey has been limited to specific project areas, including Thorne Head. Additional surveys are needed of the shores of Merrymeeting Bay and the Kennebec River.

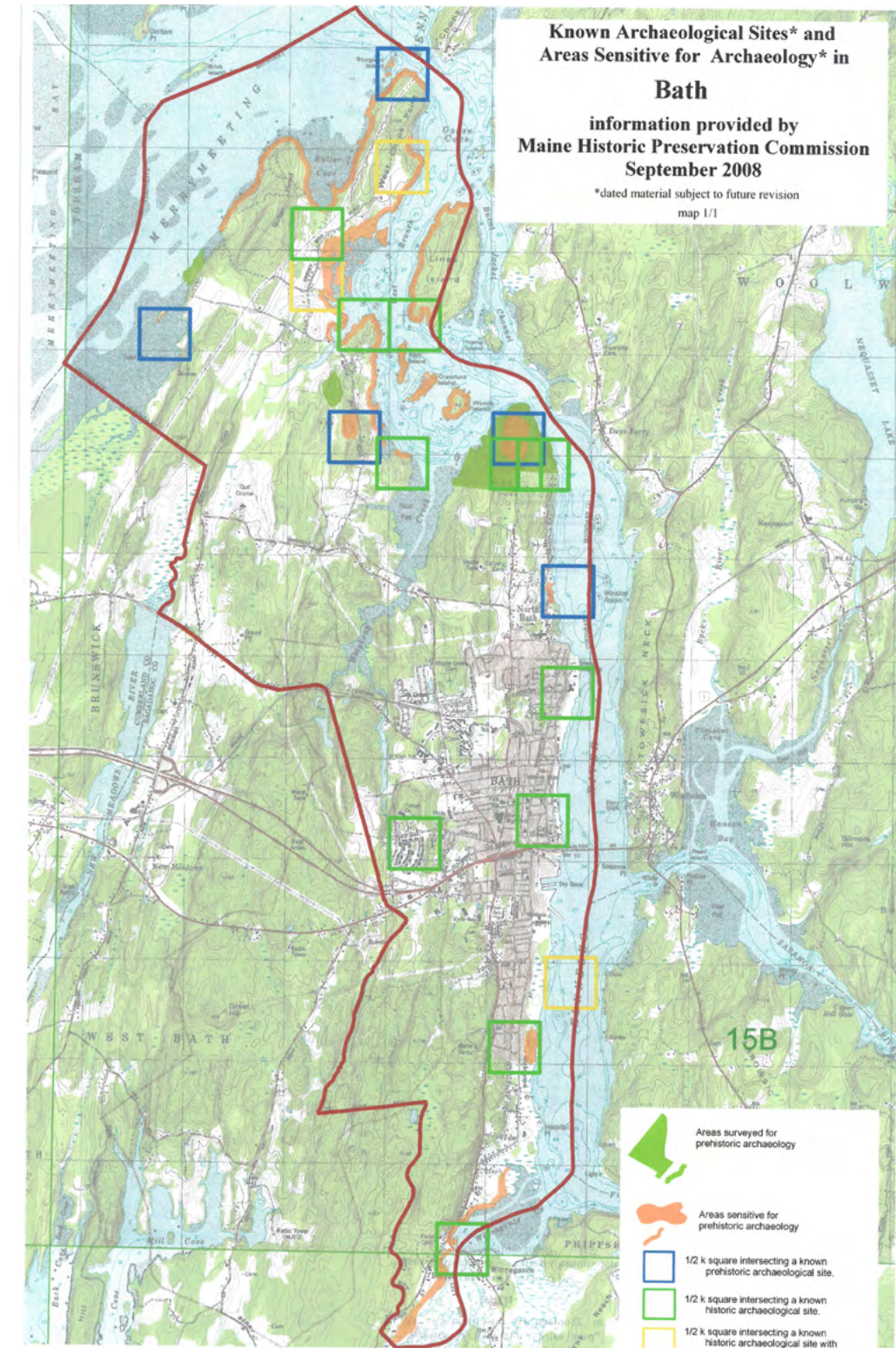


Fig. 9: Known Archaeological Sites in Bath

Source: Maine Historic Preservation Commission, 2023

Historic Archaeological Sites

According to 2023 data from the Maine Historic Preservation Commission, 18 historic archaeological sites have been documented in Bath. No professional surveys for historic archaeological sites have been conducted to date in Bath. Future surveys should focus on identifying significant resources associated with maritime, agricultural, and residential heritage, particularly in relation to the earliest European settlements in the 17th and 18th centuries.

Site Name	Site Number	Site Type	Periods of Significance	National Register Status	Town	Location
Edward Naylor Homestead	ME 031-001	farmstead	?-1672	undetermined	Bath	Location Known
Edward Camer Homestead	ME 031-002	farmstead	?-1677	undetermined	Bath	Location Known
Whiskeag Farmstead	ME 031-004	domestic		undetermined	Bath	Location Known
Percy and Small Shipyard	ME 031-005	shipyard	1899 on	undetermined	Bath	Location Known
Christopher Lawson	ME 031-006	domestic	1640-1676	undetermined	Bath	Location Unknown
Varney Mill Road Cemetery	ME 031-007	cemetery	c. 1750 to c. 1800	undetermined	Bath	Location Known
Ella M.	ME 031-008	wreck, scow	1925-?	undetermined	Bath	Location Known
Manela	ME 031-009	wreck, gas screw	1940-1945	undetermined	Bath	Location Unknown
Root Cellar and Farmhouse	ME 031-010	farmstead	Mid -19th century	undetermined	Bath	Location Known
Henry C. Rowe Farm	ME 031-011	farmstead	after 1858 to 1934	undetermined	Bath	Location Known
Harden Ferry Road	ME 031-012	road	Present by 1750.	undetermined	Bath	Location Known
unidentified cellar hole	ME 031-013	domestic	probably late 19th into 20th c.	undetermined	Bath	Location Known
Adelaide	ME 031-014	wreck, schooner	Lost at Bath Harbour, Maine, USA on December 7, 1903	undetermined	Bath	Location Unknown
Maison Plante-Rodrigue	ME 031-015	domestic	c 1854 to present	undetermined	Bath	Location Known
Wildes Block	ME 031-016	commercial	c 1839 to present	undetermined	Bath	Location Known
Texas Steamship Company	ME 031-017	shipyard	1916-1921	undetermined	Bath	Location Known
'Seguin'	ME 031-018	wreck, steam screw tug	1940	undetermined	Bath	Location Unknown
Union Wharf	ME 031-019	wharf	ca. 1800 to ca. 1900 based on map depictions and archaeological monitoring.	undetermined	Bath	Location Known

Fig. 10: Historic Archaeological Sites in Bath
Source: Maine Historic Preservation Commission, 2023
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Historic Structures

According to 2023 data from the Maine Historic Preservation Commission, the following properties and districts are listed in the National Register of Historic Places:

- Bath Historic District
- Trufant Historic District
- U. S. Custom House and Post Office, 25 Front Street
- Winter Street Church
- Percy-Small Shipyard, 451 Washington Street
- Governor William King House, Whiskeag Road
- Hyde Mansion, 616 High Street
- W. D. Crooker House, 71 South Street
- Captain Merritt House, 619 High Street
- William T. Donnell House, 279 Washington Street
- John E.L. Huse Memorial School, 39 Andrews Road

A comprehensive survey of Bath's historic above-ground resources needs to be conducted in order to identify other properties which may be eligible for nomination to the National Register of Historic Places.

In 2004, when the Trufant Historic District was nominated to the National Register, several other areas were considered as potentially eligible. Those included: several individual structures scattered throughout the City, the neighborhood on High Street and the cross streets of South and Bath from Route One to Hyde School, and the cluster of historic houses on Green Street between Lincoln and High Streets. Individual structures that might be considered eligible for the National Register range from the Arts and Crafts home on Old South Place, the only nineteenth-century schoolhouse left in Bath on Weeks Street, the Harward home on upper Washington, Jacob Robinson's brick Federal home on Washington Street across from BIW, as well as many of the small and beautifully detailed Greek Revival capes and gablefronters scattered throughout the City. It is likely that candidates for nomination exist in the North Bath and Winnegance areas, which have not yet been surveyed in detail. The Bath Railroad Station has also been found eligible for the National Register.



Fig. 11: Bath Railroad Station (now the Bath Regional Information Center)
Source: Main Street Bath

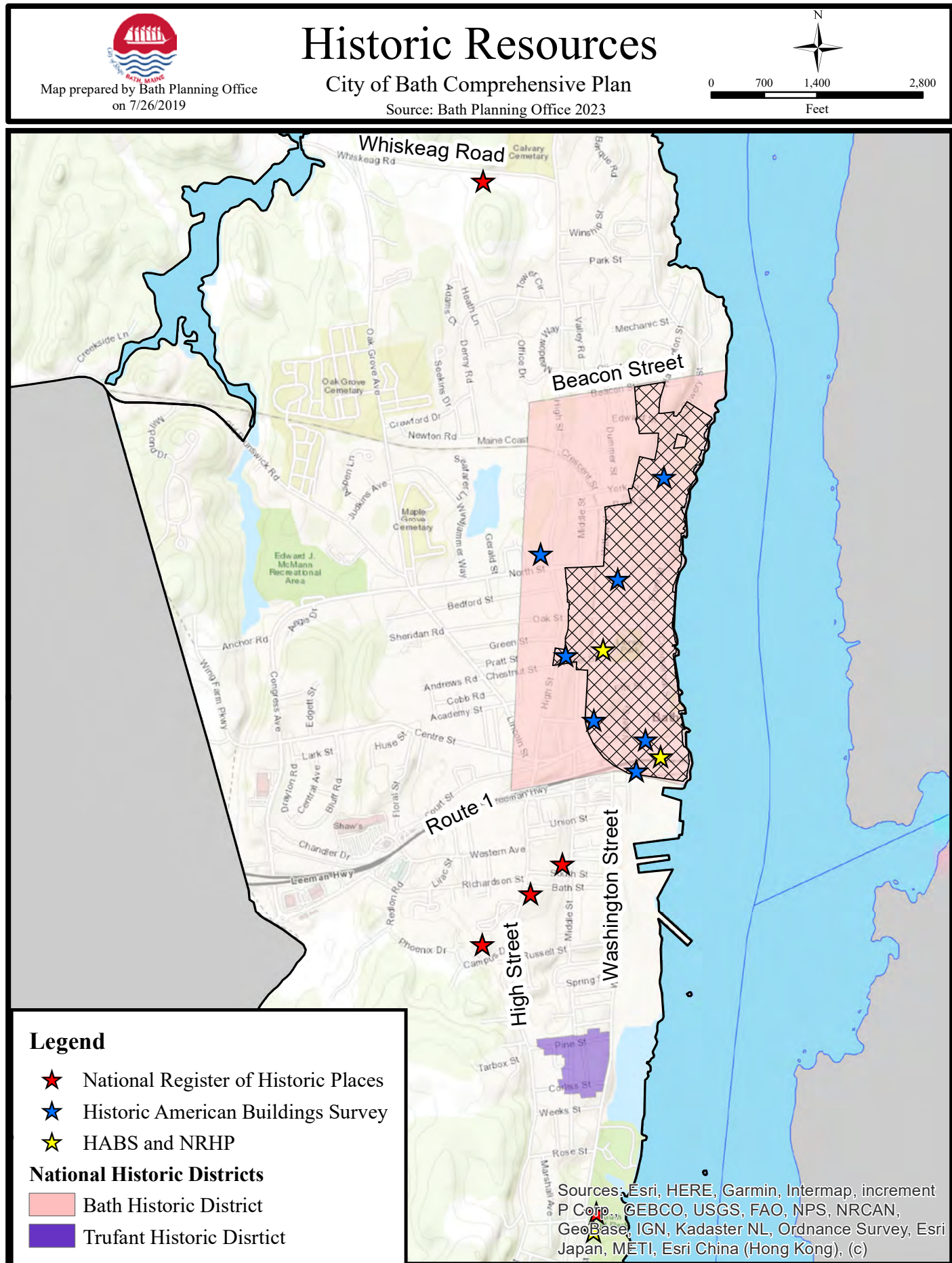


Fig. 12: Bath Historic Resources

Historic Preservation

Land Use Code

Protections to historic and archaeological resources exist in several places in Bath's Land Use Code. Within the Performance Standards of the Subdivision section, the code states in 13.13.H.2 that "if any portion of the subdivision is designated a site of historic or prehistoric significance by the Comprehensive Plan or the Maine Historic Preservation Commission, appropriate measures for the protection of the historic or prehistoric resources must be included in the plan." In a similar vein, Article 10.28 of the General Performance Standards advises, in the case of new or expanded non-residential or multi-family uses, that "if any portion of a site being proposed for development has been identified as potentially containing historic or prehistoric resources, the applicant must notify the Maine Historic Preservation Commission." Measures to mitigate any negative effect on the resource, may include, but not be limited to "modifying the proposed design of the site, timing of construction, and limiting the extent of excavation."

The Historic Overlay District (8.12) provides review for the downtown historic areas of the city to prevent inappropriate alterations to buildings of historic or architectural value. Approval from the Historic District Approval Authority (either the Historic District Committee or the Planning Board) is required for all new buildings, additions to buildings, exterior changes, and demolitions. If the project also requires Site Plan Approval, the Authority is the Planning Board. The Authority reviews the proposed development for compatibility of proportion, mass, form, building material, texture, color, and location on the lot with other buildings in the Historic Overlay District. In 2007, this ordinance was amended to create a process with a smaller Historic District Committee, consisting of two Planning Board members and the Planning Director, that would streamline the process for some applications that do not involve significant alterations of historic fabric, but nevertheless still require review. Neither this new advisory group nor the Planning Board have specific written requirements for members to be knowledgeable in the area of historic preservation or architectural history.

Condition Issues

The City has a Vacant Building Ordinance (Section 9-101) that requires owners of vacant buildings to register with the Code Enforcement Officer and meet structural and safety standards.

There are 3 buildings in the Historic District registered as vacant: 9 Fremont Street, 47 Carriage House Lane, and 1115 Washington Street. 9 Fremont has deteriorated to the point it will be demolished.



Fig. 13: 9 Fremont Street, to be demolished
Source: Bath Code Enforcement Office

47 Carriage House Lane is in relatively good shape (1 broken basement window), and 1115 Washington is currently being rehabilitated.

Historic Markers

Bath has 34 educational markers to educate the public about the City's history and architecture. Markers are located at: Broad Street, City Hall, City Park, Front-Centre Streets, North End Boat Launch, Old Customs House, Train Station/Visitors Center, the Plant Home, Washington-Corliss Streets, Water Street, Waterfront Park and Winnegance.

Local Organizations

Sagadahoc Preservation, Inc.

Sagadahoc Preservation, Inc. (SPI) is a nonprofit organization, founded in 1971, dedicated to the preservation of significant architecture and historic buildings in the Bath area. SPI has led the architectural survey work done in Bath and assisted with the nomination of Bath's historic districts. SPI has several programs to educate the public and spread awareness of architectural history to adults and children. The SPI house plaque program provides a marker that homeowners can mount on their homes with a short statement on the history of their house. SPI provides a printed map of a one-hour walking tour of the historic buildings in downtown Bath. Each summer, they also host a house and garden tour where homeowners open up their properties for public tours. SPI also manages the 4th grade architectural program, where all 4th graders in Bath, West Bath, Georgetown, and Woolwich learn about local architecture history. Through a Preservation Award Program, SPI yearly recognizes citizens and groups that promote preservation in the area.

Bath Historical Society

The Bath Historical Society (BHS) was incorporated in 1989 by a small group of Bath citizens. Its headquarters are in the Sagadahoc History and Genealogy Room at the Patten Free Library in Bath. BHS provides financial and volunteer support to the History Room, collects photographs, documents and ephemera related to Bath, and presents programs about people, places and events in Bath history.

The Sagadahoc History and Genealogy Room offers an important historical resource for the people of Bath and surrounding towns. The collections of the room are wide-ranging, including copies of the SPI architectural surveys, period maps, genealogical material ranging from Dr. Alfred Holt's research into the nineteenth-century families of Bath to published individual family histories, city directories of residents and businesses, annual reports produced by the City, Federal census records, vital records for the region, yearbooks for Morse High School, local histories for communities state-wide, microfilm of the local newspapers beginning early in the nineteenth century and Bath tax records of the nineteenth and early twentieth centuries. Other significant holdings of the History Room include a substantial photograph collection and business and family papers from the nineteenth and twentieth century.

Main Street Bath (MSB)

The national Main Street Program is a strategy originated by the National Trust for Historic Preservation as a pragmatic method to aid historic preservation in downtowns. Bath was one of the first communities to join this program in 2001. Although start-up costs were initially subsidized, Main Street Bath is now responsible for its operating expenses. MSB is a non-profit corporation guided by a Board of Directors composed of representatives of the downtown business community, the City government and community leaders. The organization's staff consists of a Director, Assistant to the Director, and a bookkeeper.

The organization's work is carried out through four standing committees that constitute the "Main Street Four-point Approach" which focuses on four sometimes overlapping areas of concern. These committees include: the Design Committee that considers the physical appearance of the central business district (CBD), its historic buildings and their needs as well as harmonious new construction and infrastructure; the Promotion Committee that focuses on marketing the unique aspects of the downtown – its businesses, its buildings, and its events to residents and visitors; the Economic Vitality group that concentrates on strengthening the economic base and expanding to meet new opportunities of the CBD while investigating new directions for additional development; and the Organization Committee that looks to build consensus between the many stakeholders who are concerned with the economic and cultural vitality of Bath's downtown.

Maine Maritime Museum

The Maine Maritime Museum is focused on a more specialized topic—the rich seafaring heritage of the State of Maine. In 1962, seven residents of Bath, Maine formed the Marine Research Society of Bath which did business for years as the Bath Marine Museum. In 1975, the name was officially changed to Maine Maritime Museum. The gifts that expanded the collection dramatically include the Percy & Small Shipyard donated by Mr. and Mrs. L. M. C. Smith in 1975, the Donnell House bestowed by Mrs. Smith in 1981, and in 1985 the seasonal use of the schooner Sherman Zwicker. In 1989 the new Maritime History Building was opened, housing exhibition space, storage facilities, library, and administrative offices. Prior to this the museum had been housed in several places within the City, including the Sewall House on Washington Street, Winter Street Center, and a storefront on Centre Street. The museum maintains an extensive library and archives that offer resources not only on the maritime history of the state and City, but information on other aspects of Bath's past.

Bath Fire Department

The City's fire department may be one of the most unexpected and least recognized holders of a substantial collection of historic documents and artifacts. The Bath Fire Department collection is largely housed in the Central Fire Station, a 1957 structure on the site of the former Bath High School. The department has collected, preserved, and restored a variety of treasures. Various canvas-and-leather buckets, other items of gear, nozzles, period fire alarms, the carved eagle from the gable end of Water Street Fire Station #3, trophies from various musters, and equipment models built by past generations of Bath firemen share space on the station's site with the recently restored 1942 fire engine, the "Little Mac." Bath Fire also retains three vintage vehicles, temporarily housed at the Midcoast Youth Center: the 1941 Mack fire engine, the 1952 Mack fire engine, and Bath's first fire apparatus, the 1847 Kennebec Hand

Tub, purchased the same year Bath incorporated as a city. These objects, in conjunction with a variety of other documents, photographs, and equipment illustrate the general history of firefighting in a place-specific manner. The Bath Fire Department remains on the lookout for other memorabilia to add to their collection and a more appropriate and accessible location to house the items.

Threats to Historic Resources

The historic building fabric of Bath has drawn new residents, who admire the period architecture, to the City. The greatest threat to the structures' continued integrity consists of the public's and, to some extent, the decision-makers' ignorance of architectural styles and details. When wishing to renovate or rehabilitate their properties for personal reasons, desires for energy efficiency, or necessary maintenance, many property owners do not understand what defining architectural elements should be maintained for either historic integrity and/or stylistic consistency. Without a historic and architectural understanding of their properties, owners discard significant features or incorporate unsuitable ones that destroy the building's integrity and damage the larger authentic cultural landscape of the neighborhood. In some other portions of the City not formally recognized as historically important, owners unfortunately do not see their properties as significant pieces of Bath's overall historic sense of place. Not having a comprehensive survey of both architectural and archaeological resources citywide leaves many older buildings outside of historic district protections and prevents protective planning for sites not yet identified.

The Historic District Overlay only protects properties in the Bath Historic district. No recognition of the Trufant Historic District or the individually nominated properties exists on the local level. Bath is not part of the Maine Historic Preservation Commission's Certified Local Government program, and is thus not eligible for the assistance or some grants and funding that the program allows. Additionally, the Historic District Overlay Approval process is confusing for many historic property owners, due in part to the lack of specific details in the review criteria, and the fact that review is typically carried out by the Planning Board, where knowledge of historic architecture is not required.

Bath's waterfront is largely built on fill, and the topography of the City makes the downtown area particularly vulnerable to the impacts of sea level rise. Rising sea levels will likely put many of Bath's buildings in the historic district at risk.

Planning Implications

- The City of Bath's history, its historic sense of place, and the historic architectural fabric, are all part of what makes Bath a great community in which to live. The historic nature and appeal of Bath adds to both our sense of place and the City's economic well-being.
- In neighborhoods with a high degree of historic architectural integrity, ensuring that additions, modifications, and new structures are harmonious with the character of existing buildings will help maintain those neighborhoods' sense of place and economic well-being.
- As noted in the Housing inventory chapter, the housing stock in Bath is old compared to that of surrounding towns. Bath's housing stock costs more to maintain, is often less energy efficient, and may have lead-based-paint health hazards. As homeowners seek to fix the problems, they may unknowingly damage or remove historic characteristics and alter the historic appearance of the structures.
- There are many historic homes throughout Bath including both stately, large estates along Washington Street and in the Historic District as well as more modest homes throughout the City. Although some archaeological sites and significant structures are known to local inhabitants, not all historic resources are well known in the community.
- Because of its pattern of development, Bath has retained much of its historic landscape, including residences, religious buildings, commercial structures, street widths, trees, and stonewalls. This cultural landscape has become one of the City's primary defining characteristics for both residents and visitors. Protecting and promoting the City's historic character while not impeding the City's continuing development will continue to be an important challenge to overcome.

2: Population & Demographics

- Bath's historic character and sense of place have been, and will continue to be, important to the fabric of the community. This needs to be recognized in Bath as the City works toward economic diversification. Educating residents about the importance of Bath's quality of place and historic character as economic incentives are available for historic preservation projects for businesses and large developments. Highlighting the historic district and Bath's sense of place will continue to be a major economic driver for the City.
- Finding ways to measure the success of programs designed to promote the historic resources of Bath would highlight their importance. This includes reviewing existing economic development programs and incentives as well as local codes related to historic preservation and design.
- Continuing to promote Bath's historic resources including the historic-marker program, structures listed in the National Register as part of the Federal Historic District, and local cultural resources including Main Street Bath, Sagadahoc Preservation Inc, and the Bath Historical Society would help focus attention on Bath's historic resources.
- Adaptive reuse of historic structures throughout the City can be impeded by challenges posed by ADA and building code requirements. The City should take efforts to aid property owners when feasible in compliance with these requirements.
- There are numerous nationally recognized significant structures and areas of the City that are identified as part of the national historic district but are not protected under local ordinance.
- More knowledge of the City's archaeological resources and sites could put them at risk; however, more knowledge and public information about the City's historic resources could help protect them.

An understanding of the possible future population size and characteristics is critical to predict the need for and impact on areas such as public facilities and services, housing, transportation facilities, and the transportation network. Knowing the size, location, and future trends of the City's population will also provide an understanding of its impact on natural resources, open space, important wildlife habitats, views, and water resources. This chapter assesses the changes in Bath's population over time, and predicts future population trends.

Population Change

With the exception of a big spike in 1920, Bath's population has stayed relatively consistent over the past century. Bath's population has followed fluctuations in the success of the city's shipbuilding industry. World War I brought a peak in shipbuilding jobs to Bath, with a corresponding housing boom to support shipyard workers and their families. As the shipbuilding industry declined in the 1920s and 1930s, so did the population. The shipyards became more productive again during World War II and mid-century industrial growth, but this time, there was not as dramatic of a population spike, as automobile transit allowed workers to live in nearby communities outside of Bath. In the 1970s, industrial businesses began to leave

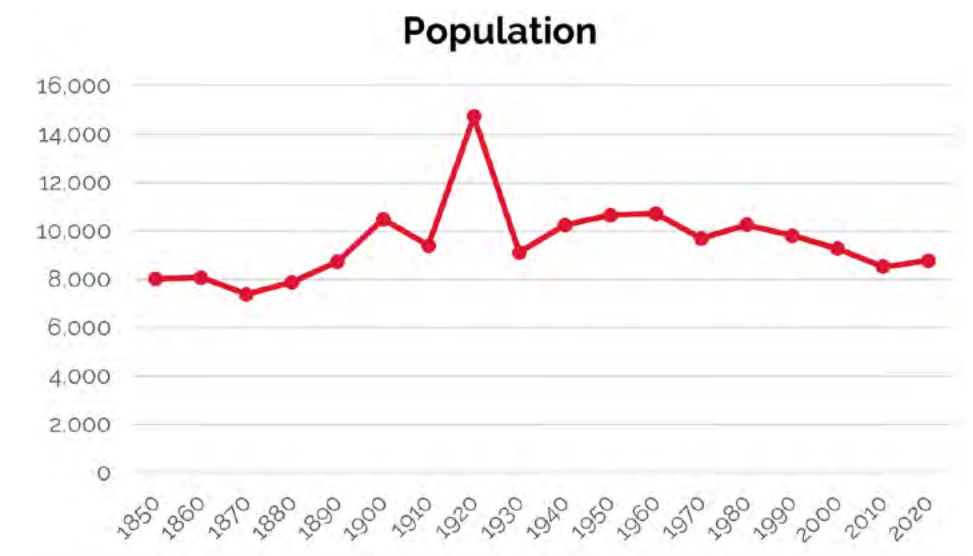


Fig. 1: Bath's Population, 1850-2020
Source: 2009 Bath Comprehensive Plan; 2020 U.S. Census

Bath, and the remaining shipyard, Bath Iron Works, focused on government contracts with a reduced workforce.

Census data shows that in 2020, Bath experienced a reverse in the downward trend with a small gain in population of about 250 people (from 8,514 in 2019 to 8,766 in 2020.) Many places in Maine saw a population bump this year, attributed in part to the COVID-19 pandemic and the trend of more people working remotely. There is some anecdotal evidence that Bath may be experiencing population growth. The results of a 2021 survey by the City of Bath Assessor's Office of people who have recently purchased homes in Bath indicated that 50 percent of the families in the recently purchased homes have children seventeen years old or younger. However, this survey only had a 15% response rate, and Bath's public school enrollment data has shown a continual decline in the past 10 years. It is too soon to tell if there is evidence of a population increase, or if the population will continue to slowly decline or remain stable.

Population change is made up of two components: natural population change, which is based on the total number of births and deaths within a given geography, and migration is based on the movement of people from one place to another. Bath, like the County and the State, has consistently had more deaths than births annually, as shown in the chart below. The higher death rate accounts for some of the decline in population.

Year	Bath		Sagadahoc County		Maine	
	Births	Deaths	Births	Deaths	Births	Deaths
2012	91	99	326	318	12,692	12,883
2013	100	111	334	346	12,767	13,544
2014	88	109	360	371	12,678	13,511
2015	102	108	331	388	12,589	14,475
2016	83	91	327	374	12,698	14,176
2017	84	90	315	359	12,290	14,675
2018	84	98	309	365	12,300	14,716
2019	74	97	323	361	11,770	15,068
2020	83	96	282		11,534	

Fig. 2: Natural Population Change, 2012-2020
Source: State of Maine Data, Research, and Vital Statistics Birth Data and Death Data Dashboards

According to the US Census Bureau, between 2016-2020, Sagadahoc County experienced net 0 migration, with approximately the same number of people moving to the county from

a different county or state as moving away¹. The 2021 *City of Bath Housing Study*² found that there is some net in-migration to Bath from the City of Portland and Cumberland County, likely as people seek more affordable housing prices, but this has been offset by out-migration to Portland and Cumberland County.

As the City of Bath lost population over time, the towns around Bath have gained population. The graph shows that all surrounding communities experienced steady population growth between 1960 and 2020 (with Brunswick and Topsham seeing significant gains), with populations having held steady or decreased slightly over the past two decades. Bath, however, experienced a steady decrease in population from 1960 to 2020. Trends in suburbanization and the growing availability of single-family homes in those communities (which all experienced much higher rates of housing construction than Bath in the period from 1960-present) likely contributed to this shift.

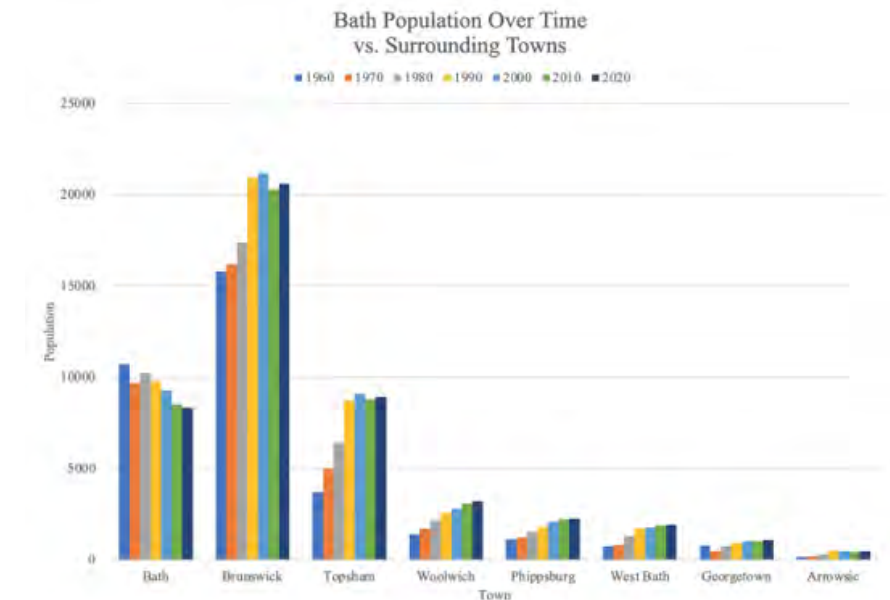


Fig. 3: Bath Population Over Time vs Surrounding Towns
Source: U.S. Census; American Community Survey Vintage Population Estimate, 2020

Age Distribution

Bath's median age in 2021 was 42.2, which is lower than the Sagadahoc County median age of 46.8 and the Maine median age of 44.7. However, Bath's median age has been increasing over time.

The changing age distribution in Bath over the past 10 years shows there was an increase in pre-retirement and retirement-age people (age 60+) in Bath. Meanwhile, there are fewer young children (under 9) and younger adults in their 20s and 30s.

	2000	2010	2021
Bath	36.9	39	42.2
Sagadahoc County	38	42.8	46.8
Maine	38.7	42	44.7

Fig. 4: Comparative Median Age
Source: 2000 U.S. Census; 2010, 2021 American Community Survey 5-year Estimates

¹ US Census Bureau. Census Flows Mapper - Geography. <https://flowsmapper.geo.census.gov/>
² Levine Planning Strategies, LLC. (2021). Housing Market Summary, Vision & Best Practices: Recommendations for Policy Development.

This data indicates that people moving to Bath are in the pre-retirement and retirement age groups. It may also indicate that young adults are leaving Bath, or that young adults and young families are not moving to the City.

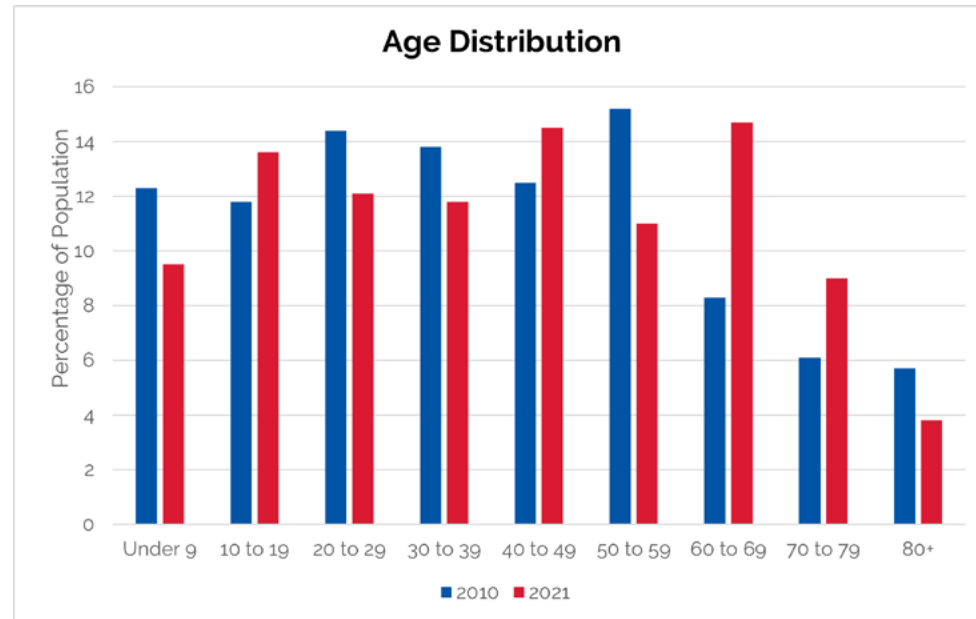


Fig. 5: Age Distribution
Source: 2010, 2021 American Community Survey 5-year Estimates

Household Composition

Average household size and composition have remained relatively unchanged in Bath over the last decades. The average household size remains around 2.2.

	2000	2010	2021
Household Size	2.26	2.2	2.21
Family Size	2.9	3.0	2.8

Fig. 6: Bath Average Household and Family Size
Source: 2000 U.S. Census; 2010, 2021 American Community Survey 5-year Estimates

From 2010 to 2020, there was a slight increase in the number of family households, married couple households, and households with children. This data corresponds with the anecdotal data from the Bath Assessor's survey that married couples with children under 17 have purchased a significant number of recently sold houses in Bath.

	2000	2010	2020
Number of Households	4,042	3,946	3,905
Family Households	58%	51%	59%
Married Couple Households	41%	38%	42%
Nonfamily Households	42%	49%	41%
Households with Children	17%	24%	26%

Fig. 7: Household Composition in Bath
Source: 2000 U.S. Census; 2010, 2021 American Community Survey 5-year Estimates

The total number of householders living alone has remained relatively stable, as has the number of householders living alone who are over the age of 65.

	2000	2010	2020
Householder Living Alone	1,378	1,598	1,347
Over 65	524	572	547

Fig. 8: Householders Living Alone in Bath
Source: 2000 U.S. Census; 2010, 2021 American Community Survey 5-year Estimates

Population Projections

Changes in the age distribution and size of the population will have many impacts on Bath, such as the needs and demands on public facilities and services (e.g., schools, recreation, and emergency medical services), health care, housing, and retail services.

The State Economist releases population projections on five-year intervals. The current projections are based on 2018 US Census population estimates. Projections from each town are based on the town's share of the County population. In this projection, Bath's population will continue to decline, while neighboring towns continue to grow. The State Economist predicts Bath's population will drop to 8,195 by 2028 and 7,855 by 2038.

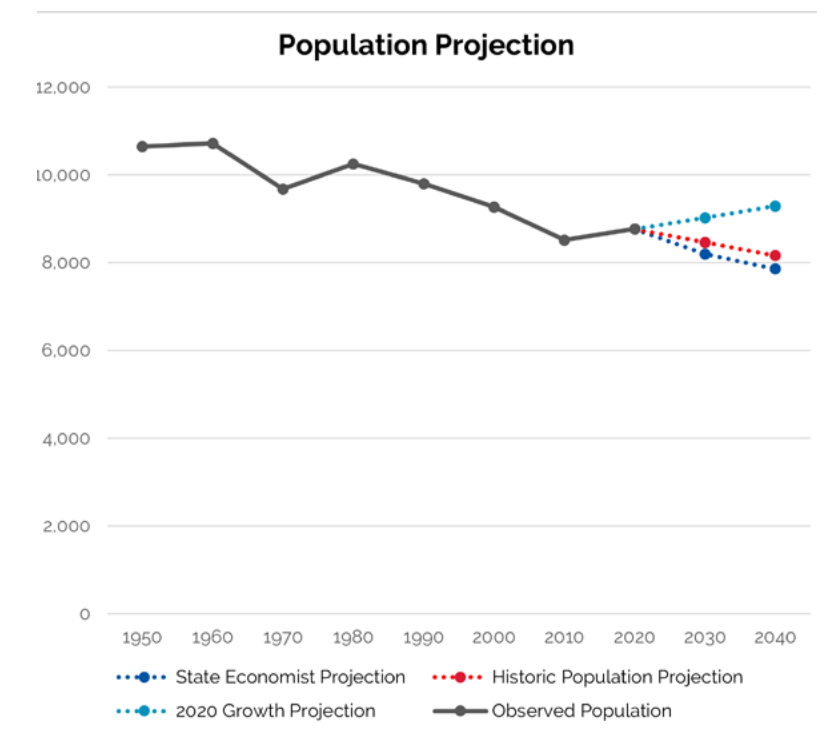


Fig. 9: Population Projection

A projection based on Bath's historical population data produces a slightly less steep decline. A growth rate determined by the average population change per decade from 1950–2020 shows Bath's population will decrease to 8,459 in 2030 and 8,163 in 2040.

In 2020, Bath's population increased for the first time in fifty years, and showed a slight increase in households with children. A population projection based on this recent population increase shows a moderate growth rate for the city. Carrying that assumption forward for the next two decades, the population in Bath would be 9,020 in 2030 and 9,281 in 2040.

Bath's population has fluctuated in the 9,000 range for decades. A continued decrease, as projected by the State Economist and historic population estimates, in combination with the aging population, will result in higher numbers of senior citizens in need of services, a lower working population available to fill jobs, a smaller tax base, and a decreasing school

population. At the same time, if Bath's population experiences sustained post-pandemic growth, the increase in school-age children and the growing need for related services like recreation will put different pressures on the city and likely require additional staffing.

Seasonal Population

The City of Bath is an attractive tourist destination, drawing up to hundreds of daily visitors during the summer months to visit downtown and the Maine Maritime Museum. However, there are few seasonal residences in the City, especially when compared with nearby coastal towns where large proportions of homes are seasonal or second residences.

Assuming each seasonal residence is occupied by the average family size in Bath (around 3), a population of around 500 seasonal residents is projected. This is an increase over the past decade, when there were only 57 seasonal residences and a projected 171 seasonal residents. The actual number of seasonal residents may be even higher. The average number of guests in a short-term rental in Bath is 4.7, and there are approximately 60-100 short-term rentals available during the summer months in Bath. This would suggest that the total number of seasonal residents is between 500-1,000.

Municipality	Percent of Seasonal Housing
Bath	3.7%
West Bath	14.4%
Phippsburg	36.4%
Arrowsic	11.7%
Georgetown	50.1%
Woolwich	7.1%
Brunswick	1.5%
Topsham	1.2%
Portland	3.3%

Fig. 10: Seasonal Housing
Source: 2021 ACS 5-year Estimates

Year	Seasonal Housing Units	Projected Seasonal Residents
2010	57	171
2021	165	495

Fig. 11: Projected Seasonal Residents in Bath
Source: 2010, 2021 ACS 5-year Estimates

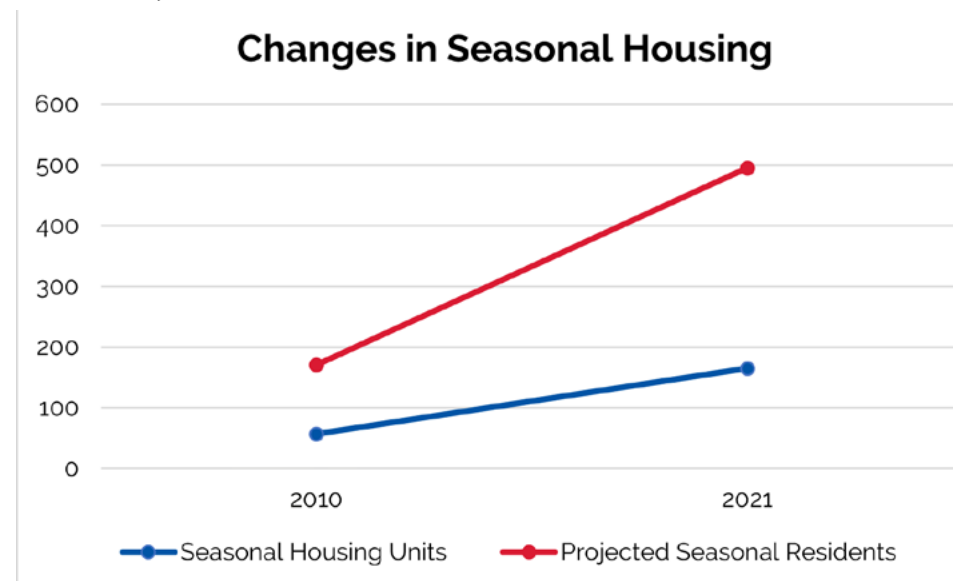


Fig. 12: Changes in Seasonal Housing in Bath
Source: 2010, 2021 American Community Survey 5-year Estimates

Daytime Population

Bath is a service center, with the large employer Bath Iron Works (BIW) drawing thousands of workers to the City. According to 2020 Census data, 8,980 people - more than the total population of Bath - commute in for work each day. Bath's businesses benefit from the increased daily population but face challenges due to the need for daytime parking from BIW employees (see Transportation chapter for more details.)

Household Income

Bath's median income in 2021 was \$60,838 according to ACS 5-year estimates. In comparison, the median income for Sagadahoc County in 2021 was \$73,343 and the Maine median income was \$64,767. Median household income in Bath has historically been lower than both Sagadahoc County and the state of Maine, and that trend has continued. Bath's median household income in relation to the County and the State has remained relatively stable.

Figure 13 shows the non-inflation adjusted median incomes for 2000, 2010, and 2021. Note the relatively large jump between 2010 and 2021 for all levels during the current period of high inflation.

While Bath's median income still lags behind Maine and Sagadahoc County averages, the City's poverty rate has moved closer to the state and county average. According to 2021 ACS data, the poverty rate in Bath is 12.4%, just slightly higher than the county poverty rate (11.2%) and the state poverty rate (11%). The poverty rate in Bath has decreased over the past 10 years, down from 18.1% in 2012, when it was significantly higher than the state and county. Figure 14 tracks these changes.

Changes in Bath's income distribution over the last decade indicate households are earning higher incomes. In 2010, a significant proportion of the population earned less than \$25,000. In 2021, the amount of households earning less than \$25,000

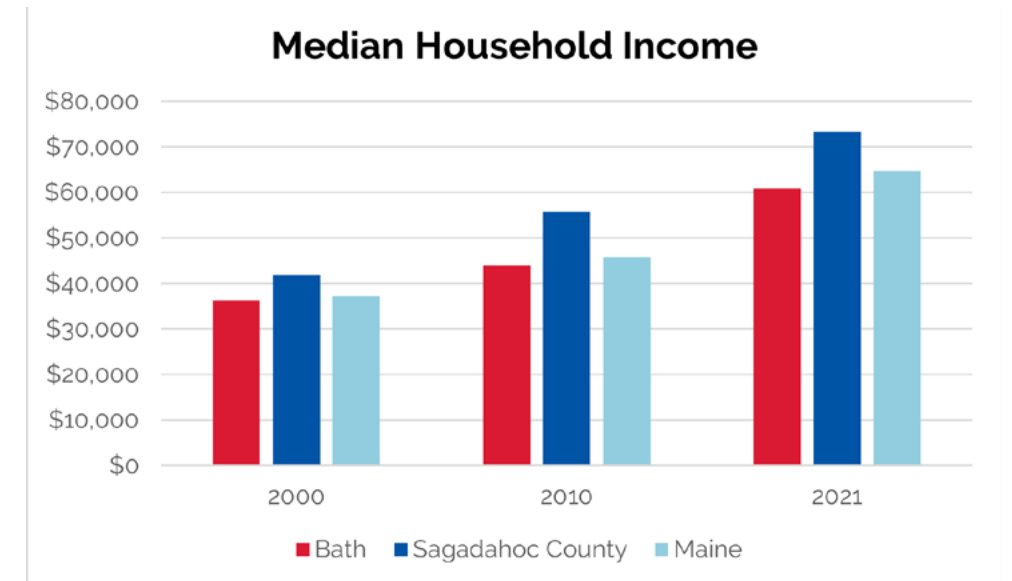


Fig. 13: Median Household Income
Source: 2000 U.S. Census; 2010, 2021 American Community Survey 5-year Estimates

	2012	2021
Bath	18.1%	12%
Sagadahoc County	10%	11%
Maine	15%	11%

Fig. 14: Percent of Individuals Below Poverty Level
Source: 2012 2021 American Community Survey 5-year Estimates

has dropped, and there has been notable growth in the amount of households earning greater than \$50,000. The amount of households earning in the \$100,000-\$149,999 range and the \$150,000-\$199,999 range has more than doubled.

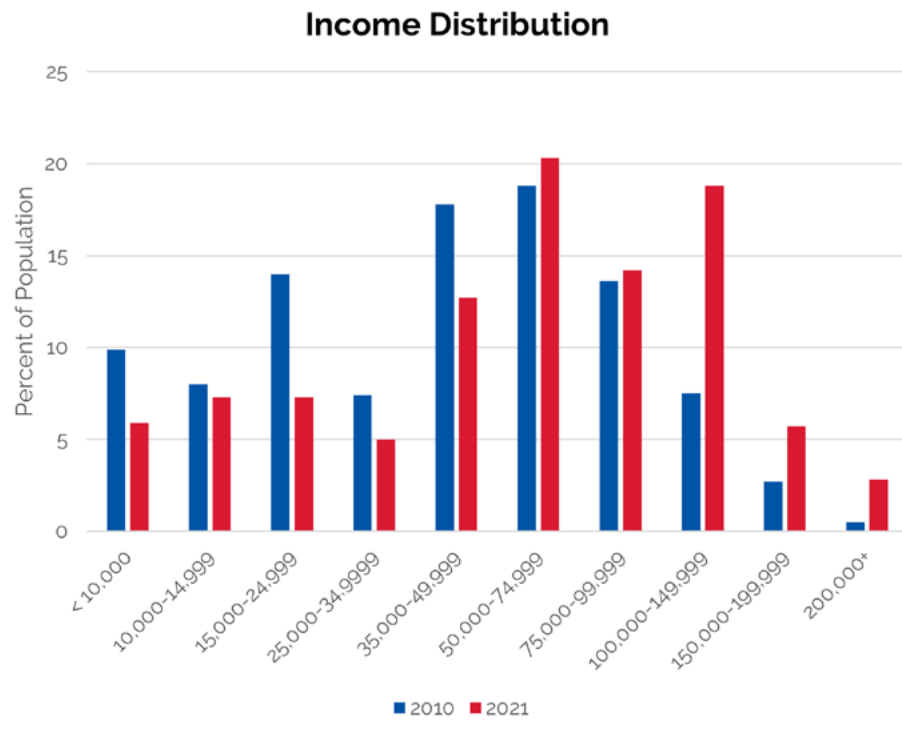


Fig. 15: Income Distribution in Bath, 2010-2021
Source: 2010, 2021 American Community Survey 5-year Estimates

Educational Attainment

Bath has lower rates of college education than most surrounding communities, but higher than the rates for Sagadahoc County and Maine.

Bath has traditionally had higher-than-average rates of residents who earned only a high school education; however, the rate of high school-only educational attainment dropped from 32.7% in 2010 to 27.4% in 2021.

The change in Bath's educational attainment may be in part because in the past, graduation from high school meant an almost certain apprenticeship at BIW. Today, BIW employs fewer workers, and many of the job opportunities

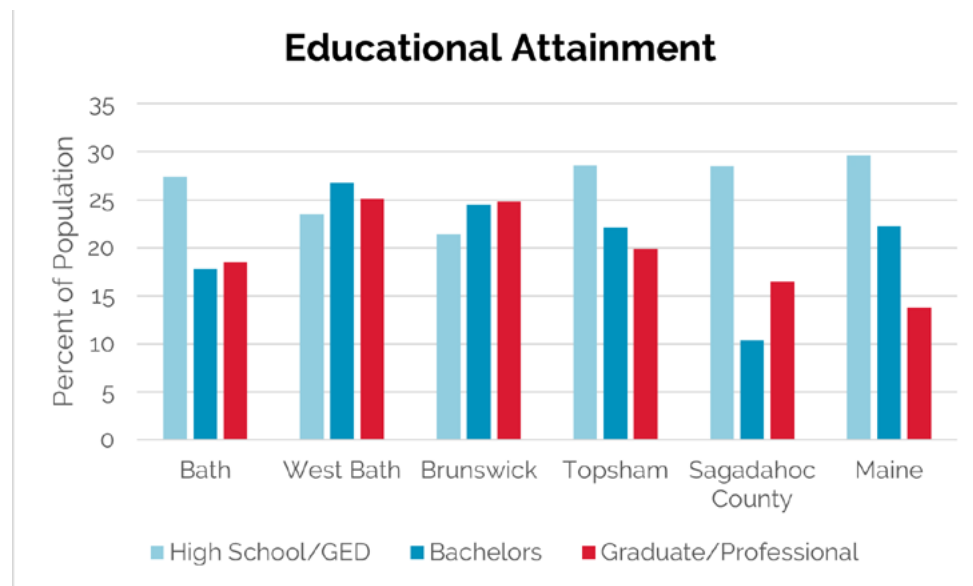


Fig. 16: Highest Level of Educational Attainment (Ages 25+)
Source: 2021 American Community Survey 5-year Estimates

require more than a high school education. The higher rate in professional degrees may also be due to an increase in educated retirees choosing to move to Bath.

	High School/ GED	Associates/2- year degree	Bachelors/4- year degree	Graduate/ professional degree
2010	32.7%	7.3%	18%	10%
2021	27.4%	8.6%	17.8%	18.5%

Fig. 17: Highest Level of Educational Attainment (Ages 25+) in Bath
Source: 2010, 2021 American Community Survey 5-year Estimates

Race & Ethnicity

Like Maine and Sagadahoc County, Bath is a majority white community. In the past 10 years, Bath has become slightly less diverse, with a small decline in the Black population, from 2.2% in 2010 to 0.5% in 2021, and an increase in the white population, from 94% in 2010 to 96.4% in 2021.

Planning Implications

- Bath's population has steadily declined since mid-century, as surrounding towns have grown.
- Steady declines in local population, coupled with increases in surrounding towns populations, pose acute impacts to Bath's role as a regional service center.
- There was a small increase in population in 2020, but it is too soon to tell if this indicates a larger trend.
- Trends in age distribution show Bath increased significantly in the 60+ age groups, and decreased in the 20s and 30s age groups.
- The number of seasonal residences in Bath is low but has more than doubled in the past decade, indicating a growing seasonal population.
- Income distribution and poverty rates show fewer low-income households and a sharp increase in the number of households earning greater than \$100,000.
- Bath's rates of educational attainment are shifting away from high-school only education, with an increase in those with graduate or professional degrees.

3: Housing

Housing comprises the majority of land use in Bath. Understanding the landscape of housing is important because housing is shelter for inhabitants of a city, the largest portion of the tax base, the single largest asset for most residents, and a major element of a community's visual quality. This chapter provides information about the existing housing stock, including its age and condition. It also discusses topics including the occupancy status, number of units per structure, percentages of units that are owner- vs renter-occupied, housing growth, and affordability.

Housing Types

Though the majority of Bath's housing is single-family detached, the proportion of single-family housing is low in comparison to regional communities and the state average. Bath has a greater percentage of two-family and multifamily housing than surrounding communities. The City has a very small percentage of mobile homes compared to surrounding communities. Bath only allows mobile home parks in one small overlay zone, which has limited mobile home development. As of 2023, most of the land in the mobile home park overlay zone is held in conservation. Additionally, because Bath has more multifamily housing available, the needs of lower-income households may be met through multifamily units rather than mobile homes, which often fill this need in more rural communities.

Regional Distribution of Housing Types

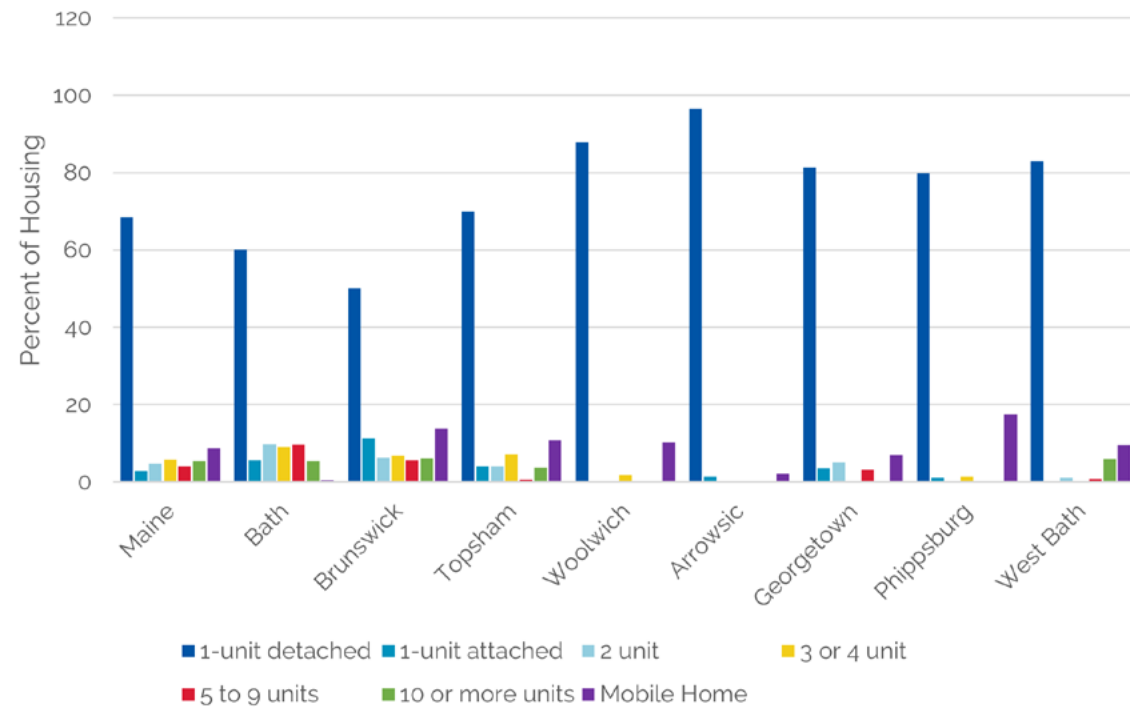


Fig. 1: Regional Distribution of Housing Types
Source: 2021 ACS 5-Year Estimates

Over the past 20 years, the percentage distribution of single-family homes in Bath has grown while other types of

Housing Type Distribution

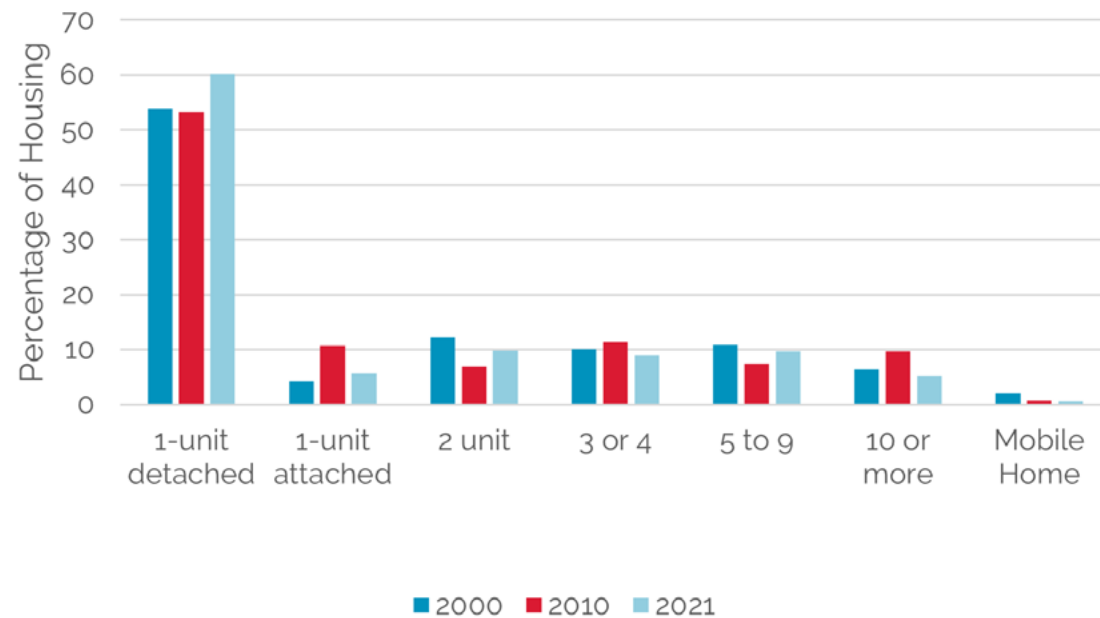


Fig. 2: Housing Type Distribution in Bath, 2000-2021
Source: 2000 U.S. Census; 2010, 2021 ACS 5-Year Estimates

housing have declined.

According to 2021 ACS 5-year estimates, the majority of Bath's housing stock (60.7%) consists of 2-3 bedroom homes. 15.8% is one-bedroom homes, and 3.2% are studios/no bedroom homes. Bath's average household size is 2.2, and 34.5% of Bath residents live alone. This indicates that many residents living alone are occupying larger houses than they may need.

Housing Stock

It's challenging to determine the precise number of housing units in a city. According to the American Community Survey in 2021, there were 4,442 housing units. The 2020 Census listed 4,535 units. In the City's assessor's database, there are only about 4,000 units identified. The data show that the number of housing units has remained fairly stable over the past ten years (4,437 in 2010 vs 4,535 in 2020), as has Bath's population (8,514 in 2010 vs 8,766 in 2020), according to decennial US Census data.

Bath has seen a lower rate of housing growth than Maine, Sagadahoc County, and many nearby communities in the Midcoast region.

	2010	2021	Percent Change
Bath	4,365	4,442	1.8%
Maine	714,270	744,620	4.2%
Sagadahoc County	18,115	18,880	4.2%
Brunswick	9,451	9,288	-1.7%
Topsham	4,105	4,494	9.5%
Woolwich	1,435	1,382	-3.7%
Arrowsic	258	274	6.2%
Georgetown	1,005	1,001	-0.4%
Phippsburg	1,755	1,820	3.7%
West Bath	1,068	1,113	4.2%

Fig. 3: Number of Housing Units, 2010-2021
Source: 2010, 2021 ACS 5-Year Estimates

Surrounding towns have seen much more growth in housing units than Bath over the past decades. Bath is an old city with a rich history and many historic homes. Census data shows that Bath has more housing units built in or before 1939 than any other municipality in the region, and more than the state average (see Figure 4.) Bath's historic housing stock gives a sense of identity and community pride to residents, but also comes with challenges: higher maintenance costs, poor energy efficiency, and the potential presence of lead-based paint.

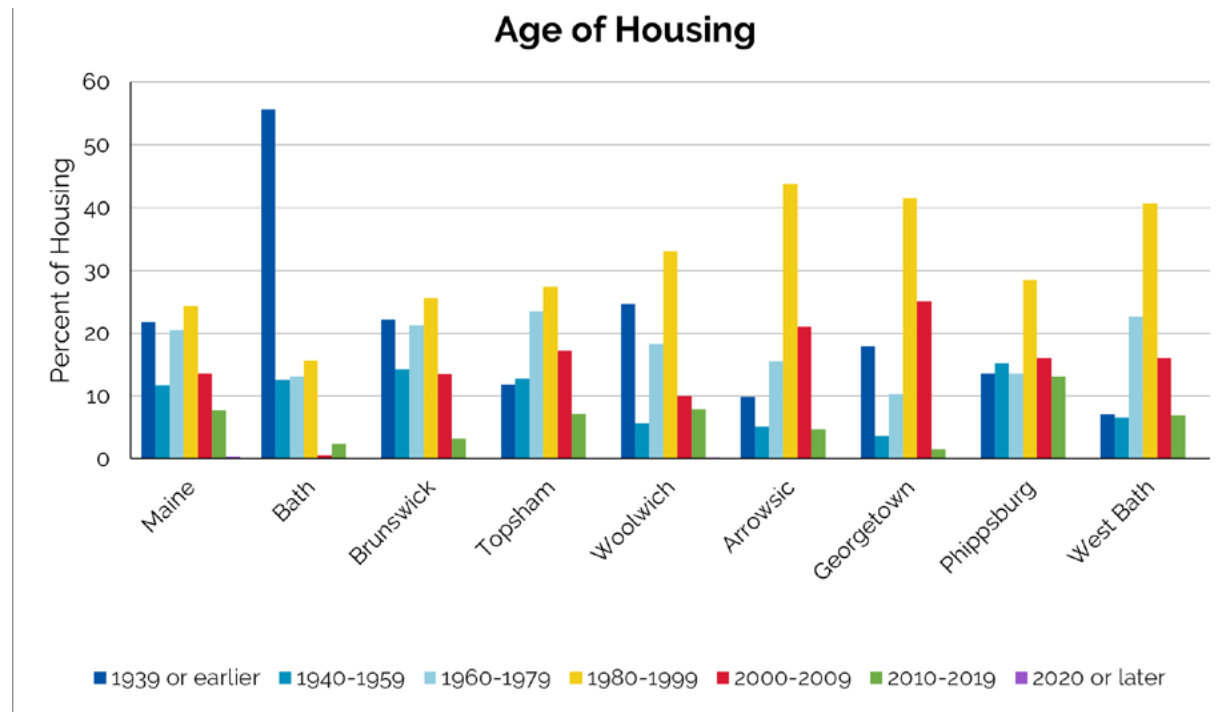


Fig. 4: Age of Housing
Source: 2021 ACS 5-Year Estimates

According to information from the Bath Code Enforcement Office, 220 new housing units were constructed in Bath between 2010 and 2022. The average number of dwelling units permitted each year since 2010 is 18.3. This data is impacted by the addition of two large multi-unit buildings in 2016 and 2022. The following graph shows the number of dwelling units permitted each year for the period of 2010–2022.

Recent projects include the Uptown, 60 affordable, age-restricted units under construction in 2023; a Bath Housing Authority project to create 18 affordable family units, beginning construction in 2024, and 31 Center Street, 4 market-rate family units completed in 2024.

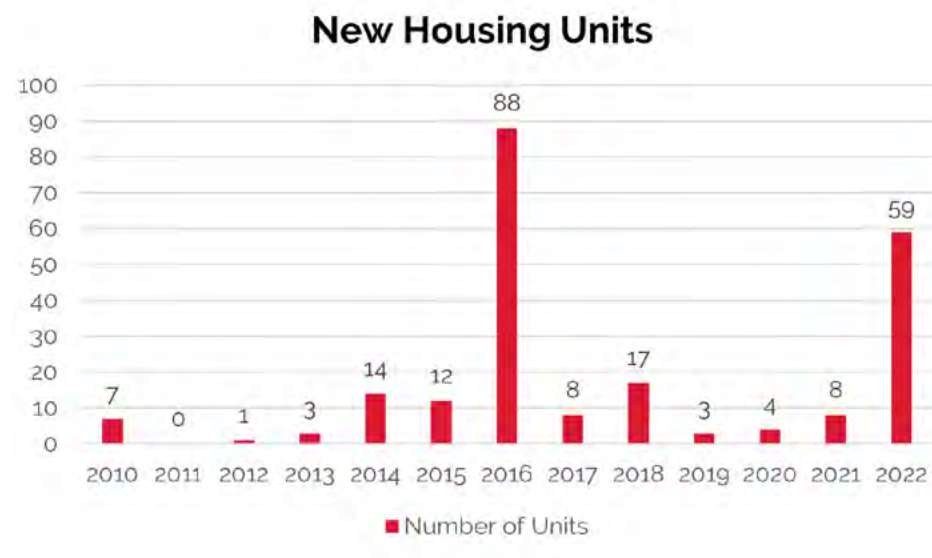


Fig. 5: New Housing Units, 2010-2022
Source: Bath Code Enforcement Office

Housing Conditions

A study of housing conditions in Bath has not been completed since 2001 (2001 City of Bath Housing Assessment). While there is no recent data on the conditions of buildings in Bath, we do know that the majority of buildings in Bath were constructed pre-1940. While age is not a direct indicator of condition, in general, older buildings require more repairs and updates. The 2021 Bath Housing Market Summary¹ found that the age of buildings was constant across housing types - a majority of both renter-occupied and owner-occupied buildings were constructed pre-1940 - and existing units are likely to need upgrades and repairs (Housing Market Summary, p.8). According to the U.S. Census, substandard housing is defined by housing units that lack complete kitchen and/or plumbing facilities. According to 2021 ACS 5-year estimates, less than 1% of Bath's housing is substandard, and these estimates are within the margin of error. The City has a Vacant Building Ordinance that requires all vacant buildings to be registered and maintain basic safety standards.

Housing Occupancy

According to 2021 ACS 5-year estimates, approximately 88% of housing units in Bath were occupied year-round and the remaining 12% were vacant. Out of the total number of vacant units, approximately 30% were for rent, 5% were rented but unoccupied, and 30% were seasonal. No rental units were for sale. 34.8% were counted as vacant for "other" reasons.

Year	Percent Housing Occupied by Renters
2021	38.3%
2010	44.6%
2000	45.1%

Fig. 6: Percentage Renter-Occupied Housing in Bath, 2000-2021
Source: 2021 ACS 5-Year Estimates

In the past two decades, Bath has seen a decrease in the proportion of renter-occupied housing, and in the estimated number of rental units, as shown in Figures 6 and 7.

Bath Housing Authority reports three-year average occupancy rates of rental units above 98.5%. Since 2020, BHA's own housing units have typically taken only 1 day to rent.

Year	Renter-Occupied Units	Units For Rent	Rented but Vacant Units	Total Rental Units
2010	1,758	156	0	1,914
2021	1,497	158	27	1,682

Fig. 7: Rental Units in Bath, 2010-2021
Source: 2010, 2021 ACS 5-Year Estimates

¹ Levine Planning Strategies, LLC. (2021). Housing Market Summary, Vision & Best Practices: Recommendations for Policy Development.

Housing Tenure

In 2021, 38.3% of Bath's housing was renter-occupied and 61.7% was owner-occupied. Bath has a higher rate of renter-occupied housing than the state average and all surrounding towns.

Bath's housing tenure is similar to larger Service Center communities. The percentages of owner-versus renter-occupied housing in Bath, compared with selected Service Center communities for the year 2021, are shown in the table below.

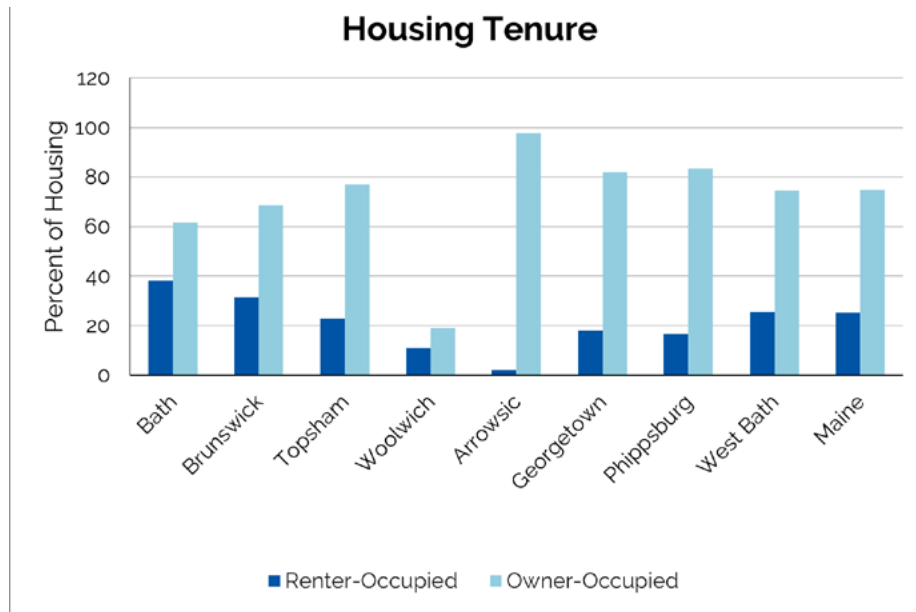


Fig. 8: Housing Tenure of Occupied Units
Source: 2021 ACS 5-Year Estimates

Community	Renter-Occupied Housing Units	Owner-Occupied Housing Units
Bath	38.3%	61.7%
Auburn	42.0%	58.0%
Augusta	47.5%	52.5%
Brunswick	31.4%	68.6%
Lewiston	50.2%	49.8%
Portland	51.9%	48.1%

Fig. 9: Housing Tenure of in Service Center Communities
Source: 2021 ACS 5-Year Estimates

There is anecdotal concern regarding the growth of short-term rentals in the City; AirDNA shows between 78 and 96 short-term rentals listed on AirBnB and VRBO from 2019-2022, with higher numbers in the summer months. Some of the loss in Bath's rental units may be due to the conversion of these year-round rentals into seasonal rentals.

Seasonal Housing

There are few seasonal residents in Bath, especially when compared with nearby coastal towns where large proportions of homes are seasonal or second residences. Still, Bath has more seasonal residences than the nearby towns of Brunswick and Topsham, which do not

have a significant tourism-based economy. The proportion of Bath's seasonal housing is most similar to the City of Portland, a municipality that is also a regional service provider with tourist attractions that draw seasonal crowds.

There has been a significant increase in seasonal housing in Bath over the past decade. In 2010 there were 57 seasonal residences, and in 2021 there were 165.

Median Home Price

The median home price in Bath slowly rose from \$135,000 to \$200,000 from 2010 to 2019. From 2020 forward, the price rose more sharply, reaching \$330,000 in 2022.

Though Bath continues to have a lower median home price than Sagadahoc County and neighboring communities, Bath's median home price has increased the most. Between 2010 and 2022, the median home price in Bath has increased by 146.7%. This compares to a 126% increase in Sagadahoc County, a 138% increase in Brunswick, a 136% increase in West Bath, and a 146.4% increase in Topsham (see Figure 11.)

Affordability

One of the ten State Goals established in the Growth Management Act is to "encourage and promote decent, affordable housing options for all Maine residents." Affordable housing is defined as a decent, safe and sanitary dwelling, apartment or other living accommodation. Though there are different income levels for determining affordability, generally, municipalities should strive to ensure at least 10% of new dwelling units are affordable to households earning 80% of the median income or less.

There are many factors that increase the cost of housing including permitted density, whether multifamily housing is allowed, supply of both housing and land to build housing, demand, and taxes. Reports and studies repeatedly find that a significant factor that makes housing unaffordable is a community's permitted housing density. Low density and large lots (i.e., more than a quarter-acre per dwelling unit) usually mean unaffordability and smaller lots and higher densities usually mean housing is more affordable. Also, communities that do not allow multifamily housing tend to be less affordable. A lengthy review process can also drive up the cost of housing. Bath currently requires subdivision as well as site plan review for new multifamily construction.

Additionally, regulations surrounding how the City of Bath maintains protections of "greenfield" and how it addresses brownfields (both of which impact the health and safety of residents and the natural ecosystems) can pose a barrier for additional housing units to be developed.

Community	Seasonal Housing
Bath	3.7%
West Bath	14.4%
Phippsburg	36.4%
Arrowsic	11.7%
Georgetown	50.1%
Woolwich	7.1%
Brunswick	1.5%
Topsham	1.2%
Portland	3.3%

Fig. 10: Seasonal housing units as a percentage of total housing units
Source: 2021 ACS 5-Year Estimates

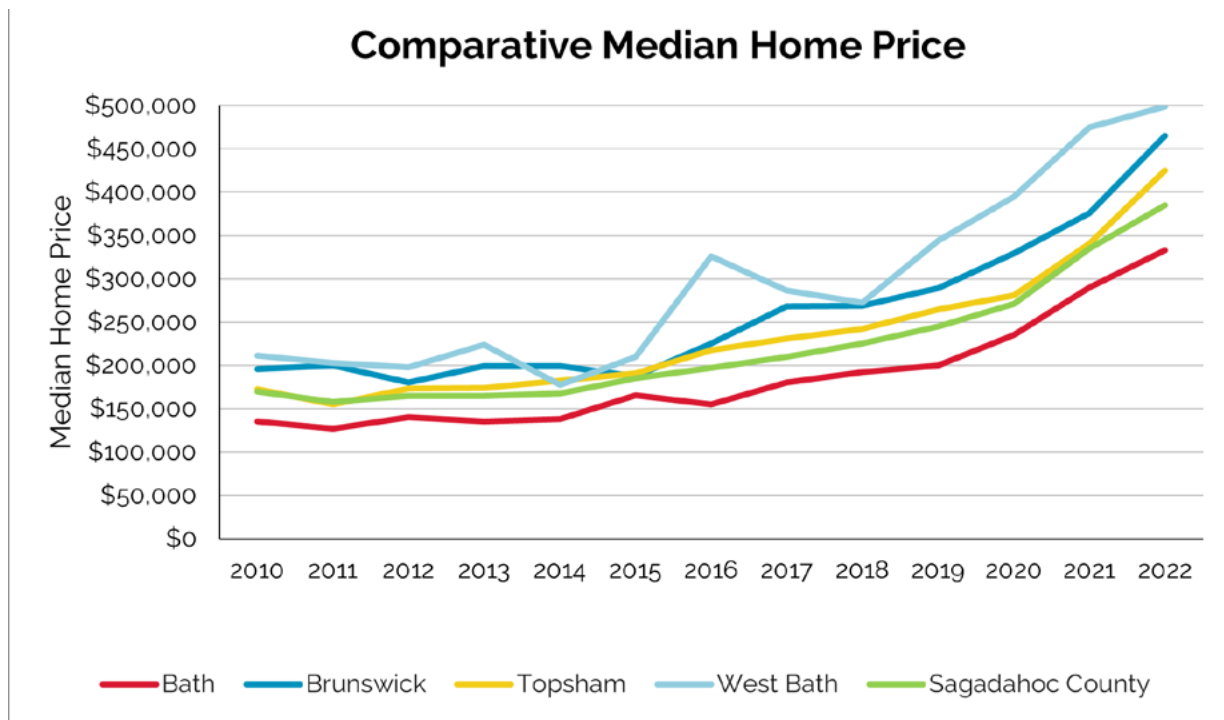


Fig.11: Median Home Price, 2010-2022
Source: Maine State Housing Authority Affordability Index

The City of Bath's land-use regulations are supportive of multifamily and affordable housing. The City allows densities in the High-Density Residential Zone that are 6,000 square feet of land area per dwelling unit, or almost 7.5 units per acre. In the High- and Medium-Density Residential Zones, multifamily housing is permitted-by-right (i.e., no special permits are required). Multifamily buildings that qualify as subdivisions under Maine state law are considered "developmental subdivisions" by Bath ordinance.

In March of 2022, the Bath City Council approved the ordinance to allow residents, within certain zoning districts, to develop Accessory Dwelling Units (ADUs). This measure was implemented to address the need for additional smaller housing units that has been expressed by households from various socioeconomic backgrounds.

Although the City of Bath's regulations are supportive of diverse housing types, the Affordability Index for homeownership has worsened and the number of rent-burdened households has increased (see graphs in following sections.) Several local factors impact housing affordability. Only a few homes are built on average in Bath each year, so there is only a minimal increase in housing supply.

For more than two decades, the City has limited residential growth in the designated Rural Area by promoting large-lot single family home development. This type of zoning is no longer recommended as economically or ecologically prudent rural land use planning by the U.S. Environmental Protection Agency¹, the State of Maine Bureau of Resource Information and Land Use Planning, and planning organizations such as GrowSmart Maine. Current rural development trends favor concentrated lower-density development that compels a portion

¹ Essential Smart Growth Fixes for Rural Planning, Zoning, and Development Codes, US EPA, 2012 https://www.epa.gov/sites/default/files/documents/essential_smart_growth_fixes_rural_0.pdf

of the land to be left undeveloped through cluster/conservation subdivision or by zoning for density limits coupled with maximum lot sizes for new lots. Still, these types of developments will not significantly increase the amount of housing in Bath. The intent is for future growth to continue to be concentrated in the growth areas of the City.

Compounding the issue of housing supply is the fact that vacant land in the designated Growth Area can be more difficult to develop. Vacant land in the Growth Area consists mostly of infill lots, redevelopment, rehabilitation of poor-condition historic buildings, or land with other topographical and access constraints.

Owner-Occupied Housing Affordability

According to the Department of Housing and Urban Development (HUD), if a household pays more than 30% of their income to housing costs, the household is considered "cost-burdened". The Maine State Housing Authority (MSHA) calculates affordability based on median household income and median home price, determining what home price (with a thirty-year mortgage, taxes, and insurance) a household can afford based on income, using no more than 28 percent of gross income.

By this metric, in 2022, 81% of Bath households were unable to afford the median home price. This is a sharp increase from 2010, when 52% of households were unable to afford the median home price. Bath's affordability data mirrors that of Sagadahoc County and Maine, but Bath has seen a steeper rise in the percent of households unable to afford the median home price.

MSHA calculates the household income needed to afford the median home price, which is \$112,384 in Bath - nearly double Bath's median household income of \$60,838.²

MSHA's Affordability Index is the ratio of the home price affordable at the median income to the median home price. An index of less than 1 shows that the municipality is unaffordable according to MSHA guidelines (i.e., a median household income cannot afford a median-priced home with a thirty-year mortgage, taxes, and insurance, using no more than 28 percent of gross income). The chart below shows the change in Bath's Affordability Index since 2010. From 2010-2015, Bath's Affordability Index was near or above 1, indicating homeownership

² 2021 ACS 5-Year Estimates.

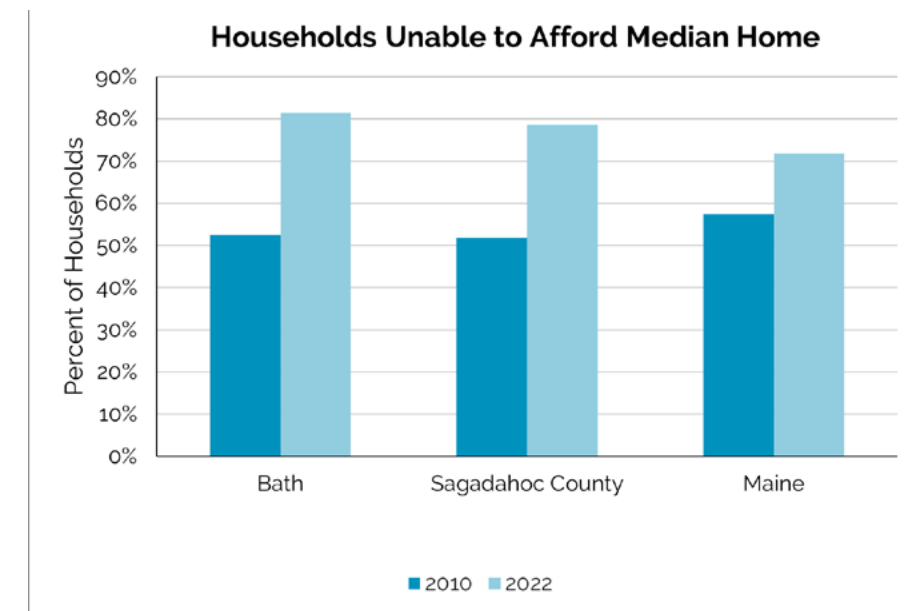


Fig. 12 Households unable to afford median home price, 2010-2022
Source: Maine State Housing Authority Affordability Index

was affordable to median income households. Since 2015, the Affordability Index has dropped sharply, down to 0.48 in 2022. This means that a household earning median income could only afford 48% of the purchase price of a median priced home in Bath.

Households paying 30% or more of their gross monthly income to housing costs are considered cost-burdened. In Bath, lower-income homeowner households have higher rates of being cost burdened. Still, for homeowner households with a mortgage, even those earning closer to the median income (\$60,838) have a high rate of cost burden - 81% of households earning between \$35,000 and \$49,999, and 57% of households earning between \$50,000-\$74,999, are cost-burdened by housing costs.

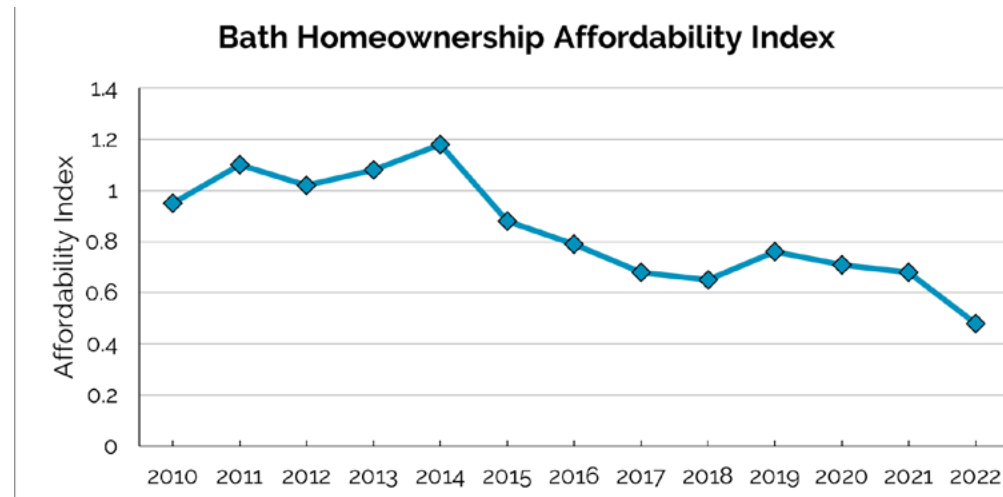


Fig.13: Bath Homeownership Affordability Index
Source: Maine State Housing Authority Affordability Index

Renter-Occupied Housing Affordability

Rental costs in Bath have also increased over the past 10 years. According to the Maine State Housing Authority (MSHA)'s rental affordability indexes, median rent for a 2-bedroom apartment in Bath has increased from \$837 in 2010 to \$1,010 in 2020, an increase of 20%. MSHA data shows that Bath's rent has tracked closely to the average rent in Sagadahoc County.

Anecdotal evidence suggests the average rent in Bath has greatly increased since the most recent available MSHA data in 2020. Bath Housing Authority (BHA) periodically tracks asking rent for units in Bath. This data is not comprehensive, but provides some estimates about average rent in Bath over the past few years.

Household Income	Homeowners With a Mortgage	Homeowners Without a Mortgage
< \$20,000	100%	83.5%
\$20,000-\$34,999	100%	47.4%
\$35,000-\$49,999	81.1%	0
\$50,000-\$74,999	57.5%	0
\$75,000 +	2.9%	0

Fig.14: Percentage of cost-burdened homeowners by household income in Bath
Source: 2021 ACS 5-Year Estimates

Based on the asking rents collected by BHA, the median rent for a 2-bedroom apartment in Bath jumped to \$1,350 in 2021 and \$1,790 in 2022 - a 77% increase. The following chart shows median rent in Bath from 2010 to 2022, including these estimates.

The data collected by Bath Housing for all rental units (no bedroom, one-bedroom, two-bedroom, and three + bedrooms) shows the recent increases in mean and median rent in Bath. The average rent for all units has increased 38.9% over the past two years from \$1,117 to \$1,550.

The increasing cost of rent in Bath may be related, in part, to the apparent decline in the number of rental units in the City.

Renter households paying more than 30% of their gross income to rent are defined as rent-burdened. According to 2021 ACS 5-year estimates, 53.8% of renter households in Bath are rent-burdened. This is a small increase from 2010, when 48% of renter households were rent-burdened. Bath has a higher percentage of rent-burdened households than neighboring communities, Sagadahoc County, and Maine (see Figure 17.) Lower-income households are

Community	Percent Rent-Burdened
Bath	53.8%
Brunswick	45.7%
Topsham	45.1%
West Bath	27.5%
Sagadahoc County	43.9%
Maine	42.9%

Fig.17: Percentage of renters who are rent-burdened
Source: 2021 ACS 5-Year Estimates

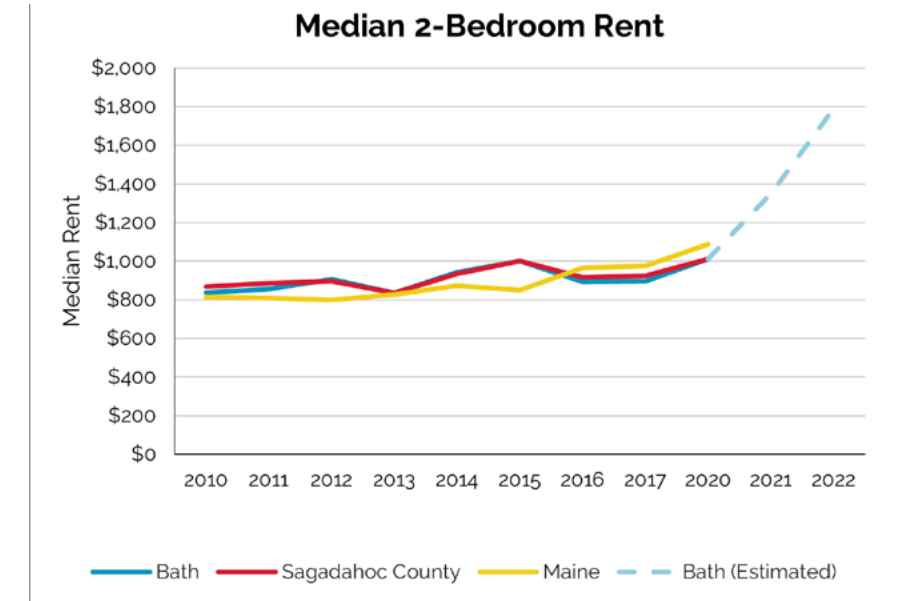


Fig.15: Median 2-Bedroom Rent in Bath
Source: Maine State Housing Authority Rental Affordability Index; internal Bath Housing Authority data

	2020	2021	2022
Mean	\$1,117	\$1,305	\$1,550
Median	\$1,050	\$1,275	\$1,550

Fig.16: Median Rent in Bath, all units
Source: internal Bath Housing Authority data

Household Income	Percent Rent-Burdened
Less than \$20,000	85.4%
\$20,000-\$34,999	78.0%
\$35,000-\$49,999	56.9%
\$50,000-\$74,999	9.2%
\$75,000 +	14.0%

Fig.18: Percentage of renters who are rent-burdened by household income in Bath
Source: 2021 ACS 5-Year Estimates

more likely to be rent-burdened, and more than half of all renters earning under \$50,000 are rent-burdened (see Figure 18.)

Housing Cost-Burdened Households

Overall, the percent of homeowners and renters who are paying more than 30% of their income to housing costs or rent is higher for those earning less than area median income.

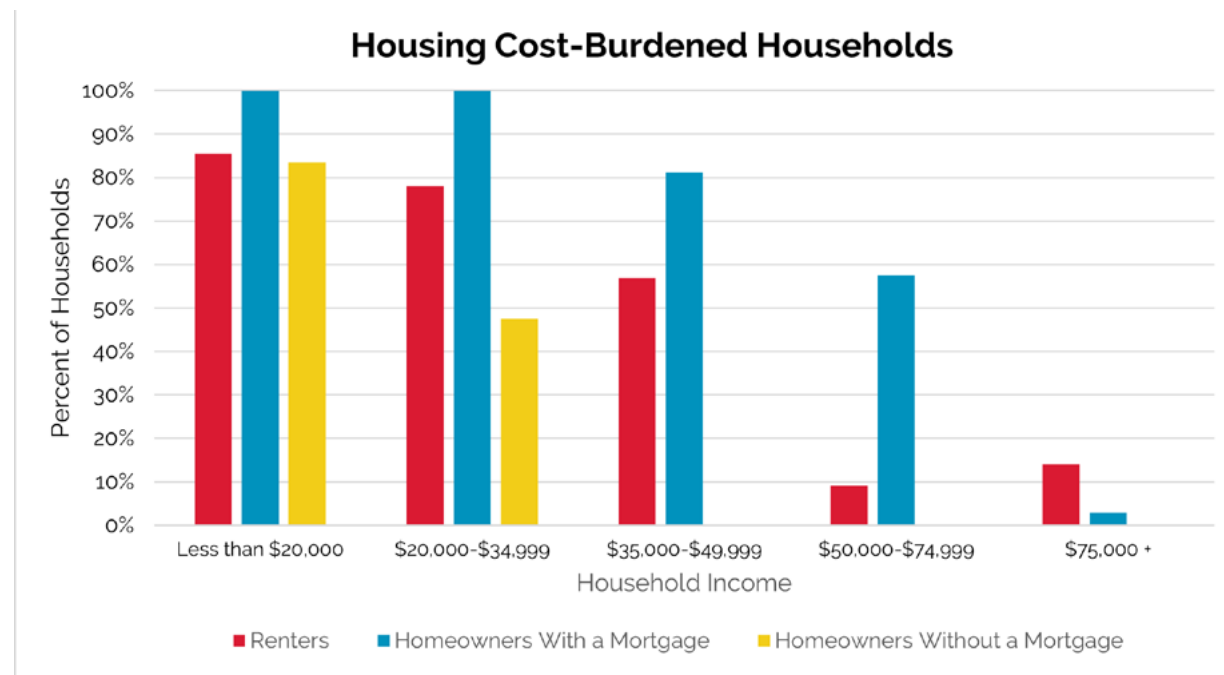


Fig.19: Housing cost-burdened households in Bath by household income
Source: 2021 ACS 5-Year Estimates

Additionally, a higher percentage of homeowners are cost-burdened than renters, likely due to the rising price of homes in Bath.

Deed-Restricted Housing

Affordable Rental Housing in Bath Federal and state programs fund a variety of housing units designed to be affordable at various income levels. These programs generally provide support for construction and development costs in return for a restriction on the property's deed that limits who the units can be rented based on income. By lowering the cost of housing production, these programs make renting units for less money feasible.

These affordability restrictions are usually time limited. In the early days of these programs, the restrictions were shorter – often in the range of 30 years. As a result, starting in the 1990's, there began to be a number of developments for which the restrictions expired. These so-called “expiring use” developments resulted in the possibility of losing units that were affordable to low-income residents. While some did expire, in other cases there was discussion with the property owner that resulted in the affordability restrictions being extended. In most of those cases, negotiations involved an additional influx of public resources to allow for

renovation or improvement of the housing.

Restrictions can be generally categorized in two ways: Target income levels. Most federal or state sources are designed to assist households at 80% of Area Median Income or 60% of Area Median Income. Some other sources allow for higher incomes, such as the Maine Affordable Housing Tax Increment Finance program, which has target income levels up to 120% of AMI. Rent levels. In deed-restricted units, rents are generally set in one of two ways. The rent can be set at a percentage of the actual household income (generally around 30%), or a maximum rent can be set based on a percentage of the target income level. In the first case, rents are often lower than in the second case, as many households are well below the maximum incomes allowed. However, that lower rent can sometimes translate into lower levels of funding for maintenance and improvements.

Developments with restrictions in Bath are listed in the table below. There are a total of 21 developments with 550 affordability restrictions in Bath today. Approximately 60% of those units are “subsidized”, meaning tenant rents are roughly 30% of their incomes – assuming they meet the low-income threshold. The remainder require tenants to meet certain low-income thresholds, but have set rents based federal or state guidelines. 49% percent of these units are targeted to older adults. These properties are owned by for-profit and non-profit entities – and either pay full taxes, payments in lieu of taxes, or are exempt from taxes. Six of these properties have expiring restrictions within the next ten years.

Bath Housing Authority was established in 1969 by resolution of the City Council of Bath with the mission to address the shortage of safe affordable housing available in the Bath area. In 1984, an affiliated non-profit corporation, Bath Housing Development Corporation, was founded with a shared mission. Bath Housing has a multi-pronged approach to addressing housing stability needs:

- **Property Management:** High quality property management of 175 apartments in Bath. Staff provide robust resident services and referrals to a wide range of community services and programs.
- **Comfortably Home:** This innovative program makes home accessibility modifications to facilitate ease-of-living as people grow older. The City of Bath recognized this program with its 2019 Community Impact Award. As of June 2023, Comfortably Home has served 350 participants.
- **Housing Choice Vouchers:** Bath Housing manages 264 Housing Choice Vouchers and works with over 44 participating landlords in the region.
- **Housing Navigation:** Staff provide information about long-term housing options in the area.
- **Real Estate Development:** Bath Housing has both built new housing and acquired and renovated existing housing in Bath. Currently, the organization has 42 new units in its pipeline.

Housing Projections

According to the Maine State Economist, Bath's population will continue to slowly decrease. However, based on historical growth patterns and a 2020 increase in population, it is possible that Bath's population may decrease more slowly, or show some slow growth. All other towns in Sagadahoc County are projected to grow during the same period.

There is anecdotal data from planning surveys and from Bath Iron Works staff that many people who are employed in Bath but live elsewhere would like to live in Bath if housing were affordable and available.

With 27.5% of Bath's population over the age of 60, the City will also need to ensure an adequate supply of homes for seniors, both through providing a range of housing sizes and through deed-restricted units. Additionally, the majority of the City's households earning less than median income are rent-burdened or housing cost-burdened. For homeowners, more than 50% of those earning around area median income are housing cost-burdened.

There may be a mismatch between Bath's housing stock - primarily 2-3 bedroom, single-family homes - and the needs of residents, as the average household size is 2.21 and 34.5% of households are a single person living alone. The decline in rental units contributes to this discrepancy.

The data indicate that Bath could benefit from slow growth in added housing, with emphasis on different sizes, types, and affordability levels, as well as a focus on maintaining existing multifamily and deed-restricted housing stock. Bath may be able to meet housing needs in part through rehabilitating historic housing units and bringing them up to code.

Another path to adding housing in Bath is through encouraging the development of accessory dwelling units, or ADUs. The City Council passed an ordinance to allow ADUs in some zoning districts in 2022. Bath has 2,640 housing units that could qualify to develop an ADU, and if 5% of those residences proceeded to develop an ADU, that would bring to fruition 132 additional housing units for the town of Bath.

Property Name and Address	Units		Housing Type				Rental Structure				Latest Restriction Expiration	Owner
	Total Number	Accessible Units	Elderly			Income Based Rent (Subsidized)	At or Below Fair Market	Market Rents				
			55 and 62 and	With disabilities	Family / All							
Academy Green 530 High Street	24	2				•	3	21	0	2041	Preservation Management, Inc.	
Dikes Landing	18	18	•				18	0	0	N/A	Bath Housing Development Corporation	
Glynn Courtyard (formerly Orchard Court)	68					•	0	14	54	N/A	C&C Realty Management	
Huse School Apartments 39 Andrews Road	59					•	0	43	16	2062	Saco Falls Management	
Maritime Apts./AKA Northwood Court 12 Windjammer Way	134	14				•	80	54	0	2029	Realty Resources	
Oak Grove Common 301 Oak Grove Avenue	34	4				•	16	18	0	2043	Realty Resources	
Oak Ridge Apts. 401 Oak Grove Avenue	30	1	•				30	0	0	2068	Realty Resources	
Plant Memorial Home One Washington Street	37			•			0	32	5	2033	Plant Assisted Living Services, Inc. (ASSISTED LIVING)	
Seacliff and Family 29 Shaw, 570 Middle and 47 Floral Streets	50	40		•		•	50	0	0	2032	Bath Housing Development Corporation	
The Anchorage 100 Congress Avenue	39	39		•			39	0	0	N/A	Bath Housing Development Corporation	
The Moorings 125 Congress Avenue	40	40		•			40	0	0	N/A	Bath Housing Development Corporation	
Washington House 809 Washington Street	53	2		•			53	0	0	2031	Eagle Point Management LLC	
822/832/842 Middle Street	7					•	0	7	1	2031	Bath Housing Development Corporation	
19 Oak Street	5					•	0	3	2	2025	Bath Housing Development Corporation	
806 Middle Street	2					•	0	2	0	2046	Bath Housing Development Corporation	
28 Maple Street	2					•	0	2	0	2047	Bath Housing Development Corporation	
49 Elm Street	2					•	0	2	0	2046	Bath Housing Development Corporation	
470 Washington Street	3					•	0	3	0	2047	Bath Housing Development Corporation	
41-43 Lincoln Street	6					•	0	6	0	2049	Bath Housing Development Corporation	
Evergreen Woods	6	2				•	0	6	0	2036	Tedford Housing (SUPPORTIVE HOUSING)	
Gilbert Place	6	0				•	0	6	0	2035	Tedford Housing (SUPPORTIVE HOUSING)	
TOTALS	625						329	219	78			

Fig. 20: Bath Restricted Housing
Sources: MaineHousing, Maine Affordable Housing Coalition, Bath Housing Development Corporation

Planning Implications

- The data indicate a need to produce additional housing to meet future needs of residents and those who work in Bath.
- Bath's historic buildings previously housed a higher population than the city has today, and there is potential to increase housing availability through rehabilitation of poor condition properties.
- The type of housing in Bath does not appear to meet the specific housing needs of Bath residents, workers, and an aging population. The units that exist are generally larger than are needed, and do not meet the needs of all income levels.
- Decreasing numbers of rental units will impact affordability and availability of housing in Bath.
- Bath has seen a decline in affordability for all housing in the past 10 years for both homeowners and renters.
- The city is fortunate to have a relatively solid economic base, and there is a desire from those who work in Bath to also live in Bath, creating a constant demand for housing.
- Bath has a small proportion of seasonal units and few short term rentals compared with other communities, but these numbers have more than doubled over the past 10 years.
- Much of Bath's deed-restricted housing will expire in the next 20 years.
- Bath's role as a service provider - opportunities to work with other municipalities and government agencies to support the alignment of housing needs and supply.
- The City and Bath Housing should become more proactive in housing policy and finance, using federal, state, and local resources. While no city can solve all of the challenges faced by residents and workers in seeking housing, there are ways that local policies and plans can help reduce them. Looking at best practices in other places, and customizing them to local needs and interests, can avoid the need to invent new programs from scratch.

4: Economy

This chapter provides an overview of Bath's economy by analyzing where Bath residents work and in which industries, the size of the labor force, which industries are and are not growth industries, a snapshot of retail sales, and other information.

Bath's Economic History

Bath's economic and settlement history has been influenced by the presence of the Kennebec River. The river and its resources drew bands of Native Americans before European settlers explored the area. Later, the river provided water transportation and industrial opportunities. Increasingly as the community became more than a rural outgrowth of Georgetown, the topography of "Long Reach" (as Bath was called at the time) was utilized as space for marine industry. The step-like placement of granite-supported ridges created streets that ran parallel to the river, offering a view of the yards and vessels that began to crowd the shore in the mid-nineteenth century.

The industries of the 19th century led to substantial growth in Bath, creating its grid of streets and historical homes, and its entrenched economic participation in the shipbuilding industry. Economic downturns in the coming decades and two World Wars would decrease the number of yards and workers and, at times, increase the workforce and the infrastructure needed to house them, school their children, and maintain the City's vitality. However, the resulting developmental pressures were never long-term or sufficiently intense to destroy the historic tone of the City. Increasingly, the City has celebrated these consistent ties to the sea—past, present, and future—understanding that the dense patterns of settlement and dependence on shipbuilding and Bath Iron Works has brought both benefits and inherent challenges.

Today, the percentage of Bath residents employed in manufacturing is still higher than the states and the region's percentage as a result of the continuing shipbuilding industry.



Bath Iron Works, photo by Ben Williamson

Bath Labor Market

According to data from the US Census accessed at US Census OnTheMap, there were a total of 10,201 jobs in Bath in 2020. Bath contains 61.3% of the jobs in Sagadahoc County, reflecting the City's role as a service and employment center.

Major Employers

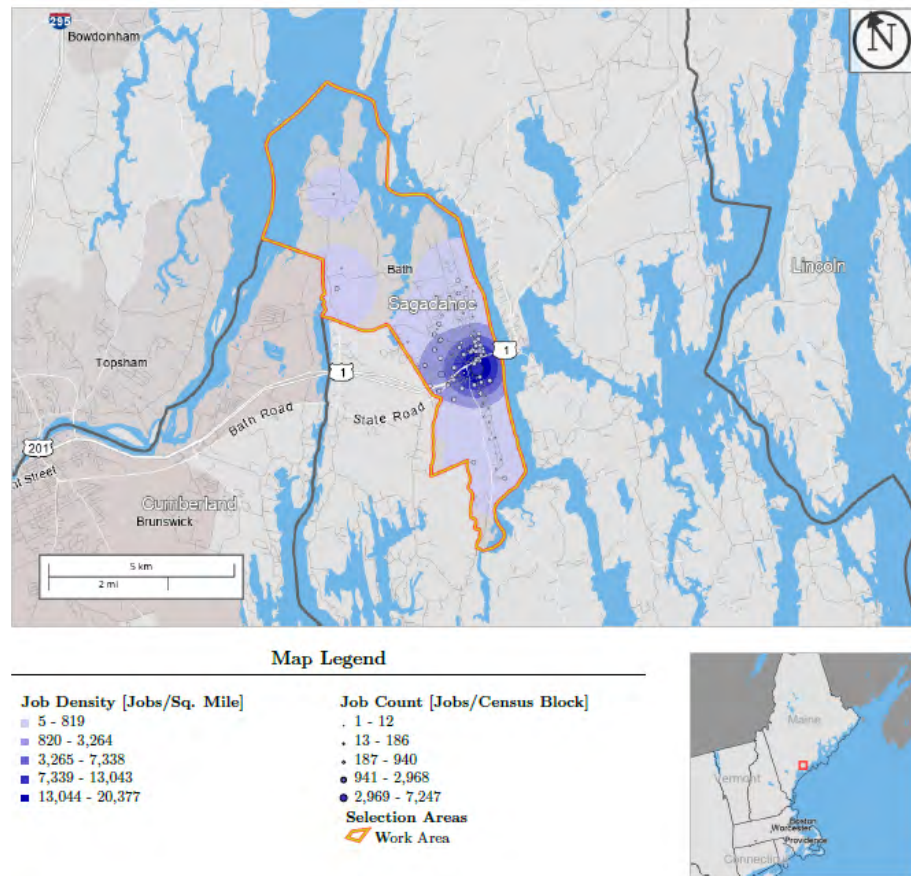
The following table lists major employers in Bath as of October of 2022. Bath Iron Works (BIW) dominates the employment picture in Bath, providing about half of Bath's jobs. BIW is the fourth-largest private employer in the state of Maine¹. Other major employers of Bath include the Bath School Department, City of Bath, Shaw's Supermarket, M.W. Sewall, and Elmhurst, Inc.

Company Name	Number of Bath-Based Employees
Aegis Test Team – Shipbuilding	146
Bath Iron Works - Shipbuilding	4,966
Bath Savings – Financial Institution	115
City of Bath - Local Government	118 (non-seasonal)
Elmhurst – Social Service	57
First Federal Savings & Loan – Financial Institution	25
Five County Federal Credit Union – Financial Institution	36 full-time, 6 part-time
Hyde School – Private Secondary School	55, mostly full-time
M.W. Sewall – Oil Company	20 full-time, 3 part-time
Midcoast Federal Credit Union – Financial Institution	20
Midcoast Maine Community Action – CAP Agency	70
Midcoast Medical Group – Medical	35
RSU 1 School Department – Public Schools	336 (including substitutes)
Sagadahoc County – County Government	70 full-time, 23 part-time
Shaw's Supermarket – Retail Groceries	unknown

Fig.1: Major Employers in Bath

Source: Bath Planning Department, 2022

¹ Maine Department of Labor, Center for Workforce Research and Information. Top Private Employers in Maine by Average Monthly Employment. <https://www.maine.gov/labor/cwri/qcew3.html>



Bath's job density is centered around Bath Iron Works and the downtown area, as depicted in Figure 2.

Fig.2: Job Density in Bath
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2020

Employment Sectors

The manufacturing sector dominates jobs in Bath. Of the 10,201 jobs in Bath, over 70% - 7,207 jobs - are in the manufacturing industry. The majority of these jobs are at Bath Iron Works.

Industries encompassing more than 1% of Bath's jobs are: Retail Trade (4.5%), Finance and Insurance (2.9%), Professional, Scientific, and Technical Services (3.0%), Educational Services (3.0%), Health Care and Social Assistance (5.1%), Accommodation and Food Services (3.8%), Other Services (2.8%), and Public Administration (1.5%).

The number of jobs in the manufacturing sector has fluctuated over time (caused in part by Bath Iron Works' dependence on federal contracts), but the share of Bath's jobs in the manufacturing sector has increased about 12.8% since 2010. During the same time period (2010-2020), the Retail Trade, Professional, Scientific, and Technical Services, Educational Services, and Health Care and Social Assistance each lost about 100 jobs. Some of these changes may be due to the COVID-19 pandemic.

Bath has a significantly higher percentage of manufacturing jobs than Sagadahoc County and the State. Bath has a much smaller allocation of Construction, Retail Trade, Educational Services, Health Care and Social Assistance, and Accommodation and Food Services jobs than Sagadahoc County and Maine.

NAICS Industry Sector	2002		2010		2020	
	Number of Jobs	Percent Allocation	Number of Jobs	Percent Allocation	Number of Jobs	Percent Allocation
Agriculture, Forestry, Fishing and Hunting	27	0.2%	1	0.0%	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	0	0.0%
Utilities	21	0.2%	31	0.3%	22	0.2%
Construction	176	1.6%	77	0.8%	62	0.6%
Manufacturing	7,148	66.0%	6,153	62.6%	7,207	70.6%
Wholesale Trade	35	0.3%	78	0.8%	22	0.2%
Retail Trade	629	5.8%	571	5.8%	461	4.5%
Transportation and Warehousing	15	0.1%	10	0.1%	2	0.0%
Information	51	0.5%	66	0.7%	42	0.4%
Finance and Insurance	266	2.5%	290	2.9%	293	2.9%
Real Estate and Rental and Leasing	57	0.5%	47	0.5%	52	0.5%
Professional, Scientific, and Technical Services	195	1.8%	419	4.3%	303	3.0%
Management of Companies and Enterprises	143	1.3%	3	0.0%	3	0.0%
Administration & Support, Waste Management and Remediation	124	1.1%	162	1.6%	49	0.5%
Educational Services	485	4.5%	375	3.8%	301	3.0%
Health Care and Social Assistance	461	4.3%	633	6.4%	518	5.1%
Arts, Entertainment, and Recreation	75	0.7%	104	1.1%	36	0.4%
Accommodation and Food Services	487	4.5%	416	4.2%	386	3.8%
Other Services (excluding Public Administration)	294	2.7%	230	2.3%	288	2.8%
Public Administration	140	1.3%	168	1.7%	154	1.5%

Fig. 3: Jobs in Bath by NAICS Industry Sector, 2002-2020
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

NAICS Industry Sector	Bath	Sagadahoc County	Maine
Agriculture, Forestry, Fishing and Hunting	0.0%	0.4%	1.2%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	0.0%	0.0%
Utilities	0.2%	0.2%	0.5%
Construction	0.6%	7.1%	5.7%
Manufacturing	0.6%	45.3%	9.3%
Wholesale Trade	0.2%	1.3%	3.3%
Retail Trade	4.5%	10.4%	13.2%
Transportation and Warehousing	0.0%	0.5%	3.1%
Information	0.4%	0.4%	1.2%
Finance and Insurance	2.9%	2.5%	4.2%
Real Estate and Rental and Leasing	0.5%	0.6%	1.3%
Professional, Scientific, and Technical Services	3.0%	4.1%	5.1%
Management of Companies and Enterprises	0.0%	0.0%	2.3%
Administration & Support, Waste Management and Remediation	0.5%	2.6%	4.9%
Educational Services	3.0%	6.9%	10.4%
Health Care and Social Assistance	5.1%	6.7%	18.9%
Arts, Entertainment, and Recreation	0.4%	0.4%	1.4%
Accommodation and Food Services	3.8%	5.5%	6.9%
Other Services (excluding Public Administration)	2.8%	3.0%	2.9%
Public Administration	1.5%	2.0%	4.3%

Fig. 4: Comparative Allocation of Jobs by NAICS Industry Sector, 2020
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2020

Job Growth

Bath has experienced a decline in the number of jobs over the past two decades. Since 2002, the number of jobs in Bath decreased by 5.8%, as compared with a +5.7% positive change in neighboring service provider town Brunswick, +6.1% in Sagadahoc County, and +0.4% in Maine.

Nearly all Bath businesses have experienced recent challenges in finding employees and hiring. Bath Iron Works alone would like to hire approximately 1,000 more workers, but has been unable to find employees.¹

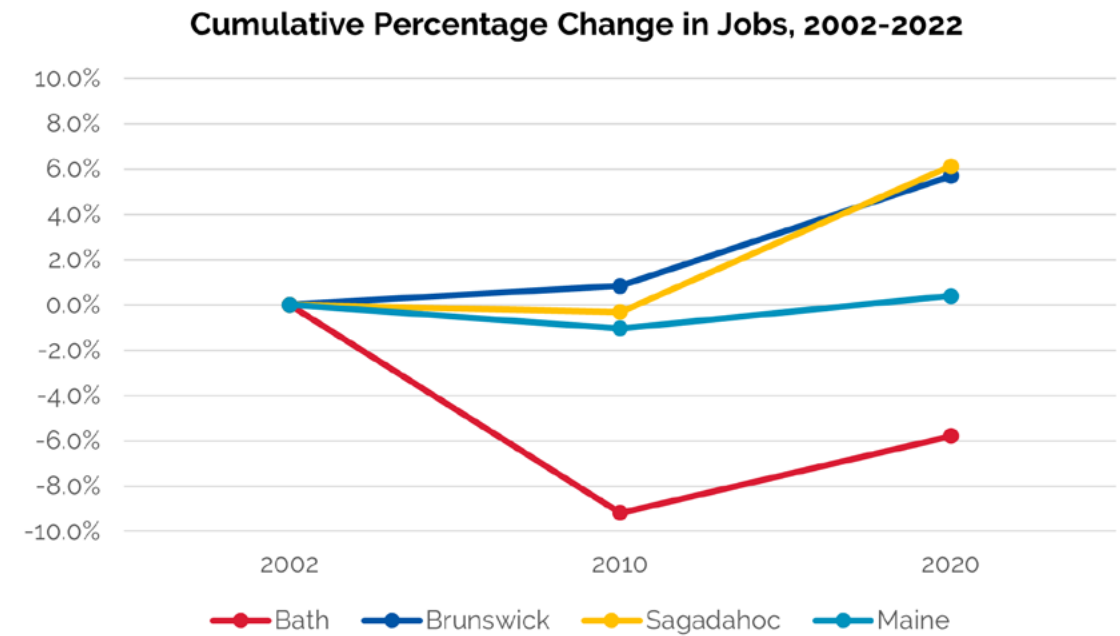


Fig. 5: Comparative Percentage Change in Jobs, 2002-2022
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

¹ As described to Bath's Community and Economic Development Director, 2023.

Place of Residence of Bath Workers

Bath has a high jobs-to-worker ratio. There are about 2.5 times the number of jobs in Bath as there are Bath-resident workers. The majority of people who work in Bath live elsewhere. In 2020, about 88% of people who work in Bath commuted into the City from surrounding communities, and 11% of the workforce both lived and worked in Bath. The number of people who live and work in Bath has declined over the past two decades. In 2002, 80.1% of Bath's workforce commuted to the City and 19% of the workforce both lived and worked in Bath (see Figure 6.)

	2002		2010		2020	
	Number of Workers	Percent	Number of Workers	Percent	Number of Workers	Percent
Employed in Bath, Live Elsewhere	8,763	80.9%	8,357	85.0%	8,980	88.0%
Live in Bath, Employed Elsewhere	2,662	24.6%	2,445	24.9%	2,660	26.1%
Live and Work in Bath	2,066	19.1%	1,477	15.0%	1,221	12.0%

Fig. 6: Workplace Origin-Destination of Bath residents and Bath workers
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

Other than Bath, Brunswick and Lewiston are the top places where Bath workers live. Other places where Bath workers commute from include Topsham, Augusta, Auburn, Lisbon, Portland, and Richmond (see Figure 7.)

In recent years, Bath businesses have noted workforce shortages. Workers and businesses cite lack of housing as an impediment to employee attraction and retention.

Where Workers Live	Count	Percentage
Bath city, ME	1,221	12.0%
Brunswick CDP, ME	592	5.8%
Lewiston city, ME	462	4.5%
Topsham CDP, ME	287	2.8%
Augusta city, ME	218	2.1%
Auburn city, ME	214	2.1%
Lisbon Falls CDP, ME	164	1.6%
Portland city, ME	134	1.3%
Lisbon CDP, ME	125	1.2%
Richmond CDP, ME	124	1.2%
All Other Locations	6,660	65.3%

Fig. 7: Place of Residence of Bath Workers
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

Wages

As of 2022, the average weekly wage for a job located in Bath was \$1,212, which was higher than the Sagadahoc County average of \$1,103 and the statewide average of \$1,123. Average weekly wages in Bath by sector are similar to averages in Sagadahoc County and Maine. Bath wages in the wholesale trade and administrative sectors are higher than the County average. Management wages in Bath are lower than the County average, but higher than the State average, and construction wages are lower than the County and State average.

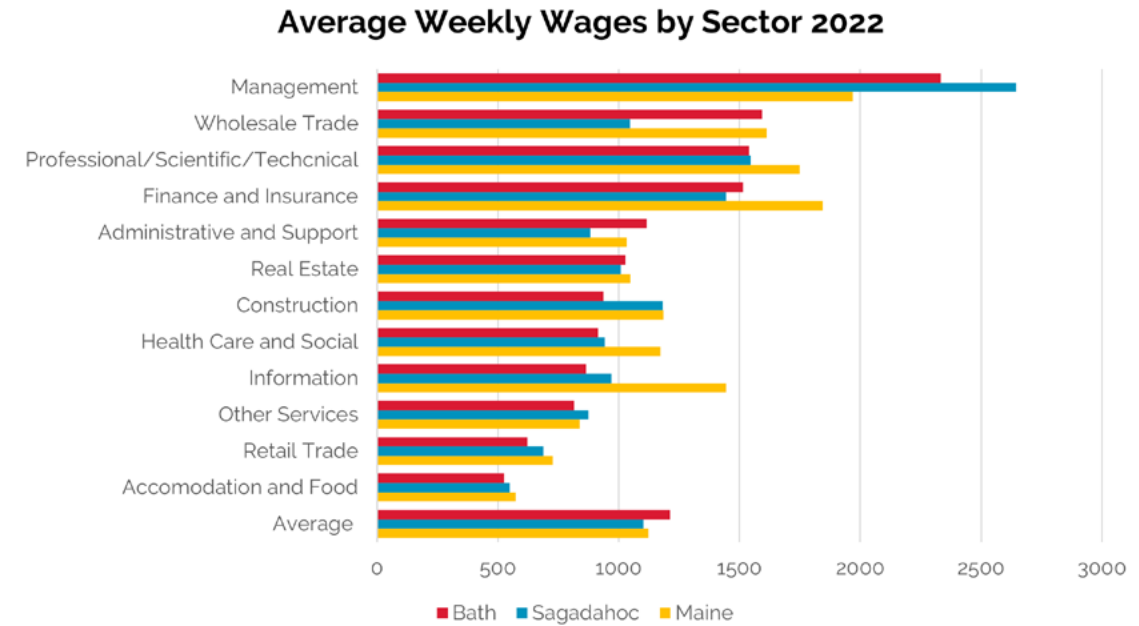


Fig. 8: Comparative Weekly Wages by Sector
Source: Maine Department of Labor, Center for Workforce Research and Information. Quarterly and Annual Industry Employment and Wages

Retail Sales

Maine Revenue Services reports annual taxable sales by town, categorized by store type. In 2022, Bath reported \$121,570,904 taxable sales. 87.2% of these sales were retail sales to consumers, and the remainder were sales to businesses or industries. The largest segment of taxable sales in Bath in 2022 was restaurants (21%), followed by food stores (19.3%). The smallest segment was lodging (6.6%) - see Figure 9.

The distribution of retail sales in Bath has remained stable. In 2020, there was a significant drop in lodging, likely due to the COVID-19 pandemic, but other retail sectors remained strong.

Bath's portion of taxable revenue in the Restaurant and Lodging sector (27.5% in

Components of Retail Sales 2022

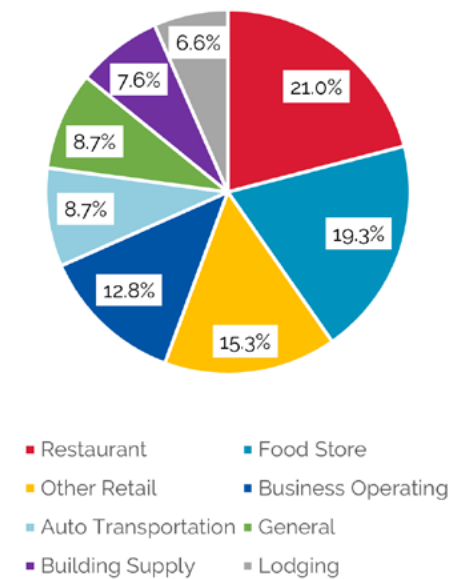


Fig. 9: Retail Sales in Bath
Source: Maine Revenue Services Sales Tax Report

2022) is higher than the statewide taxable revenue in this sector (15.5%).²

Year	Restau- rant	Food Store	Other Retail	Business Operating	Auto Trans- portation	General	Building Supply	Lodging
2018	11.0%	8.0%	23.1%	7.5%	13.1%	7.6%	23.1%	6.7%
2019	11.8%	7.9%	22.9%	7.5%	12.9%	7.6%	23.4%	5.9%
2020	12.9%	8.7%	26.1%	6.6%	13.5%	8.6%	19.9%	3.8%
2021	12.4%	7.2%	20.9%	8.2%	15.4%	9.1%	21.2%	5.5%
2022	12.8%	7.6%	19.3%	8.7%	15.3%	8.7%	21.0%	6.6%

Fig.10: Retail Sales in Bath, 2018-2022
Source: Maine Revenue Services Sales Tax Reports

Bath's Labor Force

The US Census Bureau defines 'labor force' as residents aged 16 and over who are civilians and not institutionalized, including anyone who has a job or is actively looking for work. All others, including individuals without a job who are not looking for work, are not measured as a part of the labor force. According to 2021 ACS 5-Year Estimates, Bath's labor force is 4,499 people. The remaining 2,482 are not in the labor force (retired, stay-at-home parent, disabled, etc.) Bath's labor force participation rate is 64.4%, which is about the same as Sagadahoc County (64.6%) and slightly higher than Maine (61.3%).

In the past decade, Bath's labor force has declined slightly. In 2010, there were 4,766 people in Bath's labor force, with a labor force rate of 66.4%, according to 2010 ACS 5-Year Estimates. Bath's aging population (see Population inventory chapter for more details) may lead to a continued decline in the Bath labor force.

Unemployment

Individuals in the labor force are classified as unemployed if they do not have a job, have actively looked for work in the past 4 weeks, and are currently available to work. The annual unemployment rate for Bath has trended slightly below that of Sagadahoc County.

Following regional and national trends, Bath's unemployment rate declined from 2010-2019, until the COVID-19 pandemic in 2020. Bath's monthly unemployment rate (not seasonally-adjusted) peaked at 11.1% in April 2020, which was higher than that of Sagadahoc County (9.4%) and Maine (9.6%).³ Bath's unemployment rate decreased to 2.5% at the end of 2022, following the same pattern as Sagadahoc County (2.3%) and Maine (2.9%).

² Maine Revenue Services Sales Tax Reports. <https://www.maine.gov/revenue/taxes/tax-policy-office/sales-tax-reports>

³ Maine Department of Labor, Center for Workforce Research and Information. Monthly Data - Not Seasonally Adjusted.

Occupational Profile of Labor Force

Bath's labor force has a higher percentage of residents employed in managerial and professional, service, and natural resource & construction occupations than Sagadahoc County and Maine. Conversely, Bath has a lower percentage of residents employed in sales & office and production & transportation occupations.

	Bath	Sagadahoc County	Maine
Population 16+	6,981	30,547	1,155,699
In Labor Force	4,499	19,728	708,905
Labor Force Participation Rate	64.4%	64.6%	61.3%
Military	0	21	1,995
Civilian	4,499	19,707	706,911
Employed	4,336	18,853	672,480
Unemployed	163	854	34,431
Civilian Unemployment Rate	3.6%	4.3%	3.8%
Not in labor force	2,482	10,819	446,793
Percentage	35.6%	35.4%	38.7%

Fig.11: Bath Labor Force
Source: 2021 ACS 5-Year Estimates

Industrial Profile of Labor Force

In the past decade, Bath's labor force has decreased by 5.6%, from 4,766 individuals in 2010 to 4,499 in 2021. During this period, the construction, information, and professional/scientific/managerial and education/healthcare/social assistance segments of Bath's labor force have increased by more than 50%, while retail trade, wholesale trade, and other services have decreased

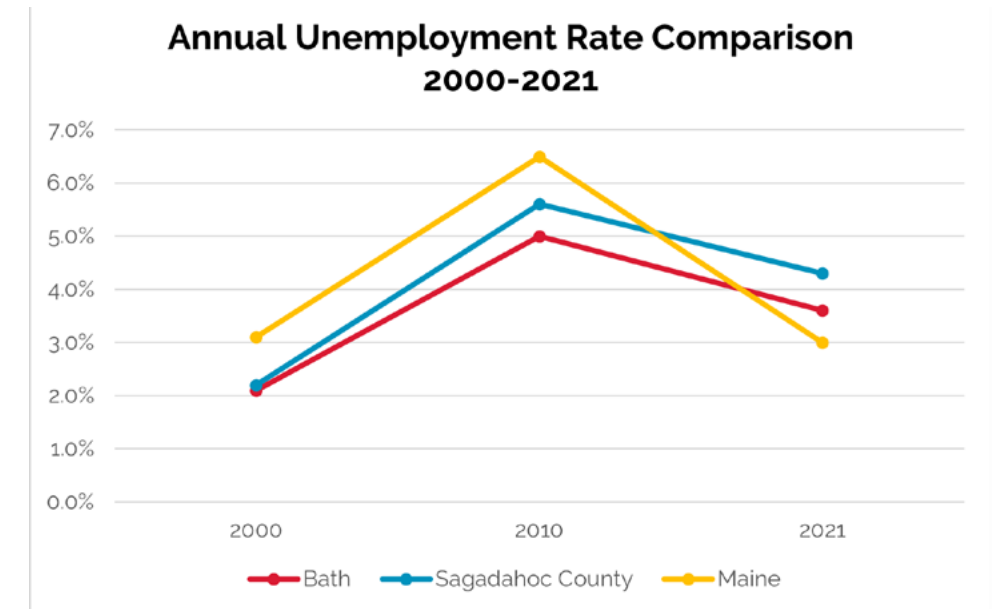


Fig. 12: Annual Unemployment Rate Comparison, 2000-2021
Source: 2021 ACS 5-Year Estimates, 2010 ACS 5-Year Estimates, 2000 Decennial Census

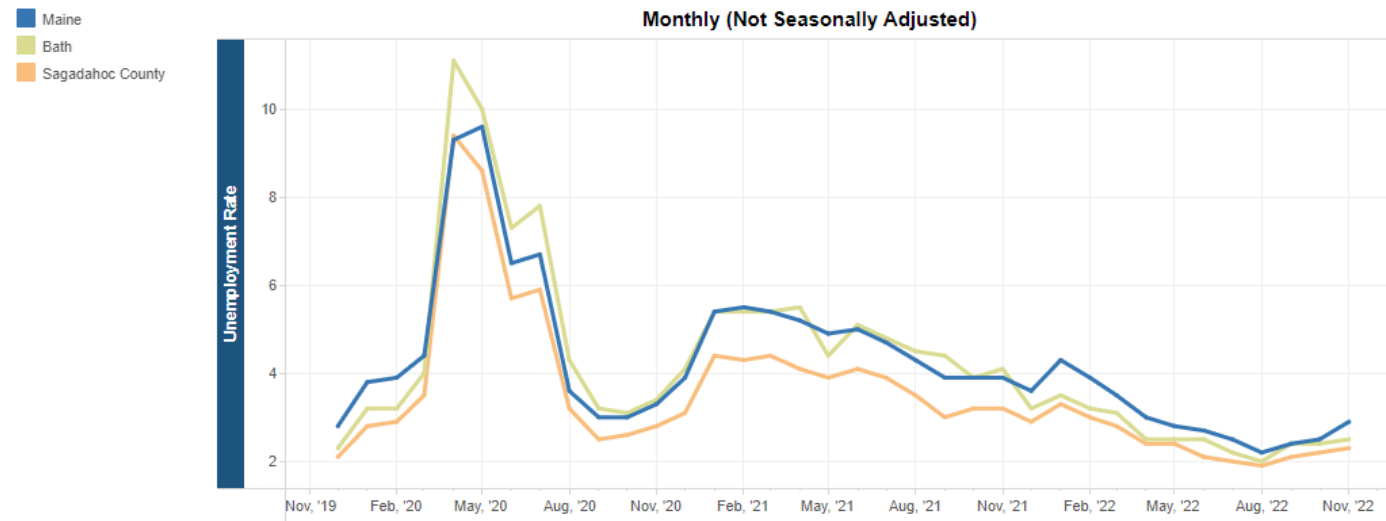


Fig. 13: Monthly Unemployment Rate Comparison (not seasonally adjusted)
 Source: Maine Department of Labor, Center for Workforce Research and Information.

by more than 50%. The largest percent change was in the information sector, which went from 1.3% in 2010 to 3.9% in 2021.

In 2010, retail trade comprised the largest labor force sector at 21.8%, education/healthcare/social assistance was the second-largest at 19.5%, and manufacturing was third at 14.4%. In 2021, education/healthcare/social assistance was the largest labor force sector at 28%, manufacturing was second at 13.1%, and professional/scientific/managerial was third at 11.5%.

The industrial profile of Bath's labor force is similar to Sagadahoc County and Maine in many sectors. Bath's labor force has less than half as many people in wholesale trade, agriculture and forestry, transportation and warehousing, and other services than Sagadahoc County and Maine. Bath has a higher share of people employed in manufacturing, professional and managerial, arts and entertainment, construction, and information jobs. Education and healthcare is the largest employment sector across the State, County, and Bath, comprising 28% of Bath's labor force, 26% of the County, and just over 27% of the state.

Occupation	Bath	Sagadahoc County	Maine
Managerial & Professional	45.1%	41.1%	42.6%
Service	20.4%	16.4%	15.3%
Sales & Office	12.2%	19.7%	19.9%
Natural Resource & Construction	13.5%	12.7%	9.9%
Production & Transportation	8.8%	10.1%	12.2%

Fig. 14: Occupational Profile Comparison, 2021
 Source: 2021 ACS 5-Year Estimates

Place of Employment

In 2020, about 88% of people who work in Bath commuted into the City from surrounding communities, and 11% of the workforce both lived and worked in Bath. The number of people who live and work in Bath has declined over the past two decades. In 2002, 80.1% of Bath's workforce commuted to the City and 19% of the workforce both lived and worked in Bath.

The most common place for Bath residents to work is in Bath. 31.5% of Bath's labor force works in Bath. 10.6% of residents work in Brunswick, and 8.4% work in Portland. Other places where Bath residents work include Topsham, Lewiston, Augusta, South Portland, Auburn, Westbrook, and Bangor (see Figure 17.)

Industry	Bath 2010	Bath 2021	Percent Change
Agriculture, Forestry, Fishing and Hunting, Mining	1.00%	0.90%	-10.00%
Construction	7.20%	10.80%	50.00%
Manufacturing	14.40%	13.10%	-9.00%
Wholesale Trade	1.50%	0.80%	-46.70%
Retail Trade	21.80%	9.50%	-56.40%
Transportation and Warehousing, Utilities	1.90%	1.90%	0.00%
Information	1.30%	3.90%	200.00%
Finance, Insurance, Real Estate	3.60%	3.60%	0.00%
Professional, Scientific, Management, and Administrative and Waste Management Services	6.40%	11.50%	79.70%
Education, Healthcare, Social Assistance	19.50%	28.00%	43.60%
Arts, Entertainment, Recreation, Accommodation, and Food Services	10.30%	10.80%	4.90%
Other Services (Except Public Administration)	5.90%	1.90%	-67.80%
Public Administration	5.30%	3.30%	-37.70%

Fig. 15: Industrial Profile Comparison, 2010-2021
 Source: 2010, 2021 ACS 5-Year Estimates

Commute Mode

More Bath residents walk to work than the Sagadahoc County and Maine averages, and have a shorter average commute time.

Very few Bath residents use public transportation to commute to work.

Over the past two decades, fewer Bath residents are walking to work (reflecting the decline in people who live and work in Bath) and more are working from home.

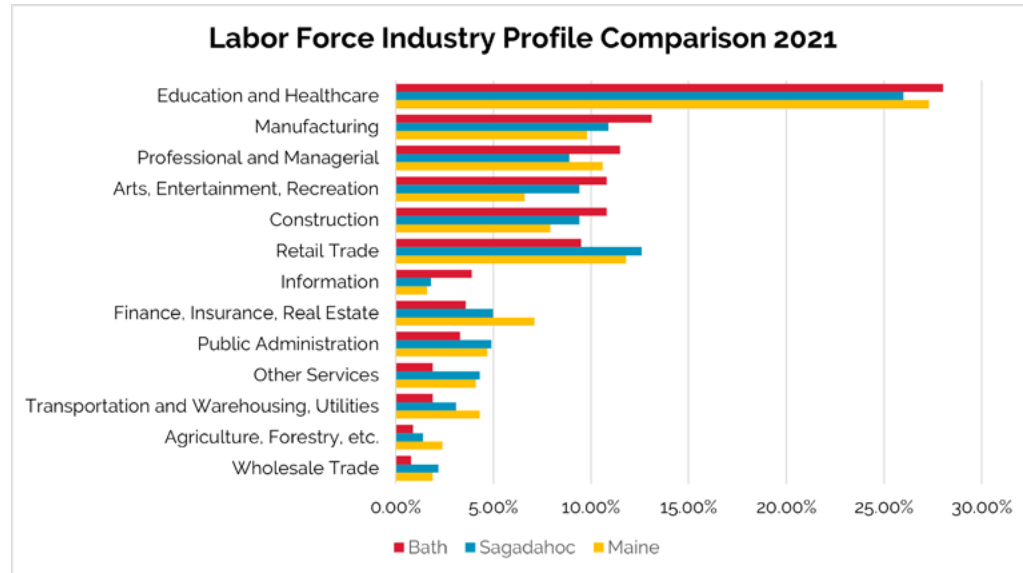


Fig. 16: Labor Force Industry Profile Comparison
Source: 2021 ACS 5-Year Estimates

Resident Income

Bath's resident workers received lower median earnings than both Sagadahoc County and Maine. In 2021, Bath's individual median earnings were \$36,510, compared to \$40,271 for the County and \$39,725 for the State. In 2010, Bath's individual median earnings were lower than Sagadahoc County, but higher than the State.

Place of Employment	Count	Percentage
Bath city, ME	1,221	31.50%
Brunswick CDP, ME	413	10.60%
Portland city, ME	327	8.40%
Topsham CDP, ME	125	3.20%
Lewiston city, ME	115	3.00%
Augusta city, ME	114	2.90%
South Portland city, ME	105	2.70%
Auburn city, ME	81	2.10%
Westbrook city, ME	56	1.40%
Bangor city, ME	47	1.20%
All Other Locations	1,277	32.90%

Fig. 17: Place of Employment of Bath Residents
Source: 2021 ACS 5-Year Estimates

Comparing the 2021 and 2010 median earnings in 2021 inflation-adjusted dollars, Bath's median earnings have grown at a slower rate than Sagadahoc County and Maine.

Median household income in Bath has historically been lower than both Sagadahoc County and the state of Maine (see Population inventory chapter for more information.) Bath's median household income in 2021 was \$60,838 according to ACS 5-year estimates. In comparison, the median household income for Sagadahoc County in 2021 was \$73,343 and the Maine median household income was \$64,767.

Commute Mode	Bath	Sagadahoc County	Maine
Drove Alone	68.8%	78.8%	69.2%
Carpooled	7.1%	6.6%	7.7%
Public Transit	0.0%	0.3%	0.3%
Walked	9.7%	3.2%	2.8%
Other	1.8%	1.4%	1.3%
Work from Home	12.5%	9.8%	17.7%
Mean Travel Time	19.2 minutes	24.2 minutes	24.2 minutes

Fig. 18: Commute Mode Comparison
Source: 2021 ACS 5-Year Estimates

Commute Mode	2000	2010	2021
Drove Alone	69.8%	79.6%	68.8%
Carpooled	12.7%	7.5%	7.1%
Public Transit	1.0%	0.9%	0.0%
Walked	11.1%	7.3%	9.7%
Other	1.6%	2.1%	1.8%
Work from Home	3.8%	2.7%	12.5%
Mean Travel Time	17.3 minutes	17.2 minutes	19.2 minutes

Fig. 19: Commute Mode for Bath Residents, 2000-2021
Source: 2010, 2021 ACS 5-Year Estimates; 2000 Decennial Census

Home Occupations

Bath's Land Use Code regulates two types of home occupations:

- Home Occupation A, a home occupation that has little or no impact on the neighborhood in which it is located. This category includes home occupations that have no warehousing, no sales on-site, no parking of commercially-registered vehicles larger than 1 ton capacity, no deliveries by trucks larger than the single-unit trucks typically used by United Parcel Service or Federal Express, and no employees other than family members residing in the home. Home Occupation A may not be conducted in an accessory building.
- Home Occupation B is any home occupation that does not fit the definition of Home Occupation A.

According to Bath's Code Enforcement Office, the majority of home occupations in Bath are low-impact and do not contribute to the neighborhood or the City's economy, but do offer the property owner to receive income from or at the property that they would not otherwise have.

Region	2021	2010 (in 2021 inflation-adjusted dollars)	2010 (unadjusted)	Percent Change
Bath	\$36,510	\$34,905	\$28,029	4.6%
Sagadahoc County	\$40,271	\$38,115	\$30,607	5.7%
Maine	\$39,725	\$33,220	\$26,676	19.6%

Fig. 20: Comparative Median Earnings in the Past 12 Months
Source: 2010, 2021 ACS 5-Year Estimates

Economic Development

Bath's economic development activities are coordinated by the City Manager with support from the Director of Community & Economic Development and the Planning Director.

The Community & Economic Development Office is responsible for research, application and administration of a majority of the City's grants. Bath Community & Economic Development seeks to improve the City through community involvement and investments in affordable housing, neighborhood renewal, public infrastructure and facilities, and downtown revitalization. The Office assists with securing economic development opportunities through the management of City-owned and -managed properties. Additionally, the Office manages nearly \$1 million in Brownfields Revolving Loan Funds that have been awarded to Bath by the United States Environmental Protection Agency for the assessment and clean up of Brownfield sites.

The City has an Economic Development Committee whose mission is to increase job opportunities and overall economic well-being while preserving Bath's unique sense of place. The Committee consists of 8 members appointed by the City Council. Members include representatives from City Council, Main Street Bath, Bath Iron Works, and other businesses, as well as at-large members. The Economic Development Committee develops plans, sets policy and provides recommendations to the City Council on matters that affect the economic climate of the community. The Committee seeks to ensure that the City's well-preserved architecture, walkability and waterfront environment continue to make Bath a good place in which to live, work and recreate.

Bath's Community Development Committee promotes community growth and development through strategic neighborhood stabilization and partnering on supportive programming to benefit residents and property owners. The Committee consists of 6 members appointed by the City Council. Members represent different industries and organizations, including: Bath Housing, Main Street Bath, nonprofit, banking, and real estate. The committee serves as the review committee for state and federal grant applications, and advises the City Council on applications, plans, and policies to help meet community development goals.

Previous Plans

Bath has not completed any local economic development studies, however, several planning studies related to Bath's Downtown provide recommendations for parking, pedestrian access, and safe transportation that benefit Bath's local businesses.

Parking Study (2022): This study assessed areawide parking conditions in downtown Bath, including availability of parking spaces, usage, and future parking demand, with recommendations to improve downtown parking.

Elm and Front Streets Redesign Project (2020): This project developed concept designs to improve the use and function of Elm Street and Front Street in Bath's downtown, focused on pedestrian access, flow, and the relationship between businesses and the street.

South End Transportation Study (2019): The City of Bath and the Maine Department of Transportation partnered to find ways to reduce conflicts between vehicles and pedestrians in Bath's South End neighborhood. This area is subject to large volumes of traffic from the Bath Iron Works workforce, which puts pressure on local neighborhoods.

Regional Plans

Bath is an active member of the Midcoast Council of Governments (MCOG). MCOG released a regional economic development plan in 2022 to guide the next five years of regional economic development. The seven identified goals for the region are:

- Midcoast Sense of Place
- Hub of Excellence
- Bring more Federal and State Money to the Midcoast
- Housing
- Sustainability and Resiliency
- Communication
- Diversity, Equity, and Integration

Tourism

Bath has a strong maritime history and culture, with a distinct identity that appeals to residents, businesses, and tourists. The City has made significant investments in parks and green spaces, adding to the quality of life in Bath. Additionally, there are many local opportunities for outdoor recreation. Merrymeeting Bay is a significant and unique natural asset for the City. Cultural institutions and events are major contributors to the local economy, bringing thousands of visitors into the City each year.

The tourism industry contributes to the local economy, drawing visitors to downtown retail and restaurants, as well as cultural institutions like the Maine Maritime Museum and events. The City supports the tourism industry through operating a visitor center to highlight local businesses, and promotes events and community initiatives that encourage engagement from both residents and visitors. The City's riverfront is undergoing revitalization, with the construction of the long-awaited Riverwalk in Summer 2022. It is expected that these investments will positively impact businesses and properties along the waterfront.

Bath's location along Route 1 makes the City well-positioned to capture more of the tourism industry. Route 1 is the primary passageway for many of Maine's most significant tourist destinations along the coast, including several state parks.

Downtown Bath

Bath's Downtown is the City's most important retail area. It includes a medium-sized family-owned grocery store, an independent drugstore, gift shops, jewelry stores, bookstores, antique shops, specialty stores, a furniture store, a cookware store, and a department store, as well as restaurants and cultural organizations. This walkable, historic neighborhood is a draw for visitors and residents alike. This area also hosts community events like Bath Heritage Days each summer. Despite the challenges posed by the COVID-19 pandemic, Downtown Bath is still quite active.

Route 1 Shopping Center

On Route 1, the suburban-style Bath Shopping Center area encompasses a wide range of retail stores, from a major regional grocery store and chain drugstore to nail and beauty spa and appliance rental. This area is frequented by residents, but the large areas of parking and lack of aesthetic appeal makes it a utilitarian area with room for improvement.

Infrastructure Capacity

The availability and adequacy of utilities including sewer, water, electricity, and internet are important factors in attracting and retaining businesses in the area.

Bath's core downtown is supported by public sewer and water, three-phase power, cable, and telephone. The addition of a natural gas line in 2013 has helped support increased economic development within the City by providing a more affordable heat source for buildings. The City's transportation system, including a summer trolley for tourists, and bus service within and to the City, also supports economic growth. However, Bath's sewer system is aging and in need of upgrades, and public water will not be extended past the current area served, which may limit future development potential. (For more information about Bath's water and sewer, see the Public Facilities inventory chapter.)

In 2022, Bath installed new high-speed fiber optic cable to allow faster, more reliable internet throughout the City, which supports local business growth and the ability of residents to work from home.⁴ In 2023, the City applied for a grant to extend this internet service to the approximately 500 residents in the rural areas of North and South Bath who were not covered by the initial installation.⁵

Industrial and Commercial Development

Bath has a number of zoning districts that support industrial and commercial development, though there is limited property available. Bath has lost shipyards and industrial businesses over the past century. The Industrial/Shipyard and Marine Business zones along the waterfront, where Bath Iron Works and other marine-dependent industries are located, could support more development through infill and rehabilitation/reuse of former industrial sites. Future development on the waterfront will need to account for mitigating pollution

⁴ Bath gets new fiber-optic broadband, but some rural residents feel left out. (2022, October 11). Press Herald. <https://www.pressherald.com/2022/10/11/bath-gets-new-fiber-optic-broadband-but-some-rural-residents-feel-left-out/>

⁵ Rural Bath residents seek grant for high-speed internet buildout. (2023, March 30). Press Herald. <https://www.pressherald.com/2023/03/30/rural-bath-residents-seek-grant-for-high-speed-internet-buildout/>

and environmental impacts along the shoreline, as well as flooding and sea level rise. Bath's Downtown and Mixed Commercial/Residential zones could offer opportunities for more retail, service, and other businesses through infill and increased density. The City also has two Business Park zones adjacent to Route 1 that still have vacant land. Recently, the City has seen the development of civic and social services - including the new Morse High School - in these Business Park zones.

In the past 10 years, Bath has seen significant retail growth along State Road, south of Route 1, leading to West Bath. A building that housed a BIW office is now a large auto-parts store and a discount store, and what had been a vacant lot is now occupied by a 14,000-square-foot chain drugstore. Development of vacant parcels and increased density or infill could provide for more commercial development in this area.

Economic Development Planning and Tools

Some of the tools used in Bath to promote economic development include Tax-Increment Financing, Contract Rezoning, the Façade Improvement Grant Program, the City's Opportunity Zone (established in 2018) and the City's quality of place.

Tax Increment Financing

The City has established five tax increment financing (TIF) districts in accordance with Maine statutes to finance economic development and housing program. The expenditures from these development programs will be recovered in future years through an incremental tax levied upon the districts' so-called "captured assessed value." A portion of the incremental tax revenues will be returned to the district to repay principal and interest on any indebtedness, to fund the expenditures of the development program and to finance future expansion.

Bath has 5 TIF Districts:

- The Bath Iron Works Municipal Development and Tax Increment Financing Districts #1 and #2
- The Wing Farm Enterprise Municipal Development Tax Increment Financing District
- Downtown Improvement Tax Increment Financing District
- Huse School Apartments Affordable Housing Tax Increment Financing District
- Uptown Affordable Housing Tax Increment Financing District

For more information about Bath's TIF Districts, see the Fiscal Capacity inventory chapter.

Contract Rezoning

Many of Bath's commercial properties outside of the downtown core are located in contract zones. Contract zones are established by the City Council to permit individual developments by rezoning parcels where such development would not otherwise be allowed. This practice allows for case-by-case economic development throughout Bath.

There are two types of contract zoning in Bath: Conventional (Section 8.20 of the Land Use Code) allows projects to violate the space and bulk requirements in exchange for site/project betterments that would otherwise not be required; and Special Purpose Commercial Contract Overlay, (Section 8.13 of Code) allows unique historic buildings to be reused in ways that would

not be allowed otherwise. All contract zones are listed in Article 16 of the Bath Land Use Code.

Significant contract zoning projects in Bath include:

- The former Bath Hospital Special Purpose Commercial Contract Overlay, which has uses in it that would not be allowed by the underlying R-1 rules.
- The BIW South Pre-Outfit 2 conventional contract zone, which allowed a taller building than would be allowed otherwise in exchange for streetscape improvements and \$100,000 towards enhancing South End Park, provided by the applicant
- The C.N. Brown conventional contract zone gave the City design review authority for the building, which resulted in a brick facade and improved aesthetics.
- The Leeman Highway Aroma Joe's conventional contract zone allowed this very narrow site to be redeveloped. Without the contract rezoning, the site would likely still be vacant.
- The Huse School Special Purpose Commercial Contract Overlay reduced the density requirement from 6,000 square feet/dwelling unit to 1,800 square feet per dwelling unit, allowing 42 more dwelling units to be constructed in this adaptive reuse project.

Façade Improvement Program

Bath's Façade Improvement Grant Program promotes economic development and stimulates business opportunities through a public-private partnership that offers economic incentives for the renovation, restoration, and preservation of the exterior of commercial and mixed-use properties throughout many of the commercial areas in the City of Bath. Through this program, property owners can apply for funds to rehabilitate commercial building façades.

Opportunity Zone

In December 2017, the federal tax overhaul was accompanied by the Opportunity Zone tax law, which provides a tax incentive for developers to invest in certain communities throughout the U.S. and U.S. territories with the goal of reinvigorating these zones. Under the new law, investors may be able to defer tax on almost all capital gains they invest from now until Dec. 31, 2026. In 2018, the south end of Bath was identified as a federal Opportunity Zone, which offers an incentive to develop and invest in this area.

Micro-Capital Loan Program

The Bath Development Corporation Micro Capital Loan Program provides low interest loans up to \$7,500 for one-time capital expenses including but not limited to equipment, machinery, furniture, and technology. This loan program is available for start-up and existing Bath-based businesses. The intention of this program is to provide low-interest loans to spur positive economic development in the City of Bath.

Planning Implications

Business

- Bath is home to many micro-, small-, or medium-sized businesses, representing a wide range of industries. This includes entrepreneurs and home-based businesses.
- Bath has a strong history of industry. Remaining industrial businesses in Bath include Bath Iron Works (BIW), one of Maine's largest private employers and the State's largest manufacturer. Bath and the Bath Region are dependent on BIW for jobs.
- Bath has a robust creative economy of local artisans, creators, arts nonprofits, and small businesses that promote the arts.
- Downtown Bath has a significant number of small, independent retail shops, which are essential to Bath's character and vibrancy of the City.
- Bath's location along Route 1 makes the City well-positioned to capture more of the tourism industry. Route 1 is the primary passageway for many of Maine's most significant tourist destinations along the coast. Visitors must drive through Bath to access multiple local state parks.

Property

- The City is highly walkable with a dense urban core.
- Many downtown properties have recently transitioned ownership.
- There is limited commercial property available. The new Morse High School was built in an area previously designated as a business park.

Business & Developer Support

- The City offers many incentive programs that support small businesses and developers, including brownfield redevelopment loans/grants, TIF districts and credit enhancement agreements, façade grants.
- The City makes annual investments in Main Street Bath, an important resource in keeping the downtown vibrant and encouraging local support of our small businesses.

5: Transportation

Infrastructure

- Bath's aging wastewater/stormwater infrastructure is a challenge to new development.
- Climate resiliency and energy efficiency strategies will be increasingly important for business and property owners to adopt to protect assets and reduce costs.
- High quality internet for all Bath residents is vital for the future success of the City. There are pockets of Bath that do not have high quality internet access, though a 2023 grant may close this gap.
- The City has limited but expanding public transportation options. Currently, the train station is not in use (for public transit) but could be in the future.

Workforce

- Bath businesses are facing critical workforce shortages.
- Workers and businesses cite lack of housing as an impediment to employee attraction and retention.
- The remote workforce in Bath is growing. The trend of remote work is predicted to continue to grow over the next decade as companies decide to go permanently remote and Maine's high quality of life continues to attract such workers.
- Bath's population is aging, and many are retiring from the labor force
- The regional tech school in Bath is an asset, graduating many skilled young workers each year.
- Bath has a high jobs-to-worker ratio. There are about 2.5 times the number of jobs in Bath as there are Bath-resident workers.
- The number of people who both live and work in Bath has declined over the past 2 decades.

Even though Bath is dominated by automobile infrastructure, it's a dense, walkable city with the potential for increased public transit, rail, and waterfront access, making it uniquely positioned to grow into a multimodal transportation hub.

Street Network

The street network is necessary to move people, goods, and services from one part of the City to another, into and out of the City, and through the City. The street network also provides access to private property and is the framework on which the City is built. In addition to these functions, the street system is the setting from which the rest of the City is viewed: the historic homes and other historic buildings, the Kennebec River, open fields, the downtown, and the various places where people live, work, and play. The street and sidewalk system also give residents and visitors a place to recreate and meet one another.

According to data from Maine Department of Transportation (MaineDOT) and the City, there are 2.32 miles of state highway roads, 12.68 miles of state aid roads, and 39.57 miles of local roads. Route 1 bisects Bath, passing through the City and over downtown on the Leeman Viaduct, connecting the city to Brunswick and Portland to the south and midcoast Maine to the north.

Road Classification

The functional classification of a road or street is a reflection of the street's role in providing transportation mobility or access to property or some role in between. This information is important when planning major improvements to these streets. The functional classification of a street requires certain design requirements, like road width. The Federal Highway Administration classifies roads and streets as follows:

- **Principal Arterial – Interstate:** A series of continuous routes that have trip lengths and volumes indicative of substantial statewide or interstate travel. This classification is for highways designated as interstate and include I-95, I-195, I-295 and I-395. There are no principal arterial interstates in Bath.
- **Principal Arterial – Other Freeways and Expressways:** These roads must be divided highway with partial (freeway) or full (expressway) control-of-access. They primarily serve through traffic and major circulation movements within federally defined urban areas. The section of Route 1 (as well as most entrance and exit ramps) between West Bath and the Kennebec River is an example.
- **Other Principal Arterials:** These are highways that provide long-distance connections but do not fit the interstate, freeway, or expressway designation. Route 1 on the Sagadahoc Bridge and the southbound entrance ramp from Congress Avenue (due to Route 1 in West Bath qualifying for this category) are examples.
- **Minor Arterials:** Within a federally designated urban area, these roads interconnect with and augment the urban principal arterial system. They distribute travel to geographic areas smaller than those of higher systems. Vine Street and the section of Leeman Highway below the viaduct are examples.
- **Major and Urban Collectors:** These roads provide both land access and traffic circulation within urban residential neighborhoods and commercial and industrial areas in federally designated urban areas. In Bath, the major urban collectors are as follows:
 - Bridge Street
 - Centre Street from Lincoln Street to Washington Street
 - Congress Avenue
 - High Street from Winnegance to Centre Street
 - Lincoln Street
 - North Street west of Washington Street
 - State Road
 - Washington Street south of North Street
 - Webber Avenue
- **Minor Collectors:** These roads link locally important traffic generators to the arterial system. In Bath, minor collectors are as follows:
 - Elm Street between Water Street and Front Street
 - Front Street south of Elm Street
 - High Street between Centre Street and North Street
 - High Street south of Winnegance
 - Oak Grove Avenue between Congress Avenue and Old Brunswick Road
 - Old Brunswick Road
 - Richardson Street
 - Water Street
- Local Roads include anything not listed above.

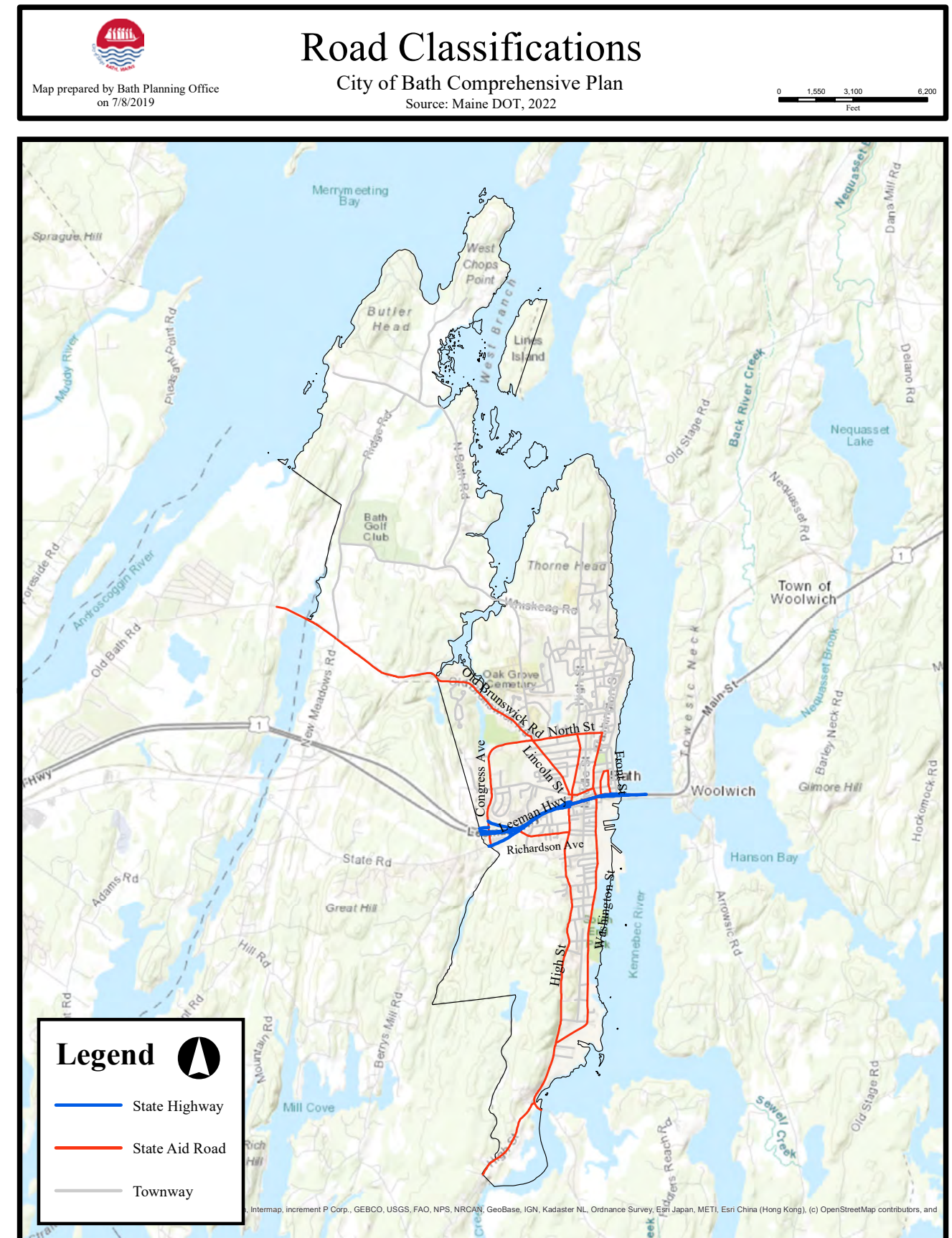


Fig. 1: Bath Road Classification
Source: Maine DOT

Road Maintenance

Some of the roads and streets in Bath are the responsibility of the State, some are the responsibility of the City, and some are shared by both.

State Highways form a system of connected routes throughout the state that primarily serve intra- and inter-state traffic. With the exception of compact areas, the MaineDOT has responsibility for the year-round maintenance of state highways. The State Highway category generally corresponds with the federal 'arterial' classification.

State Aid Highways connect local roads to the State Highway System and generally serve intracounty rather than intrastate traffic movement. With the exception of compact areas, state aid roads are usually maintained by MaineDOT in the summer and by the municipalities in the winter. The State Aid Highway category generally corresponds with the federal 'collector' classification.

Townways are all other highways not included in the State Highway or State Aid Highway classifications that are maintained by municipalities or counties. These roads are classified as federal 'local' roads."

The only State Highways in Bath are Route 1/Leeman Highway and State Road.

The State Aid Highways are as follows:

- Bridge Street
- Centre Street from Lincoln Street to Washington Street
- Congress Avenue
- Elm Street between Water Street and Front Street
- Front Street south of Elm Street
- High Street south of North Street
- Lincoln Street
- North Street west of Washington Street
- Old Brunswick Road
- Richardson Street
- Washington Street south of North Street
- Water Street
- Webber Avenue

The other streets in Bath are considered Townways.

The City of Bath passed a street bond in 2006. That money is being used for a multi-year improvement program to improve local streets. In addition, URIP funds are used on State-Aids roads that require capital improvements. These improvements are done annually. When the street bond is completed the City will revert to yearly operational funds that only allow limited improvements.

Maine Department of Transportation Scheduled Road Maintenance Plan Bath, 2023-2025

Estimated Year	Description	Project Scope	Project Cost
2024	Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for non-urbanized transit. City of Bath.	Transit - General	\$143,000
2024/25	Winter Street Bridge (#0998) over SMO Railroad. Located 0.09 of a mile west of Willow Street.	Highway-Bridges	\$100,000
2024/25	Beginning 0.08 of a mile southeast of Richardson Street and extending northwest 0.15 of a mile, including 0.02 of a mile on Richardson Street.	Urban Highways	\$1,550,000
2023	New sidewalks along the north and southbound sections of Leeman Highway to close gaps in the city's existing sidewalk network.	On-Road Sidewalk/Trail	\$180,000
2024/25	Sidewalks on Washington Street, Union Street, and Castine Avenue. Including pedestrian crossing improvements.	On-Road Sidewalk/Trail	\$675,000
2024/25	Oak Street Bridge (#0997) over M.D.O.T. Railroad. Located 0.04 of a mile east of Middle Street.	Highway-Bridges	\$100,000
2024	Beginning at Marshall Street and extending south 0.92 of a mile to Graffam Way.	Bicycle/ Pedestrian - General	\$1,000,000
2023	Transit Administrative and Operating Assistance for Federal Transit Administration 5311 for statewide non-urbanized transit. West's Transportation ME-2020-027.	Transit - General	\$143,000

Fig. 2: Maine DOT Scheduled Road Maintenance Plan, 2023-2025
Source: Maine Department of Transportation

Road Design Standards

New streets in Bath are required to be safe enough for the volume of traffic expected and proposed locations. Road standards encourage street and utility connectivity, and also address street widths by allowing urban-scale streets, often narrower than those suggested for new suburban locations. The City of Bath Public Works Department Street Handbook dictates construction practices required of contractors.

In 2021, Bath adopted a Complete Streets Policy. Complete Streets is an approach to transportation planning that encourages designing, building, and maintaining streets that enable safe access for all users regardless of mode of transportation, age, or ability.

The City has committed to working with state and federal agencies, when able, to ensure that new construction meets these guidelines.

As part of the implementation of Complete Streets, the City is considering a Street Typology or Contextual Classification of roadways, which would take into consideration nearby land uses, multiple user groups, and the creation of a sense of place while designing new streets.

Connectivity

Bath's Subdivision Design and Construction Requirements (Section 13.14 of the Land Use Code) require applicants to demonstrate if their design has achieved connectivity. If the proposed subdivision abuts a dead-end street, connections from one to the other must be made. New dead end streets must have an easement to allow connectivity to a future street.

According to the ordinance, "Connectivity is provided by a system of streets with multiple routes and connections serving the same origin and destination, and not having street bottlenecks. Subdivisions on dead-end street systems should be avoided whenever possible. Connecting new subdivision streets to existing public streets in multiple locations and designing new subdivision street systems with multiple intersections—creating blocks—will have numerous efficiency, service delivery, and safety benefits to the residents of the new development as well as to the general public. These benefits include: decreased traffic on existing collector and arterial streets; continuous and more direct routes that facilitate walking and bicycle travel, and more efficient delivery of public services such as school busing and trash collection; greater emergency vehicle access, reduced emergency vehicle response time, and multiple evacuation routes for residents; and improved quality of the public water supply service. The longer the dead-end street system and the more dwelling units or non-residential buildings served solely by this dead-end street system, the greater the inconvenience and costs for deliveries, school busing, and trash collections, and the greater the chance for public safety crises caused by a single emergency-vehicle access and a single evacuation route."

Access Management

For improved safety and enhanced productivity along highways, MaineDOT provides a set of access management rules. According to the MaineDOT Access Management Handbook, access management balances safe access to a property with mobility and traffic flow. Anyone installing a driveway or entrance along a state or state-highway must receive permitting from MaineDOT. All rural state highways and state aid roadways outside urban compact areas are

subject to MaineDOT entrance and driveway rules. While MaineDOT administers the access management program outside a municipality's urban compact area, the responsibility and authority for implementing land use and access management lies primarily with municipalities.

Bridges

There are 13 bridges in Bath. One is the responsibility of the City and the rest are the responsibility of MaineDOT to maintain. The following table shows the inventory of bridges in Bath.

Bath Bridge Inventory

Name & Location	Type	Year Built	Length (feet)	Capital & Maintenance Responsibility	Condition
Sagadahoc Bridge, Route 1 over Kennebec River	Pre-cast concrete box girder	1997	2,952	MaineDOT	Very Good
Carleton Bridge, RR tracks over Kennebec River	Steel truss	1926	3,098	MaineDOT	Fair
Paul Davis Memorial, High Street over Route 1	Concrete, rigid frame	1947	123	MaineDOT	Fair
West Approach (Viaduct)	Tee beam	2017	1,285	MaineDOT	Fair
New Meadows #2, Old Brunswick Road over New Meadows River	Steel girder	1918	58	MaineDOT	Fair
Sewall Bridge, Old Brunswick Road over Whiskeag Creek	Steel culvert	1993	11	MaineDOT	Good
Congress Avenue over Route 1	Steel girder	1966	179	MaineDOT	Good
Winter Street Bridge over RR tracks	Concrete slab	1996	28	MaineDOT	Good
Oak Street Bridge over RR tracks	Pre-cast concrete slab	1994	31	MaineDOT	Very Good
High Street Bridge over RR tracks	Pre-cast concrete slab	2006	39	MaineDOT	Good
Oak Grove Avenue Bridge over RR tracks	Pre-cast concrete slab	1999	47	MaineDOT	Very Good
Whiskeag Bridge, Whiskeag Road over Whiskeag Creek	Aluminum rigid frame	1999	21	MaineDOT	Very Good
Sewall's Farm Bridge over RR tracks	Steel Truss	2008	38	City of Bath	Excellent

Fig. 3 Bath Bridge Inventory
Source: Maine Department of Transportation, City of Bath, 2022

Culverts

There are 13 cross culverts located completely in Bath. Cross culverts are small culverts that run under state-owned roadways. MaineDOT defines a cross culvert as a pipe or structure that has a span of less than 5 feet or multiple pipes or other structures with a combined opening of less than 20 square feet in area. There are no large culverts in Bath. MaineDOT defines large culverts as a pipe or structure with a total span width greater than five feet and less than ten feet. Out of the 13 cross culverts, 11 are located along the Old Brunswick road minor collector street and 2 are located on the State of Maine owned railroad. Most of the culverts are in good or fair condition. A few of the culverts in poor condition have heavy rusting on the bottom or are in danger of being washed out.

ID	Culvert Type	Condition
16063	Bitum. Coated Corr. Metal Pipe	Poor
16064	Corr. Metal Pipe	Fair
16065	Corr. Metal Pipe	Good
16066	Corr. Metal Pipe	Fair
16067	Corr. Metal Pipe	Fair
16068	Corr. Metal Pipe	Good
29314	Corr. Metal Pipe	Good
29315	Corr. Metal Pipe	Good
29316	Corr. Metal Pipe	Fair
29317	Corr. Metal Pipe	Poor
29318	Corr. Metal Pipe	Fair
32221	Plastic Pipe	Good
32222	Dry Stone	Fair

Fig. 4: Bath Culvert Inventory
Source: Maine Department of Transportation, 2023

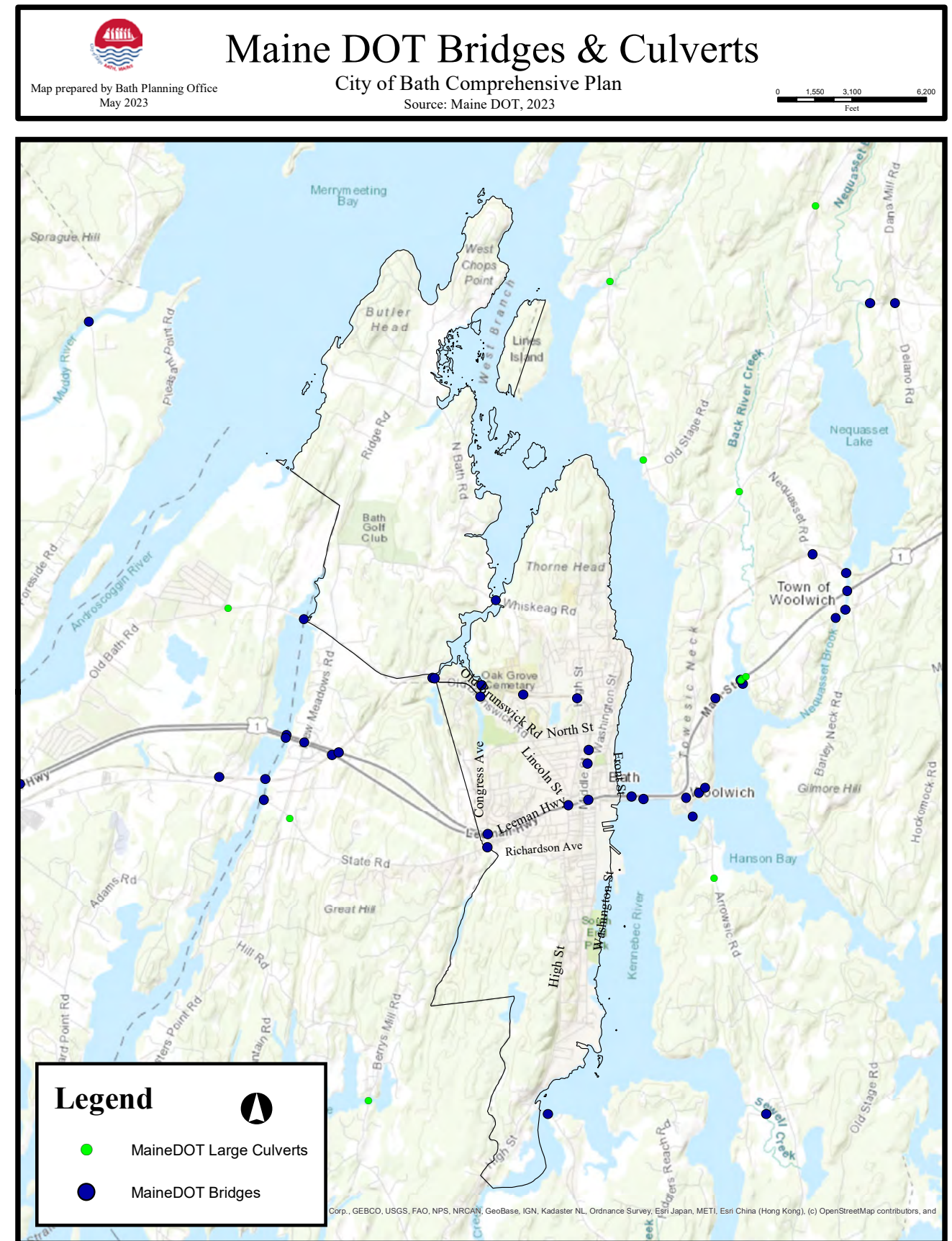


Fig. 5: Bridges & Culverts in Bath
Source: Maine DOT

Traffic Volumes & Safety

Commuting Patterns

According to 2021 ACS 5-year estimates, 72.9 percent of Bath workers drove alone to work, which is lower than the state percentage of about 78.5 percent.

Compared with the state, Bath had the highest percentage of workers who walked to work (11.1%). Bath workers also spent less time than workers in the rest of the state commuting to work. The majority (75.2%) spent less than 25 minutes commuting. Almost a third of Bath workers (30.5%) spent less than ten minutes commuting, which compares to 17.7% for the state. The mean travel time from 2017-2021 was 19 minutes.

Bath is unique in the region as a center of employment thanks to the large number of people employed at Bath Iron Works. According to 2020 Census data, 8,980 people - more than the total population of Bath - commute into the city to work each day. The data also shows that 88% of workers in Bath commute from other places, and 12% of Bath's workers live in the city. Even though a larger-than-average percent of Bath's residents walk to work, the high number of workers who commute to this service center creates high demand for parking.

Traffic Volumes

MaineDOT conducts periodic traffic counts in various Bath locations. Route 1 has the highest traffic counts. State Road and Congress Avenue have the next highest counts, followed by High Street (south of Route 1), and Washington Street in the downtown.

MaineDOT Annual Average Daily Traffic (AADT) Counts

Location	2012/13 AADT	2016 AADT	2019 AADT
US 1 (Sagadahoc Bridge) @ Woolwich Town Line	24940	NC	22,841
Congress Avenue N/O State Road	8,790	8,800	8,142
State Rd NE/O Congress Avenue	10,550	8,590	8,320
SR 209 (High Street) S/O Granite Street	7,950	8,120	7,600
State Road SW/O Congress Avenue @West Bath TL	9,100	7,850	7,598
SR 209 (High Street) NE/O SR 209 (Bridge Street)	6,470	7,230	6,654
Washington Street S/O Leeman Highway (EB)	7,170	6,900	6,613
SR 209 (High Street) S/O Pine Street	6,520	6,810	6,528
Centre Street W/O Washington Street	6,350	6,430	5,587

(table continues on following page)

MaineDOT Annual Average Daily Traffic (AADT) Counts, cont.

Location	2012/13 AADT	2016 AADT	2019 AADT
Washington Street S/O Union Street	5,600	6,030	5,783
Washington Street S/O Centre Street	6,590	5,760	5,132
Congress Avenue W/O Lincoln Street	6,060	5,270	4,501
SR 209 (Bridge Street) SE/O SR 209 (High Street)	5,190	5,100	5,945
Washington Street S/O Russell Street	4,670	4,870	4,669
Centre Street E/O Washington Street	4,080	4,010	3,603
US 1 (on ramp) (EB) to BR E/O Commercial Street	4,420	3,850	3,397
Ramp to US 1 (Leeman Highway) (WB) W/O High Street	NC	3,390	3,371
Front Street N/O Vine Street	2,949	3,290	2,773
Ramp from US 1 (Leeman Highway) (EB) W/O High Street	2,880	3,040	2,981
Court Street SW/O High Street	3,350	2,980	2,948
US 1 (off ramp) (EB) N/O State Road	NC	2,710	2,748
Centre Street W/O Lincoln Street	2,550	2,460	2,444
Centre Street E/O High Street	4,840	no count	4,206
Washington Street S/O North Street	3,520	no count	2,401
Washington Street N/O North Street	3,270	no count	2,379
Leeman Highway (WB) on ramp W/O Washington Street	3,180	no count	4,116
Washington Street N/O Centre Street	3,130	no count	2,565

Fig. 6: Bath Traffic Counts, 2013-2019

Source: Maine Department of Transportation, 2019

These counts reflect traffic generated by through-traffic on Route 1, traffic heading to Route 1 (much of it BIW commuters), traffic to Phippsburg and the Popham Beach area, and traffic in and around downtown.

Roadway Congestion

MaineDOT uses a Customer Service Level (CSL) to track highway safety, condition, and serviceability. These CSLs are graded on a scale from A-F. Congestion is one of the measures of serviceability, which uses the ratio of peak traffic flows to highway capacity to calculate an A-F score for travel delays. Most of the roads in Bath have a CSL rating of A or higher, indicating the traffic congestion is not an issue. The section of Old Brunswick road in West Bath is the only road where congestion is an issue, according to data from MaineDOT.

Bath Iron Works

Traffic in Bath is impacted by the City's largest employer, Bath Iron Works (BIW.) The day shift at BIW starts at 7:00 a.m. and ends at 3:30 p.m. During the morning commute, arrival times for workers are staggered, resulting in little impact on local streets. The afternoon shift change, however, is quite different. With the entire day shift leaving simultaneously, Washington Street, High Street, and the streets that connect the two are extremely congested for approximately thirty minutes.

Route 1

Bath is a gateway community to Midcoast Maine and a crossroads for visitors accessing coastal communities to the south in Arrowsic, Georgetown, and Phippsburg. As such, Bath has heavy seasonal variations in traffic. Route 1, classified as a Principal Arterial Expressway, has increases in traffic of more than 30 percent during the summer months over average daily traffic (AADT) volumes.

Traffic conditions on Route 1 have improved significantly since the opening of the Sagadahoc Bridge in 2000 and since the viaduct replacement in 2017. The new bridge created a dedicated access lane northbound onto the bridge from Leeman Highway, thus allowing a free flow of traffic onto the bridge instead of requiring a merge into a single traffic lane. This has been especially important during the BIW afternoon-shift change. Traffic congestion that used to last up to 3 hours on Friday afternoons in the summer is now almost nonexistent.

Recent regional planning efforts have focused on demand management as one avenue to mitigate challenges from demand for services from BIW. The South End Transportation Study, completed in 2018, includes several recommendations to address traffic congestion along the Route 1 corridor including timed signals, changes to infrastructure including traffic flow along local roads, and increased usage of alternative modes of transportation including shuttle buses and regional bus services.

The present Route 1 viaduct through the downtown has poor aesthetics. Although it offers a link north and south under Route 1, the viaduct creates a visual and perhaps a psychological barrier between the North End and South End of the City.

Local Streets

The other major concern with Bath's roadway network is the incompatibility of traffic on specific neighborhood streets. High Street south of Route 1 (i.e., Route 209) and Washington Street south of Route 1 provide access from Route 1 to South End neighborhoods as well as to Phippsburg and the Popham Beach area. Due to its narrow width, curves, and houses located close to the road, High Street is unable to handle further increases in traffic and the existing

traffic impacts quality of life for neighborhood residents.

Speeding and cut-through traffic on several City streets have also become major concerns in recent years. Richardson Street, Western Avenue, and Court Street are local streets used as cut-throughs to and from Route 1 and/or West Bath. Granite, Union, South, and Bath Streets are used by commuters to and from BIW. Efforts in 2018 and 2019 to address the volume and speed of cut-through traffic on Richardson Street and Western Street with various traffic calming measures were unsuccessful, with both road users and residents unhappy with proposed solutions. In 2022, the City enacted a South End Residential Parking Permit program as well as changes to the parking ordinances for the South End to limit on-street parking by non-residents. These measures have improved traffic congestion and parking issues moderately.

High Crash Locations

MaineDOT analyzes intersections and roadway segments to determine how unsafe they are. Any intersection or roadway segment that has had eight accidents in a three-year period and has a Critical Rate Factor (CRF) of more than 1.0 is considered a High Crash Location (HCL). Bath's HCLs are summarized in the following table. The data indicate potentially serious crash problems at several locations along or leading to Route 1. ME DOT improved the Route 1 Southbound/Leeman Hwy on-ramp around 2018, which has decreased the number of crashes there.

Locations	Total Accidents 2010-2012	Total Accidents 2013-2015	Total Accidents 2016-2018	Total Accidents 2019-2021
Route 1 SB & Leeman Highway	43	30	43	25
Leeman Highway & State Road	25	20	18	19
Centre Street & High Street	9	8	12	8
Centre Street & Middle Street	8	10	none	2

Fig. 7: Bath High Crash Locations

Source: Maine Department of Transportation, 2021

Bicycle and Pedestrian Infrastructure

The City of Bath is a dense, urban community with a comprehensive system of sidewalks throughout the City. In recent years, sidewalks have been added on Congress Avenue, Oak Grove Avenue, North Street, southern Washington Street, Western Avenue, and other smaller sections of streets throughout the North and South Ends. While the quality of some sidewalks is less than ideal, the network is generally effective at providing a means for pedestrians in

Bath to safely and efficiently move around the downtown area and access other important peripheral destinations like the Middle School, the High School, the YMCA, and the Maine Maritime Museum.

The Bicycle and Pedestrian Committee tracks the condition of sidewalks and makes annual prioritization recommendations to Public Works. New sections of sidewalk are planned for Commercial Street, Green Street, Union Street, and Castine Avenue. New sidewalk was recently constructed on Crawford Drive. Engineering designs are also being drafted for new sidewalks along Leeman Highway.

Bath residents also have access to an extensive network of off-road trails in a number of conserved parcels across the City. Of particular note is the Whiskeag Trail, which begins at the YMCA in the south, traverses Sewall Woods Preserve, and finishes at Thorne Head Preserve in the north. Thorne Head, Sewall Woods, and Butler Head also host a number of other trails ranging in difficulty from flat doubletrack to highly technical scrambles. Mountain bikers have access to many miles of purpose-built trails at Lily Pond Community Forest (also open to pedestrians), as well as on and near the Whiskeag Trail.

The City has been diligently working to adopt new bicycle and pedestrian initiatives and infrastructure over the course of the last decade as planned in the 2011 and 2018 Bicycle and Pedestrian Plan. Additionally, in 2021, the Bicycle and Pedestrian Committee identified and prioritized the following larger projects as having a significant positive impact on the City of Bath if funding sources were to become available.

While some of these initiatives are already underway, others would need to be included as part of a larger master planning effort. These priority projects include:

- Complete the Androscoggin to Kennebec Multi-Use Trail, connecting Bath to Brunswick
- Complete All High Priority Sidewalk Construction and Improvements.
- Public Service Campaign to educate citizens on the benefits of alternate forms of transportation.
- Upgrade all pedestrian landings for ADA Compliance.
- Protected bike lane backbone for access to all schools on High, Washington, Lincoln, and North/Congress.
- A master planning process for the future of the sidewalk network.
- Redesign Traffic Pattern on Front/Center to emphasize pedestrian safety and comfort
- Convert Paper Streets to paved/multi-use connectors or trails.

Street/sidewalk repair & repaving has been funded from a bond approved by voters in 2017 and spent at a rate of about \$350,000 per year. This maintenance fund is below the spending rate needed to keep streets and sidewalks in good repair, and has led to an increasing backlog of work.

Public Transit

Rail

Bath is served by the Rockland Branch rail line, which connects Brunswick to Rockland and points in between. This rail line is owned by the Maine Department of Transportation. The tracks were recently used by Central Maine and Quebec to haul freight, primarily to the Dragon Concrete plant in Thomaston.

The Bath Railroad Station underwent \$1.3 million in rehabilitation, completed in June 2007. This work included parking and safety improvements. The building currently serves as the Bath Regional Information Center as well as the main office for Main Street Bath.

While this rail line currently hosts no passenger rail service, it has long been the focus of studies analyzing the viability of expanding the Downeaster (currently connecting Brunswick to Boston) to include seasonal weekend service to Rockland via Bath. A limited run of this service has been in the works for several years, but has been delayed by Amtrak because of the need for safety improvements to the track.

In 2023, MaineDOT proposed committing \$3 million for a two-year pilot project to run round-trip train service from Brunswick to Rockland, with stops in Bath, Newcastle, Damariscotta, and Wiscasset. Service is planned to begin in summer 2023, with twice-daily round-trips on Fridays, Saturdays, and Sundays. The service will be operated by Finger Lakes Railway.

Bus

The Bath CityBus is fixed-route transit service operated by Western Maine Transportation. The CityBus operates on weekdays from 8:00 a.m. to 5:30 p.m. and covers most of the urban portion of Bath with a figure-eight, two-loop route. The service carries approximately 14,500 riders per year. Morning and afternoon commuter runs that coordinate with BIW's day-shift changes are also provided by the CityBus. Riders pay a fare of \$1. The CityBus is funded by the City of Bath's annual budget, as well as financial assistance from the Federal Transit Administration.

A linkage between Bath and Brunswick has been a priority for the community. Western Maine Transportation Services began a pilot program in 2021 to better serve commuters in Bath and Brunswick. The service is the result of regional transportation focused meetings intended to bridge a gap in services between Bath and communities along the Westerly Route 1 and Route 196 Corridor. The Blue Line operates three daily trips, Monday-Friday, between Lewiston and Auburn and Bath with stops in Brunswick, Topsham, and Lisbon. The service is geared towards commuters. In Bath, the bus stops at Wing Farm Parkway where several businesses and manufacturers are located, and on Front Street near Bath Iron Works. In 2023, Western Maine Transportation Services added an express bus from Lewiston-Auburn to Bath to serve BIW employees.¹

Concord Trailways operates regularly scheduled, intercity bus service on its Midcoast Maine Route, which connects Bath to Bangor and the University of Maine at Orono to the north and Portland, Boston, and Logan Airport to the south. There are two daily stops in Bath for both

¹ New Lewiston-Bath bus line geared toward shipyard workers. (2023, April 13). Press Herald. <https://www.pressherald.com/2023/04/13/new-lewiston-bath-bus-line-geared-toward-shipyard-workers/>

northbound and southbound customers, plus an extra Sunday southbound stop. Concord Trailways currently uses a business located at the Coastal Plaza on State Road for arriving and departing passengers. The Bath CityBus has a stop in the same plaza to connect to Concord Trailways. However, the Concord Trailways stop is not well-connected for pedestrians to travel to downtown Bath.

During the summer months and the winter holiday season, a trolley operated by the City of Bath runs primarily for tourists and other sightseers. The trolley route is a loop through Bath's downtown.

Several buses and vans transport BIW commuters to and from work. Coastal Trans, Inc., has a bus from the Gardiner area and BOMAR, Inc., operates five buses under a contract with BIW to serve its Park and Ride Lots. There are also twelve- or fifteen-passenger vans that carry BIW commuters. The Regional Transportation Program in Portland operates some of the vans, and BIW employees operate others. BIW provides support to the vanpooling program through free parking.

Marine Transportation

The Kennebec River has functioned as a vitally important marine highway for Bath. Downtown Bath benefits by being a destination for recreational boaters.

Currently, the only passenger boat is the 50-passenger Merrymeeting used by the Maine Maritime Museum for scenic tours on the Kennebec River. The 1906 schooner Mary E had been previously used for tours, but after an accident no longer sails. The Museum also hosts two small cruise ships from American Cruiselines: the M.S. Independence and the M.S. Constitution arrive weekly from late-May to mid-October.

Parking

The quantity and location of parking for a small, mature city like Bath is a complex issue. Not enough parking and parking that is not easily accessible sends shoppers to the shopping centers and malls. Too much parking takes away from the density that makes a downtown what it is and also discourages the use of public transportation and various forms of active transportation. Inconveniently located long-term parking causes downtown employees to use valuable short-term spaces, moving their vehicle every 2 hours, and results in visitors who are enjoying an extended visit often getting parking tickets. Inadequate signage makes parking difficult to find. The enforcement of parking regulations sometimes upsets Bath visitors.

Downtown Public Parking

Public parking lots are located on both sides of Water Street. The lot on the east side is limited to 2-hour parking and is heavily used by downtown shoppers. The lot on the west side of the street is a permit lot, with monthly permits sold by the City. There is also a permit lot located on Commercial Street under the Sagadahoc Bridge on state land leased to the City of Bath. On-street, mostly 2-hour parking exists throughout the downtown. 4-hour parking spaces are located at the outer edges of the downtown, and portions of Commercial Street.

The Land Use Code currently does not require new developments in the downtown (C1 Zoning District) to provide parking spaces. When the Land Use Code was re-written in 2000, it

was determined that in order to facilitate economic benefit downtown that new development would not require parking in the C1 Zoning District. All other zoning districts require new development to meet specific parking requirements.

A 2022 parking study updated the 1999 Downtown Bath Parking Study with new data on parking and areawide conditions in the area north of Route 1, bounded by Washington Street, Oak Street, and Commercial Street. The study determined that the existing parking supply in Downtown Bath is more than sufficient to meet current demand, even with the inclusion of potential future development creating demand for up to 200 spaces. The study also made several recommendations:

- Change parking time period to one hour in downtown core;
- Negotiate with private parking lot owners to use their lots during evening/weekend hours and for special events;
- Review and amend the shared parking ordinance;
- Additional enforcement or management strategies for the existing parking supply, such as parking meters;
- Implement recommendations from the 2018 Bicycle and Pedestrian Plan;
- Consider implementing or requiring a transportation demand management plan for new developments.

Bath Iron Works

Parking in Bath is complicated by the location of BIW adjacent to the downtown and to residential neighborhoods. The lack of parking at BIW forces employees to park on residential streets and in downtown spots. In the past, residential buildings have been torn down to create more parking lots, to the detriment of neighborhoods. The shortage of parking does encourage some BIW employees to walk, carpool, vanpool, or take buses to work. However, there is still increasing demand for employee parking, and BIW has acquired large lots on the edge of downtown, which are used solely to store vehicles. While this helps BIW deal with their parking problems, these parking lots are detrimental to downtown Bath as a whole, taking up valuable real estate with a use that provides no economic or social benefit to the city.

Other Parking

Because of the proximity of BIW to the downtown, several downtown parking lots are used by BIW employees (discussed previously). Some lots are BIW-owned, while others are not. In the non-BIW-owned lots, lot owners rent spaces monthly to downtown employees, BIW employees, and others. Three BIW-owned lots are located at the Middle Street and Centre Street intersection, and a privately owned lot, primarily used by BIW employees, is located south of Leeman Highway between Middle and Washington Streets. Outside of the downtown, there are numerous other BIW-owned and non-BIW-owned lots, as well as a lot owned by the City. These lots are located near the south end (and South Gate) of BIW. Outside of Bath, BIW operates two satellite lots, one in Woolwich and one in West Bath, and buses employees to and from work during 1st and 2nd shifts. Additionally, MaineDOT owns and manages a park and ride facility on State Road that is primarily used by BIW employees.

Additional Concerns

The Land-Use Code appropriately regulates parking-lot layout, traffic circulation, vehicle and pedestrian safety, and landscaping. However, several lots that existed before these regulations were adopted are not landscaped. Some have gravel surfaces that are dusty when dry, causing sand and gravel to wash into the streets and storm drains during heavy rains and snowmelt.

Planning Initiatives

2018 Bicycle and Pedestrian Plan - created by the Bicycle and Pedestrian Committee, this plan proposes action and change in four categories: infrastructure, education, advocacy, and collaboration.

2021 Pedestrian Safety Action Plan - City of Bath, MaineDOT

2019 South End Transportation Study - study completed in partnership with City of Bath and Bath Iron Works to find ways to reduce conflicts between vehicles and pedestrians in Bath's South End neighborhood.

2021 Complete Streets Policy - policy adopted by the City of Bath to require the City to plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

Help Bath Thrive: Drive 25 Resolution - resolution passed by the City Council to implement the following action items to protect Bath's most vulnerable road users:

- Implement temporary demonstration traffic calming projects to test different approaches for making the streets safer and to encourage more active transportation.
- Complete the development of the Design Criteria and Project Review Process as defined in and required by the City's Complete Streets Policy.
- Ensure that the Land Use Code is updated to support the Complete Street Policy and current best practices regarding bicycle and pedestrian infrastructure as part of the City of Bath's Land Use Code update slated to begin in the Fall of 2022.
- Regularly collect, analyze, and report on speed data throughout the City of Bath to identify problem areas and to measure the impact of improvements made.
- Engage the public with education, events, signage, and conversations that bring awareness to the dangers of speeding and the impact it has on the vulnerable users of the road.

2022 Elm Street Redesign - concept plan to improve the use and function of the public sidewalk space at the intersection of Elm Street and Front Street.

Bath participates in a variety of state and regional transportation initiatives for the Midcoast region and for Route 1. The Midcoast Council of Governments is currently working on a Route 1 corridor plan that relates state and local roads, housing needs, and employment opportunities..

Planning Implications

- Maintain, promote, and enhance Bath's Public Transportation System. The full potential for public transportation, including bus, rail, and water-based transportation, has not been realized.
- Re-envision the Route 1 Corridor: The negative aspects of the Route 1 corridor—its appearance, litter, traffic, the number of curb cuts, lack of access management, speed of vehicles, and the fact that it is out of character with the rest of the City—do not present an inviting gateway to the City of Bath. These negative aspects of Route 1 detract from our sense of place, are detrimental to the City's downtown, and harm the Bath economy.
- Protect Bath's neighborhoods from traffic impacts: Traffic speed and congestion on many of the City's major streets are detrimental to the affected adjacent neighborhoods.
- Improve Active Transportation facilities throughout the City: Active Transportation including pedestrian activities, bicycling, and non-motorized transportation is unsafe and inefficient in certain segments of the City. The City has gone through several master planning efforts in the hopes of addressing this but needs to be more proactive at small- and large-scale design changes to the urban infrastructure.
- Develop long term comprehensive parking strategies throughout the City: There is a perception of inadequate parking in the downtown.
- Route 1 viaduct creates a visual and perhaps a psychological barrier between the North End and South End of the City.
- Surface parking lots downtown for BIW employees, tourists, and other downtown visitors do not represent best land use in this area.
- More work is needed on sidewalks in and around the downtown to meet the goals of the 2018 Bike and Pedestrian Plan.

6: Natural Resources, Agriculture, & Forestry

This chapter provides an overview of the land-based natural resources in Bath. Although much of the focus of the Comprehensive Planning effort and much of the focus of the people who live in Bath is on the neighborhoods and the urban portion of the City, about 1/3 of Bath's land area is rural, providing open space and habitat that are highly valued by the community.

Natural Resources

Topography

Bath's topography is varied and consists of a series of rolling hills that form "steps" starting at a low point at the Kennebec River, moving west toward West Bath and Brunswick. The height of the land increases from Washington Street to Middle Street, from Middle Street to High Street, and from High Street westward. Elevations range from less than 10 feet above sea level along the Kennebec River to more than 260 feet above sea level on the Butler Head property owned by the City. Most of the land in Bath is in the watershed of the Kennebec River (including Merrymeeting Bay), with some land in the northwest portion of the City in the watershed of the New Meadows River.

The slope of the land influences its use and development potential. Land with slopes between 3 and 8 percent (i.e., a gentle slope) is considered ideal for most types of development. Very flat land can create significant problems for proper drainage on a site. At slopes greater than 8 percent, large-scale commercial and industrial uses become difficult. At slopes between 8 and 15 percent (i.e., a moderate slope), residential development is practical. At slopes greater than 15 percent (i.e., a steep slope), development even for moderate-density residential use becomes more difficult and costly. Road construction is expensive if grades are kept suitable for winter maintenance. Extensive areas with slopes exceeding 25 percent are generally unsuitable for conventional development in this climate and should be avoided, if possible, except for very-low-density residential or recreational use. Development activities on steep slopes can result in environmental pollution from runoff and erosion. In Bath, there are steep

slopes along the west side of High Street from near Nichols Street south to near Fairview Lane. The steepness of the slopes makes development of this area difficult, if not impractical.

Coastal Bluffs

Coastal Bluffs are mapped by the Maine Geological Survey to evaluate their stability. Bluff shorelines are defined as "a steep shoreline slope formed in sediment (loose material such as clay, sand, and gravel) that have three feet or more of vertical elevation just above the high tide line" and therefore do not include bedrock slopes, beaches, or dunes. Recent studies have mapped 4.5 miles of coastal bluff shoreline and 4.4 miles of non-bluff shoreline along Bath's coast, with 55 miles remaining unmapped.¹ The mapped shoreline in Bath spans from south of the Route One overpass to the southern end of Bath at Winnegance Creek. About half of this shoreline (4.4 miles) is non-bluff shoreline. 4.5 miles is stable bluff shoreline. Stable bluffs are typified by a gentle slope and continuous vegetated cover of grass, shrubs, or trees. To be classified as stable, bluffs need a wide zone of ledge or sediment at their base. Only 0.2 miles of shoreline in south Bath are categorized as unstable bluff. No shoreline was categorized as highly unstable bluff.

None of Bath's shoreline north of Route One has been mapped, and the data for the south Bath shoreline is based on fieldwork completed in 1991. Much of Bath's coastline is at risk from sea level rise, which can accelerate rates of coastal erosion.² Additional mapping will be needed in the future. Bath is currently undertaking a vulnerability assessment of risks due to sea level rise for the entire shoreline of the city.

Soils

The soils in Bath are dominated by Hollis and Buxton soil series.

Hollis soils are relatively well-drained shallow soils that formed in glacial till. Development potential is limited by the shallowness of bedrock. Surface runoff is slow to medium, permeability is moderate, and available water capacity varies depending on soil depth. Hollis soils are identified as either medium or low potential for most uses. In low-potential soils, the depth to bedrock is usually the limiting factor. Overall development costs on medium-potential Hollis soils are 70 percent to more than 100 percent higher than development costs on high-potential soils consisting of fine, sandy loam on a mild slope (i.e., 0 to 8 percent), such as a Charlton soil (Charlton soil is used for comparison).

Buxton soils are deep, moderately well-drained that were formed in marine or lacustrine (i.e., lake) deposits of silt or clay over bedrock, glacial till, or sand and gravel. Development potential is limited as a result of slow permeability of the subsoil. Surface runoff is medium and available water capacity is high. Buxton soils are susceptible to frost-heaving and have low shear strength (i.e., subject to shearing and sliding on steep slopes). Disturbed and unprotected areas are highly susceptible to erosion. Overall development costs on Buxton soils are estimated to be 34 to 63 percent higher than costs on the comparison soil.

The dominant wet soil in Bath is the Scantic series, which consists of deep, poorly drained, level or nearly level (i.e., 0 to 3 percent slope) soils that formed in silt and clay deposited by

¹ Maine Geological Survey. (2020). Coastal Bluffs in the Bath Quadrangle, Maine

² Coasts, Storms, and Sea Level Rise | U.S. Geological Survey. (2022, January 14). <https://www.usgs.gov/science/science-explorer/climate/coasts-storms-and-sea-level-rise>

ponded water. Surface runoff is medium to ponded (i.e., having no runoff), permeability is slow or very slow, and available water capacity is high in the surface layer and moderate below it.

According to the Natural Resource Conservation Service (NRCS), a part of the U.S. Department of Agriculture (USDA), Hollis fine sandy loam with 8 to 15 percent slopes is considered a farmland soil of statewide importance. Bath has large areas of Hollis soils; however, the predominant type is Hollis very rocky, fine sandy loam, which is not considered a farmland soil of statewide importance.

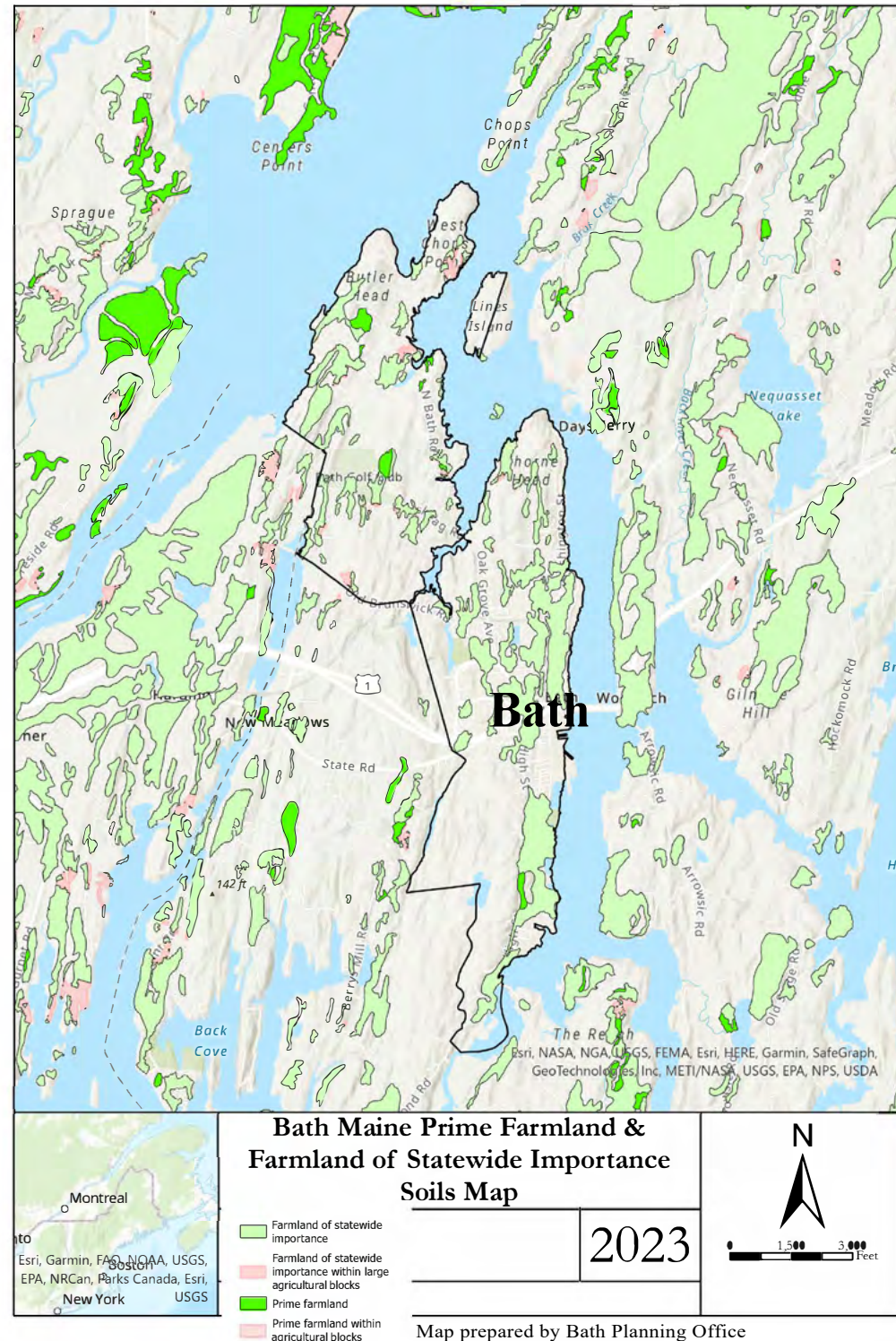


Fig. 1: Farmland Soils of Statewide Importance
Source: USDA

Constraints to Development

The natural areas with severe constraints are generally located along the West Bath town line in the southwest portion of Bath, along the Kennebec River south of BIW, along Whiskeag Creek east of Ridge Road, Butler Cove, along the New Meadows River west of Ridge Road, along the shore of Merrymeeting Bay, east of Varney Mill Road, and the large wetlands east of Windjammer Way and Bernard Street (see Figure 2.)

Significant Plant, Wildlife, and Fisheries Habitat

Bath contains several areas of MNAP-mapped natural communities. There are 5 sites in Bath containing some of 11 rare and/or endangered plant species. Mapped rare-plant communities are located along the southeast shore of Merrymeeting Bay in Bath, near Butler Cove, and along the west shore of the Kennebec River west of Lines Island and Ram Island.

Bath has records of at least three State endangered species: redbfin pickerel (with significant habitat in North Bath), peregrine falcon, and least bittern.

Significant Vernal Pools are a resource that likely occurs in Bath, although none have been mapped to date.

Tidal waterfowl and wading bird habitat: MIF&W has identified and rated certain intertidal areas along the coast as high or moderate value to waterfowl and wading birds. This high to moderate value tidal habitat is limited to the identified tidal habitat area and is located within the coastal wetland, which is already regulated as a protected natural resource pursuant to the NRPA (Natural Resource Protection Act.) Tidal marshes are at risk of inundation and marsh migration due to sea level rise.

Inland waterfowl and wading bird habitat: MIF&W has identified significant inland habitats for ducks, geese, herons, and similar species of waterfowl and wading birds throughout the state, rating them as having "high to moderate value." A high to moderate value inland bird habitat is a complex of freshwater wetland and open water areas plus a 250-foot wide area surrounding the complex itself where inland species of waterfowl and wading birds nest.

Critical waterfowl habitats for both tidal and inland waterfowl and wading birds are associated with the Bath shore of Merrymeeting Bay, the mouth of Whiskeag Creek where it enters the Kennebec River, the shore of so-called Log Pond at King's Landing (near the intersection of Harward and Washington Streets), Trufant Marsh south of BIW, the marsh between Maine Maritime Museum and Bath's South End Boat Launch, the upper reaches of the New Meadows River, and the marsh at Winnegance. The large freshwater wetlands associated with the upper reaches of Whiskeag Creek (on the Bath-West Bath town line) is also considered a significant waterfowl habitat by the MDIF&W.

Undeveloped Habitat Blocks and Habitat Fragmentation

Wildlife abundance and diversity depends highly on large areas of undeveloped land and habitat corridors that connect these undeveloped blocks. Bath's dense development centered around the downtown area has left a number of large habitat blocks in North and South Bath. To help protect these areas, the Subdivision section of Bath's Land Use Code (Article 13) requires developers to take measures to preserve unique natural sites. Applicants

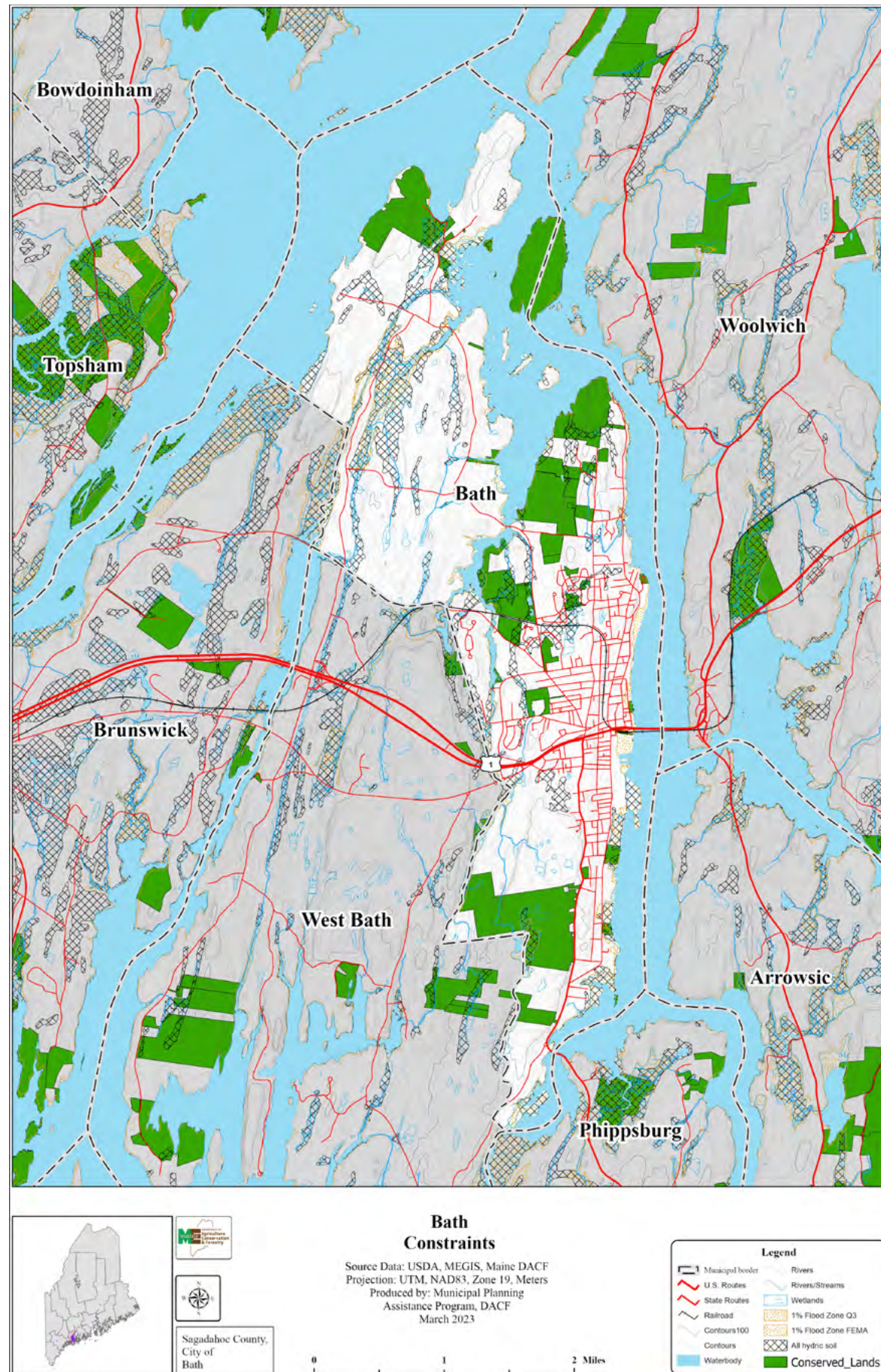


Fig. 2: Constraints to Development
Source: Maine DACF

must provide additional mitigation measures if subdivision development occurs within 250' of habitat mapped by MDIF&W, or 1,320' of mapped deer wintering areas. Additionally, if the average lot size is less than 12,000 square feet, the developer must reserve at least 5% of the subdivision area as recreation or open space, or pay a fee-in-lieu.

Rare and Threatened Animals, Plants, and Habitats in Bath

Name	Status
Least Bittern	Endangered Species
Peregrine Falcon	Endangered Species
Redfin Pickerel	Endangered Species
Eaton's Bur-marigold	Species of Special Concern
Estuary Bur-marigold	Species of Special Concern
Lilaeopsis	Species of Special Concern
Long's Bitter-cress	Threatened
Marsh Bulrush	Endangered Species
Mudwort	Species of Special Concern
Parker's Pipewort	Species of Special Concern
Pygmyweed	Species of Special Concern
Spongy-leaved Arrowhead	Species of Special Concern
Stiff Arrowhead	Species of Special Concern
Water Pimpernel	Species of Special Concern
Yellow Pond-lily	Species of Special Concern
Kennebec Estuary	Focus Area of Statewide Significance
Freshwater Tidal Marsh	Imperiled in Maine because of rarity

Fig. 3: Rare and Threatened Animals, Plants, and Habitat in Bath
Source: Beginning with Habitat, 2023

Aquatic Connectivity

Aquatic system connectivity is heavily dependent on minimizing fish passage barriers such as dams or undersized culverts. Efforts are underway throughout Maine to improve road-stream crossings and connectivity for wildlife. Well-designed road-stream crossings simulate the upstream and downstream characteristics of the natural stream channel, use natural substrate within the crossing, match the natural water depths and velocities, and are wide and high relative to their length. The Maine Stream Habitat Viewer, developed by the Maine Stream Connectivity Work Group and convened by the Maine Coastal Program, lists 3 dams and 7 crossings in Bath. Of these, 2 crossings are listed as "no barrier", 4 as "potential barrier", and 1 as

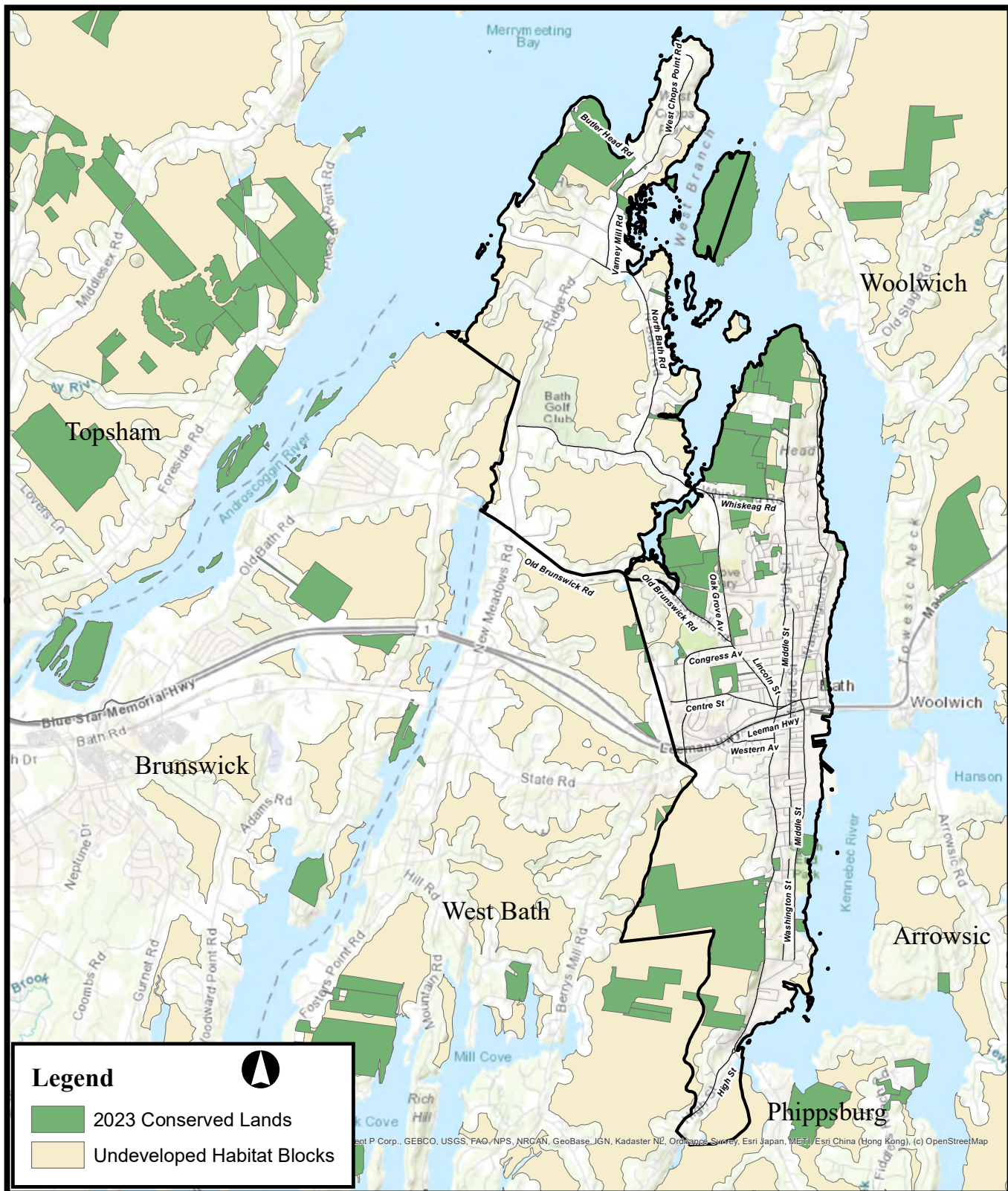


Fig. 4: Conserved Lands and Undeveloped Habitat Blocks
 Source: Beginning with Habitat, 2023

a “barrier” to fish and wildlife. 2 dams at Whiskeag Creek are designated barriers, and one the Winnegance Causeway Dam is a potential barrier.³

Invasive Species

The Kennebec Estuary Land Trust (KELT) and the Bath Community Forestry Committee (BCFC) monitor and manage invasive species in Bath, and provide public education and outreach. KELT is responsible for invasive species monitoring on their easement properties, and BCFC does this on public properties, primarily focusing on Butler Head.

Islands in the Kennebec River

Several large islands in the Kennebec River are part of Bath. Although not frequently visited, these islands are viewed by many from several different vantage points and are part of Bath's sense of place. All are privately owned except for Lines Island.

Wetlands

Wetlands are land areas in which water has become the dominant factor in determining the type of plant and animal life and the nature of the soil development. Wetlands are transitional areas between dry land and open water, with low topography, poor drainage, and standing water subject to variation with season and climate. The actual delineation of wetlands is complex and boundary identification requires extensive fieldwork.

Map-Lot	Name of Island	Size
1-14	Little Sturgeon Island	0.38 Acre
1-15	Big Sturgeon Island	0.78 Acre
5-31	Varney Island	3.2 Acres
6-13	Little Ram Island	0.26 Acre
6-14	Ram Island	6.8 Acres
6-15	Lines Island (owned by the State of Maine)	77.2 Acres
10-11	Muskrat Island	0.18 Acre
10-12	Crawford Island	6.8 Acres
10-13	Wood Island	13.8 Acres

Fig. 5: Islands in the Kennebec River
 Source: Bath Tax Assessor, 2021

Many years ago, wetlands were often considered useless land needing to be drained or filled for agricultural purposes or to create land for development. More recently, however, it has been shown that wetlands have many important environmental and cultural functions. In the 1970s, scientists, ecologists, and conservationists began to articulate the value of wetlands.

³ Maine Stream Habitat Viewer. (n.d.). <https://webapps2.cgis-solutions.com/MaineStreamViewer/>

We now know that wetlands act as groundwater-recharge areas, mitigate flood water damage, and act as storage basins during wet periods and as water retainers during dry periods, stabilizing water flow and supply.

Wetlands in Bath are regulated federally under the Clean Water Act, Army Corps of Engineers, and in Maine by Shoreland Zoning and the State Natural Resources Protection Act.

Floodplains

In addition to seasonally inundated areas, floodplains are found adjacent to streams and wetlands and represent the area of land that floods during storms or spring melt events. Floodplains represent a unique habitat niche and are important water storage areas to prevent downstream washout during large storm events. Floodplains are categorized by the chance that a flood of a certain size will occur; for example, an area inundated by a storm that has a one percent chance of occurring each year is called the 100-year floodplain.

Floodplains are protected through shoreland zoning, which limits the ability of landowners to build close to the water, whether within the 100-year floodplain or not. However, many buildings predate shoreland zoning and are subject to possible inundation, damage, or even loss of life in floods of 100-year or greater frequency, depending on how near the water they are located. Impervious surfaces within the floodplain (e.g., driveways, roofs, roads) reduce water storage area and can exacerbate damage to downstream ecosystems and infrastructure.

The City participates in the National Flood Insurance Program, and the City's Floodplain Management Ordinance, adopted in 2015, was approved by the Maine Floodplain Management Program. Much of Bath's riverfront from and including Bath Iron Works to the North End Boat Launch is in a 100-year flood-hazard area, which means that there is a 1 percent chance the area will flood in any given year. This area is expected to become larger in the future due to the impact of sea level rise.

In conformance with State requirements, the Floodplain Ordinance requires that new construction or substantial improvement of a residential structure or non-residential structure in the A or AE zones shall have the lowest floor (including basement) elevated to at least one foot above the base flood elevation. The additional elevation, above the base flood elevation, is called "freeboard". This requirement will provide the City with some protection from flooding that may be caused all or in part by sea-level rise and could be increased to provide further protection to structures at risk of flooding.

The City of Bath, joining the State's Community Resiliency Partnership in 2022, has begun a City Vulnerability Assessment. Hydraulic modeling of sea level rise, storm surge, and flooding will be developed to determine impacts to the Bath shoreline.

Ecological Value

Bath's estuarine rivers provide significant habitat for fish, plant species, and birds (detailed in the Natural Resources inventory chapter.) The largest area of marine-based habitat is the Kennebec Estuary.

The Kennebec Estuary Focus Area contains more than 20 percent of Maine's tidal marshes, a

significant percentage of Maine's sandy beach and associated dune habitats, and globally rare pitch pine woodland communities. More than two dozen rare plant species inhabit the area's diverse natural communities. Eight imperiled species of animals have been documented in the Focus Area, and it contains some of the state's best habitat for bald eagles.

The Focus Area extends southward from Gardiner and Pittston at its upstream end to Phippsburg and Georgetown at the coast. Along with the mainstem of the Kennebec River, it encompasses numerous inlets and tributaries with hundreds of miles of tidal waterfront.

Conservation priorities in the Kennebec Estuary include habitat for migratory fish, undeveloped shoreline for bald eagle nesting and roosting, intact beaches and dunes, freshwater and saltwater tidal marshes, and the upland forests that buffer these shoreline ecosystems and provide habitat for songbirds and mammals. Publicly owned conservation lands in the Focus Area help to protect clam flats, drinking water, and community-based agriculture, and they provide recreational opportunities, such as fishing, hunting, and hiking.

Agriculture and Forest Resources

Agriculture

Agriculture and forestry add to Bath's economy and help preserve some of the remaining rural quality of place. The major agricultural activities occurring in Bath today are at the Hawkes Family greenhouse business in North Bath on Bayshore Road and Walter Taggart's cattle farm on Ridge Road. The Hawkes Family grows vegetables, flowers, and landscaping materials. Taggart's farm encompasses 50 acres.

There are almost 200 acres of land in Bath classified in the Farmland Tax Program. Land in this classification is valued for tax purposes as farmland, not at market value. The farmland is used to grow hay, board horses, grow vegetables, fruits, and flowers, grow/harvest Christmas and ornamental trees, and raise bison or beef cattle. Although this acreage is not a significant portion of the City, the farms add to the economy of Bath and to the rural character of North Bath.

Since 2008, the number of enrolled parcels has grown, but the acreage has decreased slightly.

Year	Tree Growth Acres	Farmland Acres	Total	Parcels
2008	64.5	140	204.5	9
2021	59.7	136.52	196.22	11

Fig. 7: Change in Farmland Tax Program Enrollment in Bath, 2008-2021
Source: City of Bath Assessor's Office, 2008 and 2021

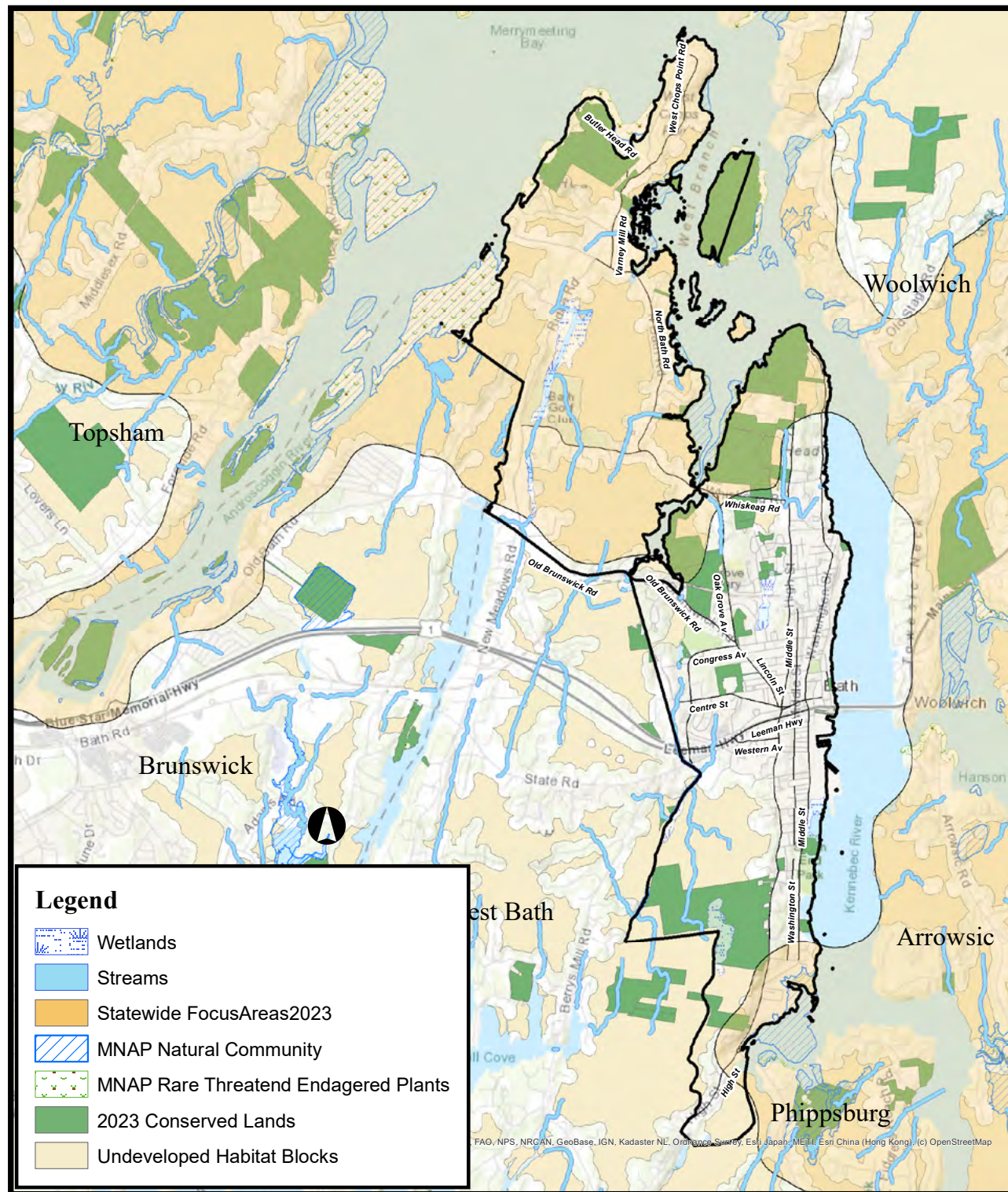


Fig. 6: Critical Natural Areas
Source: Beginning with Habitat, 2023

Farmers' Market

The year-round Bath Farmers' Market operates every Saturday in Downtown Bath. During the winter season, the market is located inside the Bath Freight Shed, 27 Commercial Street. Bath Farmers Market connects Bath area residents with local farmers and artisan food producers. Bath Farmers Market is also an important community space. People who visit the market have a chance to reconnect socially during the Saturday morning market. Bath Farmers Market disburses federal food benefits using the SNAP program and Bumper Crop Vouchers, allowing people with limited income to participate in the market. Bath Farmers Market is a small business incubator. Farmers' markets are an ideal venue for testing the viability of food business ideas on a limited budget. Some vendors from the market have started larger businesses based on their experience at the market. Bath Farmers Market began using its current location on Commercial Street at Waterfront Park during the 1990s. A new brick sidewalk was installed shortly after that. Waterfront Park is an ideal location for Bath Farmers Market, with its green lawns, brick sidewalks, and vessel docking area overlooking the Kennebec River.

Community Gardens

Bath has two community gardens. The City's Recreation Division operates an organic community garden near the Community Center on Office Drive, with plots available for residents and non-residents to rent. The Kennebec Estuary Land Trust (KELT) also manages a community garden in south Bath, at High Street and Lemont Street. More information on these gardens can be found in the Recreation chapter.

Farmland Tax Program Enrollment in Bath, 2021

Map-Lot and Location	Acres	Land Use
4-033-000, Varney Mill Road	1.3	Pasture
4-033-000, Varney Mill Road	6.7	Tree growth mixed
4-034-000, Varney Mill Road	0.3	Crop
4-034-000, Varney Mill Road	0.1	Edible
4-034-000, Varney Mill Road	0.5	Orchard
6-001-000, North Bath Road/Ridge Road	50.6	Pasture
6-001-000, North Bath Road/Ridge Road	15	Tree growth mixed
7-011-000, Hawkes Lane	20	Pasture
7-026-001, Hawkes Lane	5.8	Pasture
7-026-000, Bayshore Road	3.83	Pasture
7-026-000, Bayshore Road	2	Edible
7-028-000, Bayshore Road	1.29	Pasture
7-033-001, Bayshore Road	5.15	Pasture

Map-Lot and Location	Acres	Land Use
7-039-000, Varney Mill Road	20.3	Ornamental
7-039-000, Varney Mill Road	5	Tree growth softwood
10-001-000, North Bath Road	14.5	Ornamental
10-001-000, North Bath Road	26	Tree growth softwood
10-001-000, North Bath Road	3	Tree growth hardwood
10-001-000, North Bath Road	2	Tree growth mixed
10-010-000, North Bath Road	3.85	Pasture
10-010-000, North Bath Road	2	Tree growth mixed
10-010-000, North Bath Road	0.5	Crop
10-010-000, North Bath Road	0.5	Edible
15-020-000, North Bath Road	6	Pasture
15-021-000, North Bath Road	10	Pasture
<i>Total Farmland</i>	<i>136.52</i>	
<i>Total Tree Growth</i>	<i>59.7</i>	

Fig. 8: Farmland Tax Program Enrollment in Bath, 2021
Source: City of Bath Assessor's Office, 2021

Forest Resources

Forest resources, based on parcels in the Tree Growth Current-Use Tax Program (similar to the Farmland Current-Use Tax Program) are shown in the following table. Since 2008, 3 additional parcels have enrolled in the program, adding about 111 acres of land. Adding parcels to the Current Use Tax Program helps to incentivize the preservation of these open spaces in Bath. Since 2008, the number of enrolled and total acreage has grown.

Tree Growth Current-Use Tax Program Enrollment in Bath, 2021

Map-Lot and Location	Type of Tree Growth (acres)
5-023-000, Varney Mill Road	11.0 softwood
	10.0 hardwood
	11.0 mixed
	32.0 total
7-043-000, Varney Mill Road	10.0 softwood
	3.0 hardwood
	27.0 mixed
	40.0 total
12-010-000, Washington Street	6.0 softwood
	0.0 hardwood

Map-Lot and Location	Type of Tree Growth (acres)
	5.0 mixed
	11.0 total
15-015-001, Whiskeag Road	7.5 softwood
	0.0 hardwood
	8.0 mixed
	15.5 total
15-022-000, North Bath Road	6.0 softwood
	8.0 hardwood
	5.0 mixed
	19.0 total
15-041-000, Whiskeag Road	39.21 softwood
	9.0 hardwood
	3.0 mixed
	51.21 total
15-049-000, Whiskeag Road	13.63 softwood
	0.0 hardwood
	0.0 mixed
	13.63 total
16-054-000, Butterfly Lane	12.0 softwood
	0.0 hardwood
	20.0 mixed
	32.0 total
16-054-001, Butterfly Lane	7.0 softwood
	9.5 hardwood
	12.9 mixed
	29.4 total
16-060-001, Whiskeag Road	16.5 softwood
	16.5 hardwood
	11.0 mixed
	44.0 total
18-004-000, Old Brunswick Road	5.0 softwood
	0.0 hardwood
	7.0 mixed
	12.0 total

Map-Lot and Location	Type of Tree Growth (acres)
Totals	133.84 softwood
	56.0 hardwood
	109.9 mixed
	299.74 total

Fig. 9: Tree Growth Current-Use Tax Program Enrollment in Bath, 2021
Source: City of Bath Assessor's Office, 2021

Year	Softwood	Hardwood	Mixed	Total	Parcels
2008	112.13	24	52	188.13	8
2021	133.84	61	104.9	299.74	11

Fig. 10: Change in Tree Growth Current-Use Tax Program in Bath, 2008-2021
Source: City of Bath Assessor's Office, 2008, 2021

Management and Protection

Land in Conservation

For an urban community like Bath, it is important to understand the number and locations of the parcels of land in some form of conservation—that is, where the development potential has been removed. Land in conservation includes lands owned by the state, lands owned by the City, lands owned by the Kennebec Estuary Land Trust (KELT), and lands in the State Constitution-allowed Open Space Current-Use Tax Program. These parcels of land in conservation are shown in the following table and on the Conserved Land and Undeveloped Habitat Blocks Map (Figure 4.)

The City of Bath has approximately 414 acres of land that is either permanently removed from development potential or set aside in the state's Open Space Tax Program. All of the protected parcels are in North Bath. The lands in conservation plus the lands in one of the state's current-use tax programs total approximately 995 acres. This is about 1.5 square miles, or about 15 percent, of the area of the City of Bath.

Conserved Land in Bath, 2021

Map-Lot and Location	Acres	Type
6-009-000, Rocky Reach Road	10.3	Open-space tax
6-010-000, Rocky Reach Road	9.5	Open-space tax
15-018-000, North Bath Road	6	Open-space tax
4-022-000, Osprey Road	0.43	KELT-owned

Map-Lot and Location	Acres	Type
4-023-000, Osprey Road	0.21	KELT-owned
4-024-000, Butler Head Road	0.23	KELT-owned
4-031-000, Varney Mill Road	5.5	KELT-owned
5-031-000, Varney's Island	3.2	KELT-owned
5-025-000, Varney Mill Road	0.13	KELT-owned
6-005-000, Varney Mill Road	1	KELT-owned
10-015-000, High Street	10.41	KELT-owned
12-003-000, High Street	74.83	KELT-owned
15-041-000, Whiskeag Road	51.21	KELT-owned
15-043-000, High Street	26.3	KELT-owned
15-049-000, Whiskeag Road	13.63	KELT-owned
19-002-000, Oak Grove Avenue	35.9	KELT-owned
37-006-000, High Street	146.88	KELT-owned
40-009-000, High Street	81.73	KELT-owned
40-012-000, High Street	1.75	KELT-owned
40-013-000, High Street	0.21	KELT-owned
40-014-000, High Street	0.51	KELT-owned
42-035-000, High Street	16	KELT-owned
45-028-000, High Street	21	KELT-owned
6-15, Lines Island	77.6	State-owned
4-026-000, (Butler Head) Varney Mill Road	136	City-owned
5-1, Varney Mill Road	3.9	City-owned

Fig. 11: Conserved Lands in Bath, 2021
Source: City of Bath Assessor's Office, 2021

Zoning and Review

Bath's natural resources are protected via the Resource Protection (RP) District, Parks & Open Space (PO) District, Natural Resource Protection Overlay (NRPO), and Shoreland Zoning. Natural resource protections are also evaluated during Site Plan and Subdivision review processes. The permitted uses in these zones are outlined in Article 9, Uses. In addition to local review and permitting, state and/or federal permits may be required.

Parks & Open Space District: The Park and Open Space District is established to preserve parks, park land, and open space land. Such zoning will protect the public and private interests in these areas by limiting the uses to those intended in the owner's adopted management plan. Only lands that are publicly owned, owned by a non-profit land trust, or lands the development rights of which are owned by a public entity or a non-profit land trust may be included in this district. All parking lots and structures must be located at least 150' from any water body.

Resource Protection District: The Resource Protection District will protect the environmental integrity of those areas of the City of Bath that have severe physical-development limitations or that have extremely high natural-resource value. Within the Resource Protection District, development or use of the land is restricted. Only activities that do not adversely affect the environment or natural-resource value are allowed.

Natural Resource Protection Overlay: The Natural Resource Preservation Overlay District permits limited residential development while protecting fragile shoreline ecological systems that, if developed, would adversely affect water quality, wildlife and aquatic habitat and biotic systems, or ecological relationships. The overlay district is established along natural corridors and boundary areas associated with water bodies, wetlands, significant wildlife habitat, and unique natural and environmentally sensitive features, primarily in North and Central Bath. A 150' setback from any water body is required unless the development provides a Waterfront Setback Reduction Plan indicating the proposed development will not have an adverse impact if the setback is reduced to 75'.

Shoreland Zone: The Shoreland Zone is land area located within 250 feet, horizontal distance, of the high-water line of any river, the upland edge of a coastal wetland, or within 75 feet of the normal high-water mark of a stream. Bath's shoreland zone standards are consistent with State guidelines.

Bath allows Cluster Developments (Section 11.06) in residential zones to encourage the preservation of rural character and undeveloped land. Under these guidelines, minimum lot area may be reduced when undeveloped land is dedicated to the City, deeded to a land trust, retained by the applicant, or reserved for ownership by a homeowner's association. The total area of undeveloped land within the development must equal or exceed the sum of the areas by which any building lots are reduced below the minimum lot area normally required in the district in which the development is located.

Views of the river are a highly-valued aspect of Bath. The City requires a Viewshed Protection Plan (in General Performance Standards, Article 10) for new development to preserve views of the Kennebec River accessible from public buildings and parks.

Planning Efforts

Several regional partnerships support natural resources in the Bath area. The Kennebec Estuary Land Trust (KELT) supports habitat and land conservation in the Lower Kennebec and Sheepscot River estuaries in the towns of Arrowsic, Bath, Bowdoinham, Dresden, Georgetown, Richmond, West Bath, Westport Island, and Woolwich. Friends of Merrymeeting Bay and the Casco Bay Estuary Partnership (Bath's estuaries are part of the Eastern Bay) also work to protect, monitor, and restore regional habitat. The Midcoast Council of Governments provides regional planning support, including for climate change, sustainability, and open space. No municipal-level open space or natural resource planning has been completed in Bath. The White House Council on Environmental Quality has supported a global goal of 30% of land and water conserved by 2030.¹ The Maine Climate Action Plan (2020) states the #1 goal under Strategy E is to "Increase by 2030 the total acreage of conserved lands in the state to 30% through voluntary, focused purchases of land and working forest or farm conservation easements."²

¹ Countries Follow U.S. Lead and Set Global Goal to Protect at Least 30% of Lands and Waters by 2030. The White House.

² Maine Won't Wait; a Four-Year Plan for Climate Action by the Maine Climate Council, December 2020, https://www.maine.gov/future/sites/maine.gov/future/files/inline-files/MaineWontWait_December2020.pdf

7: Water & Marine Resources

Planning Implications

- Natural resources and natural areas provide both opportunities for and constraints to development. The natural areas with severe constraints are generally located along the West Bath town line in the southwest portion of Bath, along the Kennebec River south of BIW, along Whiskeag Creek east of Ridge Road, Butler Cove, along the New Meadows River west of Ridge Road, along the shore of Merrymeeting Bay, east of Varney Mill Road, and the large wetlands east of Windjammer Way and Bernard Street.
- Bath shall ensure that residents have access to natural areas and open spaces through urban forests/ parks, waterways, and protected rural landscapes. About 15% of the area of the City is currently in conservation or a current-use tax program; half of the amount recommended by the Federal and State governments. All of the protected parcels are in North Bath. Still, large blocks of habitat are not preserved.
- As an ongoing practice of planning, efforts should be undertaken to identify the communities shared values and develop a standing plan that serves to guide future conservation efforts.
- As stated in the inventory, Bath is rich in rural resources that directly compliments its urban environment. Bath's limited agriculture and forest practices add to the lasting rural scenic quality of Bath, and the parks and gardens in an urban setting are important to resident quality of life.
- Recognizing these assets is important and promoting them is essential to ongoing stewardship.
- Bath's natural resources are primarily threatened by development pressure in rural areas (where development of single-family homes on greenfield sites is often cheaper and easier than infill development or redevelopment in more dense areas of town.) Large blocks of undeveloped land add greatly to the rural quality of Bath and also provide habitat for many birds and mammals. If these blocks are broken up, by even minor development, the value of the habitat to many species of animals is greatly diminished.
- Bath's natural resources should be enhanced and supported to provide resilience benefits to the community and to maximize biodiversity and carbon sequestration. Climate change will alter Bath's landscape and put additional pressure on Bath's natural areas, especially along shorelines impacted by sea level rise.

Bath's history and natural environment is defined by its proximity to water. The City is surrounded on all sides by rivers and estuaries that continue to be critical to the community's history, economy, wildlife habitat, and recreation. This chapter provides a current status of surface water and marine resources within Bath and the surrounding region, as well as a review of public water access and management and protection measures.

Surface Water

Ponds and Aquifers

As defined by the State of Maine, a great pond is a naturally occurring body of water 10 acres or more in size and an aquifer is an underground layer of water-bearing permeable rock or unconsolidated materials from which groundwater can be usefully extracted. Bath has no great ponds or significant sand and gravel aquifers. There are no known locations where groundwater supplies have been polluted.

The Bath Water District (BWD) serves the water needs of most residents and businesses. The District obtains 100 percent of its water from Nequasset Lake in Woolwich. Homes that are not served by the public water system rely on wells, mostly drilled into the bedrock. The State Drinking Water Program has completed a Source Water Protection Program (SWAP) assessment of the water supply and BWD received a low or moderate risk level for all the parameters categorized. The overall rating was Low-Moderate. Water quantity protection is maintained by constant monitoring of the dam, especially during times of low precipitation or approaching drought, and particularly when the fishway can be closed during periods when migration is not occurring. Furthermore, BWD has an extensive ongoing water quality monitoring program. The treatment plant, last upgraded in 2022, is also located at the Nequasset Lake site. BWD's contingency plan for a secondary supply is an existing interconnection with the Brunswick-Topsham Water District.

Streams and Rivers

Kennebec River

The Kennebec River, upstream of Merrymeeting Bay, is 230 miles long and drains an area of almost 6,000 square miles. The largest tributary to the Kennebec is the Androscoggin River, which drains an area of almost 3,500 square miles and is more than 160 miles long. The origin of the Kennebec River is Moosehead Lake; the origin of the Androscoggin River is The White Mountains of New Hampshire. These two rivers come together at Merrymeeting Bay with a combined total water flow of more than 10 billion gallons per day. Fish species in the Kennebec River in Bath include striped bass, alewife, Shad, Atlantic salmon, Atlantic and short-nosed sturgeon, Rainbow smelt, and American eel. The existence of striped bass supports an active fishing-guide business.

The water quality of a river is significantly impacted by the urban areas it flows through, as well as by rural farmlands. The Kennebec River flows through the urban areas of Skowhegan, Waterville, Winslow, Augusta, Hallowell, and Gardiner before reaching Bath. The Androscoggin River flows through Berlin (New Hampshire), Bethel, Rumford, Mexico, Jay, Livermore Falls, Auburn, Lewiston, Brunswick, and Topsham before reaching Merrymeeting Bay. The Kennebec River is also impacted by the farmlands and fields along the shores as evidenced by the slight brown color of the water after a heavy rain event.

The Kennebec River is affected by various pollution sources located in the City of Bath, both point sources and nonpoint sources. Point sources are those that come directly from a pipe, such as a stormwater drain, an overboard discharge, or a combined sewer overflow (CSO). Nonpoint sources are those that do not flow directly from a pipe, such as runoff from streets, bridges, and parking lots and runoff from agricultural fields, construction operations, and mining.

According to 38 MRSA, Section 465-B, the water quality of the Kennebec River is Class SB, which is the second highest of three levels of classification. According to Maine State Law, "Class SB waters must be of such quality that they are suitable for the designated uses of recreation in and on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation and as habitat for fish and other estuarine and marine life. The habitat must be characterized as unimpaired." The law further states, "Discharges to Class SB waters must not cause adverse impact to estuarine and marine life in that the receiving waters must be of sufficient quality to support all estuarine and marine species indigenous to the receiving water without detrimental changes in the resident biological community. There may be no new discharge to Class SB waters that would cause closure of open shellfish areas by the Department of Marine Resources."

The Kennebec River is regulated by the City's adopted Shoreland Zoning, which has been approved by MaineDEP. The shoreland zoning regulations are contained in the Bath Land Use Code.

In addition to the Androscoggin River, other tributaries to the Kennebec River include Whiskeag Creek, Winnegance Creek, and an unnamed brook that enters the West Branch portion of the Kennebec southwest of Lines Island. Winnegance Creek abuts rural and low-density-residential uses. Whiskeag Creek abuts residential development and crosses under

Route 1. The unnamed brook abuts rural and agricultural land uses. These tributaries are protected by MaineDEP-approved shoreland zone and, with the exception of Winnegance Creek, by an overlay zoning district that requires special permitting for development closer to the water than 150 feet.

Merrymeeting Bay

Merrymeeting Bay is the 9,000-acre confluence of six rivers, two of which, the Androscoggin and the Kennebec, are two of Maine's largest. Four smaller rivers flow from the towns surrounding the Bay: the Eastern from Dresden and Pittston; the Abagadasset from Bowdoinham and Richmond; the Cathance from Bowdoinham and Topsham; and the Muddy River from Topsham. Merrymeeting Bay is a unique ecosystem; technically, it is an inland delta, not an estuary, as it is cut off from direct access to the ocean; at low tide the waters of the Bay flow out through The Chops, a narrow gap, into the lower Kennebec. Though the Bay is affected by tides, there is very little salt in its waters. Large areas of the Bay consist of freshwater mud flats and sand bars upon which wild rice and pickerel weed flourish, plants that provide food and cover for waterfowl.

Extensive beds of emergent and submerged aquatic vegetation support thousands of ducks, geese, rails, wading birds, and other water-dependent species during spring and fall migrations. Wild rice is common throughout the bay, providing an important food source for migratory waterfowl and other birds such as bobolinks. The intertidal mudflats are also important feeding areas for migrating shorebirds. Floodplain forests and shrub swamps serve as key migratory stopover sites for neo-tropical passerines. Over 50 species of freshwater fish and ten species of anadromous fish use Merrymeeting Bay, including the rare Atlantic salmon (*Salmo salar*), shortnosed sturgeon (*Acipenser brevirostrum*), and Atlantic sturgeon (*Acipenser oxyrinchus*). At least one rare mussel species, the tidewater mucket (*Leptodeaochracea*), inhabits the bay. One of the small tributaries flowing into Merrymeeting Bay is Maine's only known location for the redfin pickerel (*Esox americanus*). American eels, currently believed to be declining in much of their geographic range, are abundant in parts of the bay. Merrymeeting Bay has some of the northeast's best habitat for rare plants associated with tidal freshwater marshes. Several sites around the bay are particularly significant, such as the Cathance River, Chops Creek, Eastern River, Lines Island, Abagadasset Point, and Swan Island.

Because Merrymeeting Bay drains nearly one third of Maine, the potential for water-quality degradation is high. Both the Androscoggin and Kennebec Rivers have major industries upriver. Although these industries are much cleaner than in years past, contamination remains in the bay's fine-grained sediments. Eagle eggs from Merrymeeting Bay have been found to contain some of the highest levels of PCBs ever recorded. In October 2022, the Friends of Merrymeeting Bay reported on a water sampling effort in the Merrymeeting Bay to test for presence of Per- and Polyfluorinated Substances (PFAS), reporting that PFAS chemicals were found at 27 of the 30 sites sampled.¹ Mitigating past and future contamination of the watershed will be a continuing challenge.

Along the southeast side of Lines Island is a 20-acre freshwater tidal marsh with some of the bay's largest populations of rare plants. Dominated by wild rice, this marsh contains softer mud that supports hundreds of spongy arrowhead along with scattered populations of Parker's

¹ Friends of Merrymeeting Bay, October 2022. A Spatial Probe for PFAS Chemicals in the Surface Waters of Merrymeeting Bay and its Tributaries

pipewort and estuary burmarigold. Water pimpernel occurs sporadically where the base of the rocky upland meets the mud flats. In part because of its importance for bald eagles, Lines Island has been protected as a wildlife refuge by the Maine Department of Inland Fisheries and Wildlife.²

The New Meadows River

The New Meadows River is located in the northeastern corner of Casco Bay in southwestern Maine. Its watershed, estimated at approximately 23 square miles, falls within two counties, the western shore being in Cumberland County, the eastern shore in Sagadahoc County. The watershed covers areas in five municipalities, the City of Bath to the north, Brunswick and Harpswell to the west, and West Bath and Phippsburg to the east. All but the City of Bath have shoreline on the River proper.

Although named a "River," technically it is not, since no river actually flows into or down the New Meadows. In fact, since there is no river flow, the New Meadows does not even meet the definition of an estuary, for there is normally only a relatively small drop in salinity between the mouth at Bear Island and the Lakes at the north. The New Meadows River, therefore, is an embayment.

The New Meadows River encompasses a wide range of habitats and ecological niches within its 23 square mile watershed in the Sagadahoc and Cumberland counties of Midcoast Maine. Originating from volcanic activity, the river benefits from glacial deposits of varied sediment types that help contribute to its high productivity and diversity.

The "headwaters" (if it can be called that) of the New Meadows are along the boundary of Brunswick and Bath; Bath's northwestern boundary, north of the Old Brunswick Road. The 2004 New Meadows Watershed Management Plan points out that only one percent of its watershed lies in Bath. This plan does cite three potential non-point pollution locations in Bath: one is residential land use, and two are roads. There may also be some water flow from the Bath Country Club (golf course) property along Whiskeag Road under Ridge Road to a wetlands at the head of the New Meadows, however, it is not certain if this is the case.

Marine Resources

In the late 19th and early 20th century, the Bath waterfront was lined with boatbuilding and shipbuilding facilities, docks, piers, and warehouses. The Kennebec River was full of river traffic and ships at anchor. Today, what might still be called the Port of Bath is used for recreation and as a working waterfront. Bath's working waterfront has always been primarily industrial, rather than fisheries-based.

Marine-Dependent Uses

The Bath Iron Works shipbuilding, repairing, and launching facility (perhaps the most intensive working waterfront in the state) and the site (including the pier with deep-water access) of the closed Stinson sardine cannery—previously the shipbuilding site of the Texas Steamship Company. Since the closure of the Stinson Cannery in the early 2000s, recreational use of the waterfront has increased. Only one new marine business (an enclosed aquaculture facility at

² Beginning with Habitat. (n.d.). Focus Areas of Statewide Ecological Significance: Kennebec Estuary. Retrieved May 10, 2023, from <https://www.maine.gov/dacf/mnap/focusarea/factsheets.htm>

the former City-owned 2 Town Landing site) has opened in Bath in recent decades.

The recreational part of the Port of Bath includes the City's North End and South End Boat Launches; the marina at the Kennebec Tavern; the City's pier, float facility, and moorings at Waterfront Park; and pier facilities at Maine Maritime Museum.

The City has been continually developing the "Riverwalk" along the downtown shorefront. The most recent addition added nearly 1,000 ft. of shorefront trail with amenities adjacent to Bathport and Guilford lots.

The North End and South End Boat Launches were built by the City with financial assistance from the Maine Department of Conservation. The North End Boat Launch, built in 1976, is located off Bowery Street and has about forty parking spaces for vehicles with trailers and ten more for vehicles without trailers. It is open from sunrise to sunset and there is no fee charged for launching or retrieving boats.

The South End Boat Launch, built in 1998, is on Washington Street in the South End and has thirty-seven parking spaces for vehicles with trailers. Associated with the South End Boat Launch is a parking area for about fourteen vehicles without trailers and an open-space area used by the neighborhood as a small park. The South End Boat Launch is open from sunrise to sunset and there is no fee charged for launching or retrieving boats. The South End Boat Launch also has a restroom facility that must be pumped out as needed.

The marina at the Kennebec Tavern is a privately owned facility consisting of 80 to 100 slips (depending on boat size) located in front of the restaurant and the property downstream known as Bath Port. Gasoline, shore power, and fresh water are available.

The City's pier, float, and mooring facilities are located in the downtown at Linwood E. Temple Waterfront Park. New floats were installed in 2004 and can accommodate more than 200 feet of watercraft. Fresh water, electricity, and a holding-tank pumpout facility are available but no fuel. Waterfront Park has a public restroom. There is 2-hour parking at Waterfront Park for thirty vehicles and about fifteen spaces within 600 feet where 4-hour parking is allowed. Waterfront Park is located across Commercial Street from a large grocery store, and it is within an easy walk to several restaurants, numerous shops, and a 94-room hotel.

In 2022 'Maine's First Ship' launched a replication of the Virginia, the first English ocean-going vessel built in the Americas. The reconstruction was done by volunteers in and around the Bath Freight Shed. The Freight Shed, in downtown Bath, is about 10 miles north of the Popham Colony site that was located in what is now Phippsburg Maine at the mouth of the Kennebec River. The Bath Freight Shed is a museum for shipbuilding, and is also a community center.

Approximately 1 mile downstream from Downtown Bath is the Maine Maritime Museum. The museum offers ten guest moorings and a "visiting yachtsmen's building" with two heads (i.e. restrooms), showers, and a washer and dryer. At the downstream end of the museum property is Deering Pier, which can accommodate vessels up to 200 feet long with a draft of 17 feet. The Deering Pier has electricity and fresh water.

The maximum "air draft" or height of a vessel that can come into Downtown Bath, upstream of the Sagadahoc Bridge, is 73 feet. Vessels that cannot get upstream of the Sagadahoc Bridge often tie up at Deering Pier. The City operates a fixed-route bus system and a seasonal trolley service that can bring visitors from the Maine Maritime Museum into the downtown.

The site of the former Stinson sardine cannery is a 5.6-acre parcel with about 820 feet of river frontage. The existing pier can accommodate vessels up to 350 feet long and has deep water. The pier has not been maintained well and is in need of repairs. The site is zoned Marine Business, which allows manufacturing and many water-related and water-dependent uses. The site is currently vacant. The cannery closed in 2005 and a fire destroyed all of the buildings on the site in 2006. Before the site was used as a sardine cannery, it was a shipbuilding facility of the Texas Steamship Company.

The BIW facility, adjacent to Bath's downtown, is a 75-acre site with about 4,000 feet of deep-water frontage on the Kennebec River. (Although there is deep water along its piers, BIW periodically dredges the floating dry dock's "settling basin" and the river channel so the ships can transit safely to and from the Atlantic Ocean.) BIW builds ships almost exclusively for the U.S. Navy. The BIW facilities include a 750-foot floating dry dock, three shipways, three wharves, an outfitting pier, five cranes, and indoor facilities for pre-outfit and assembly. Also included in the facilities are engineering, design, ship-support, and administrative offices.

The BIW property (zoned Industrial) and the former Stinson sardine cannery property, the Maine Maritime Museum, and the two City-owned boat launches (zoned Marine Business) are the only sites on the river where water-dependent manufacturing uses are allowed. Other than the loss of the sardine cannery (the site is still available for water-dependent uses) and the closing of the BFC Marine marina, there have been no conversions in the last ten years from water-dependent to non-water-dependent uses.

The Kennebec River is also home to several fishing guides. The fishing-guide "industry" brings fishermen to Bath from all over the United States as well as other countries, mostly for striped bass.

The day-to-day management of the "Port" is the responsibility of the City's Harbor Master, who is a full-time Bath Police Officer. They administer and enforce the City's harbor ordinances.

Registered Vessels and DMR Licenses

The Maine Department of Marine Resources (DMR) licenses operators of commercial fishing and aquaculture, recreational fishing operators, and recreational fishing and lobstering.

The most recent DMR data states there were 119 licensed vessels in Bath in 2018. Vessel size ranged from 13' to 45', with the most common length being 18'.³

In 2022, there were 47 harvester licenses and 15 dealer licenses in Bath, according to DMR data (see Figures 1 and 2, following page.) There are no aquaculture leases in Bath. It is currently prohibited by the Department of Marine Resources (DMR) to harvest clams, quahogs, oysters, mussels or whole or roe-on scallops from the Upper Kennebec River and Merrymeeting Bay (for more information, see "Threats to Water Quality.") The Port of Bath did not have any reported landings in 2020.⁴

³ Maine Department of Marine Resources. License and Vessel Information by Town 2018.

⁴ DMR Open Data. <https://dmr-maine.opendata.arcgis.com/>

Harvester License Type	2022 License Count
Aquaculture (AL)	6
Commercial Fishing Crew (CFC)	2
Commercial Fishing Single (CFS)	2
Commercial Pelagic and Anadromous Crew (CPC)	1
Commercial Shellfish (CS)	5
Elver 1 Fyke Net (E1)	1
Green Crab (GC)	2
Lobster/Crab Apprentice (LA)	1
Lobster/Crab Class 1 (LC1)	3
Lobster/Crab Class 3 (LC3)	2
Lobster/Crab Non Commercial (LNC)	6
Lobster/Crab student (LCS)	2
Marine Worm Digging (MWD)	6
Menhaden Commercial (MENC)	2
Menhaden Non Commercial (MENR)	1
Recreational Saltwater Fishing Operator (SWRO)	3
Vibrio Harvester (VH)	2
<i>Grand Total</i>	<i>47</i>

Fig. 1: 2022 Harvester Licenses in Bath
Source: Maine Department of Marine Resources, 2022

License Name	2022 Count
Enhanced Retail (RE)	1
Marine Worm Dealer (MW)	1
Retail Seafood (R)	3
Shellstock Shipper (SS)	2
Wholesale no lobster (W)	3
Wholesale no lobster supplemental (WS)	5
<i>Grand Total</i>	<i>15</i>

Fig. 2: 2022 Dealer Licenses in Bath
Source: Maine Department of Marine Resources, 2022

Public Access and Facilities

Public access to the Kennebec is provided at the two Bath boat launches, the public dock at Linwood E. Temple Waterfront Park, and via trails (no boat access) at Thorne Head Preserve. The Kennebec Tavern Restaurant has a private marina, and the Maine Maritime Museum has a dock from which scenic cruises depart. There are also a number of private docks along the Kennebec from residences. Most of the Kennebec River shoreline in Bath is private property, and residents have expressed the desire for increased access to the waterfront and the river for recreation.

There is unofficial public access to Whiskeag Creek from the bridge where Whiskeag Road crosses the creek. Bath residents have expressed the need for safer, more permanent access for fishing and hand-carry boats in this location.

To access Merrymeeting Bay, there is a hand-carry boat launch at Butler Cove that is part of Butler Head Preserve.

Only a small section of Bath borders the New Meadows River. There is public access to the river at the New Meadows Lake Boat Ramp on Old Brunswick Road, which is just over the Bath border, in West Bath.

Dredging

The Kennebec River is periodically dredged to remove shoaled material from the federal navigation channel in order to facilitate the movement of U.S. naval ships constructed at Bath Iron Works. The Kennebec was last dredged in January 2020.⁵ In 2019, the US Department of the Navy received a 10-year permit to conduct periodic maintenance dredging approximately every 3 years. Dredged materials are disposed of in two locations: an in-river disposal site just south of Bluff Head, and a nearshore disposal site just south of Jackknife Ledge.⁶

This dredging impacts Essential Fish Habitat that supports fish including the federally endangered shortnose sturgeon and the federally threatened Atlantic sturgeon. The site-specific adverse effect was determined not to be substantial.⁷

Emergency dredging is sometimes conducted to allow for passage of newly-constructed navy ships deemed critical to National Defense, most recently in 2017⁸ and 2011.⁹

⁵ Kennebec River Maintenance Dredging 2020. (n.d.). Cashman Dredging. <https://www.cashmandredging.com/projects/kennebec-maintenance-dredging-2020/>

⁶ United States. Army. Corps of Engineers. (2019). Public Notice (NAE-2019-01433). US Army Corps of Engineers. New England District. Maine Project Office. Retrieved May 12, 2023, from <https://www.nae.usace.army.mil/Portals/74/docs/regulatory/PublicNotices/2019/NAE-2019-01433.pdf>

⁷ Ibid.

⁸ United States. Army. Corps of Engineers. (2017, March 14). Corps proposes emergency maintenance dredging of portions of Kennebec River Federal Navigation Project. US Army Corps of Engineers New England District Website. Retrieved May 12, 2023, from <https://www.nae.usace.army.mil/Media/News-Releases/Article/1112184/corps-proposes-emergency-maintenance-dredging-of-portions-of-kennebec-river-fed/>

⁹ Dredging for warship transit under way in Maine. (2011, August 6). Portsmouth Herald. <https://www.seacoastonline.com/story/news/2011/08/06/dredging-for-warship-transit-under/49943238007/>

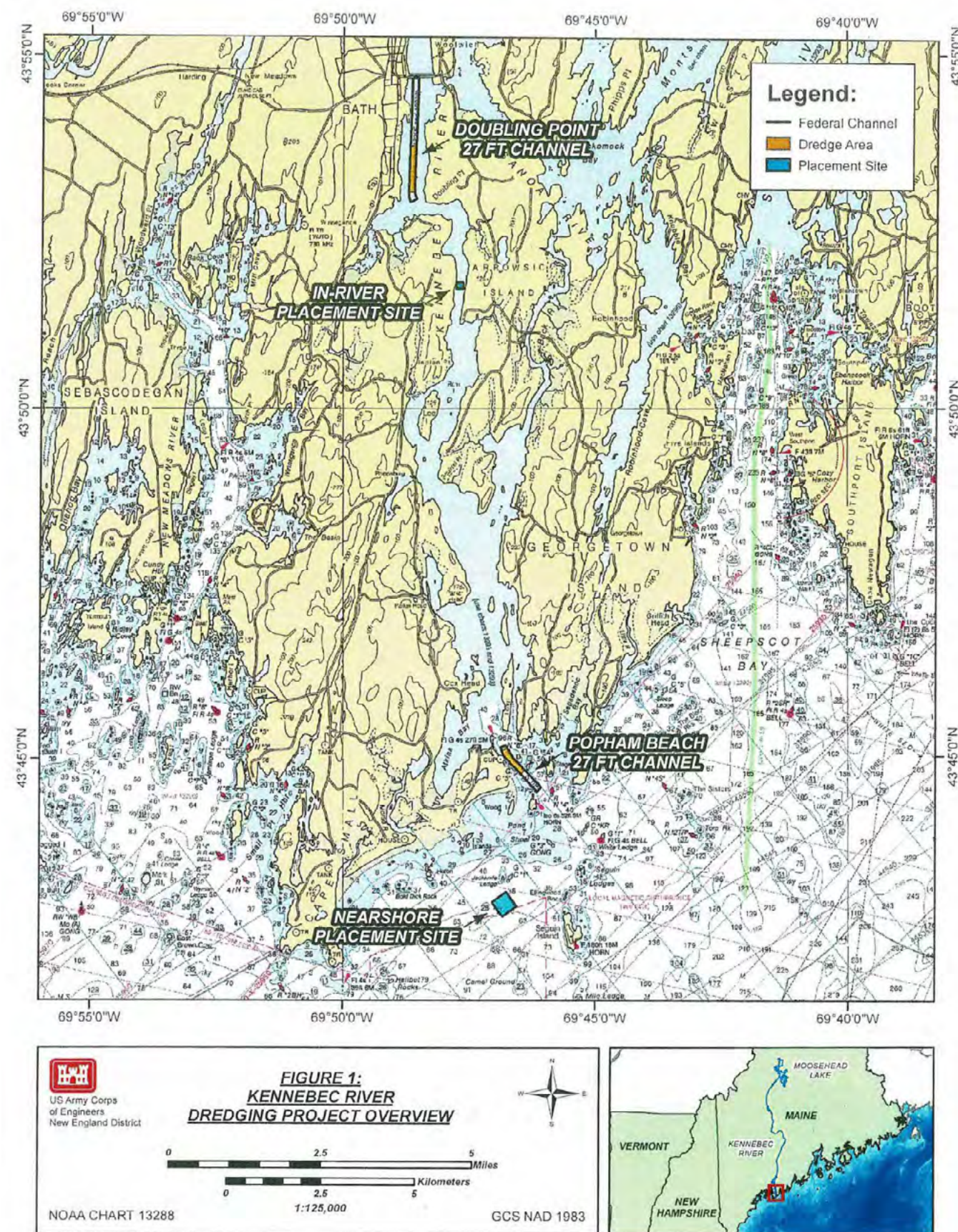


Fig. 3: Kennebec River Dredging Sites
Source: US Army Corps of Engineers, 2020

Management and Protection

All of Bath's water bodies are rated Class SB. There are no active water quality monitoring programs within the City of Bath. Bath's water bodies do not provide drinking water, but are important for wildlife habitat, recreation, and flood resilience.

Threats to Water Quality

Threats to water quality include stormwater runoff, development and increase in impervious surface, combined sewer outflows (CSOs), septic systems, overboard discharge systems, marine sanitary waste, and other environmental contaminants.

It is currently prohibited by the Department of Marine Resources (DMR) to harvest clams, quahogs, oysters, mussels or whole or roe-on scallops from the Upper Kennebec River and Merrymeeting Bay due to pollution from bacteria.¹⁰ Water quality in the Kennebec is impacted by Bath and Bath Iron Works as well as other private and municipal discharges in other communities upstream. All sewer issues affecting the Kennebec are reported within 24 hours to DMR. Ongoing CSO masterplan projects target minimizing pollution to the Kennebec.

The MaineDEP licenses CSO locations. CSOs occur when heavy rain or snowmelt causes one or more of the City's combined sewers (i.e., a sewer pipe carrying both sanitary waste and stormwater) to discharge into the Kennebec River because the volume is greater than a pumping station can accommodate. All discharges are documented by frequency and volume and this information is reported monthly to the MaineDEP. The number of CSO locations has decreased from thirty-one in 1971 to eight in the mid-1990s to four today. They are located at the Rose Street, Pleasant Street (Castine Avenue), Commercial Street, and Harward Street pumping stations. For more information on Bath's CSOs, see the Public Facilities inventory chapter.

The Maine DEP licenses overboard discharge systems (OBDs). These systems are allowed in certain situations for existing homes that have no other alternative for wastewater treatment or collection. In Bath, there are 8 such discharges to the Kennebec River (7 in North Bath and 1 in South Bath), depicted on the maps below (from Maine DEP's Overboard Discharge Program.) For more information on Bath's OBDs, see the Public Facilities inventory chapter.

Discharge from boats and marine sanitary waste are also a threat to marine waters. Bath is not a No-Discharge Area and there is a marine pumpout station located at the public City Dock at the Waterfront Park.

Septic systems adjacent to bodies of water can pose a threat to water resources. Septic system malfunctions can cause leaks that expose local water resources to elevated levels of nutrients and bacteria. These leaks often go unnoticed, occurring underground and traveling to marine waters via groundwater. At the time of drafting this plan there are no known septic leaks within the shoreland of Bath.

Bath Public Works crews and contractors follow best management practices to protect water resources in their daily operations.

¹⁰ Shellfish Closures and Aquaculture Leases Map | Department of Marine Resources. (n.d.). <https://www.maine.gov/dmr/fisheries/shellfish/shellfish-closures-and-aquaculture-leases-map>

Zoning and Land Use

Waterfront development in Bath is controlled by several zoning district regulations. (Natural resource protection zoning districts are detailed in the Natural Resources inventory chapter.)

Waterfront High-density Residential District (R4): The purpose of the Waterfront High-density Residential District is to allow appropriate use, maintenance, and redevelopment of this built-up residential neighborhood that sits along the Kennebec River, while at the same time protecting the integrity and natural qualities of this area.

Waterfront Activity District (R5): The Waterfront Activity District is a residential district along the Kennebec River that is designed to protect the shore front resource and the neighboring high-density residential neighborhoods while at the same time allowing small-scale commercial operations that are water-dependent.

Waterfront Medium-density Residential District (R6): The purpose of the Waterfront Medium-density Residential District is to conserve the integrity and natural qualities of the southern Kennebec River shoreline while allowing for medium density development compatible with the physical capability of the land.

Marine Business District (C5): The Marine Business District will provide a location for medium- to high-intensity marine-related industrial and commercial activities that are water-related or water-dependent.

Industrial/Shipyard District (I): The Industrial/Shipyard District provides the location for the main facilities of the Bath Iron Works (BIW) and for certain support facilities. This is an industrial district that must serve industrial needs, while also controlling impacts on surrounding residential and commercial neighborhoods.

Trufant Marsh Contract District (TMC): The Trufant Marsh Contract District addresses uncertainties related to any expansion of BIW and the potential need to use the Trufant Marsh for additional space. Resource Protection is the designation of this district until any rezoning by the City Council. This rezoning process will allow open dialogue among the City, neighbors, and BIW on what might happen to Trufant Marsh in the future. If rezoned from the Resource Protection District, this district will allow only water-dependent uses for an expansion of industrial uses on the adjacent property.

Views of the river are a highly-valued aspect of Bath. The City requires a Viewshed Protection Plan (in General Performance Standards, Article 10) for new development to preserve views of the Kennebec River accessible from public buildings and parks.

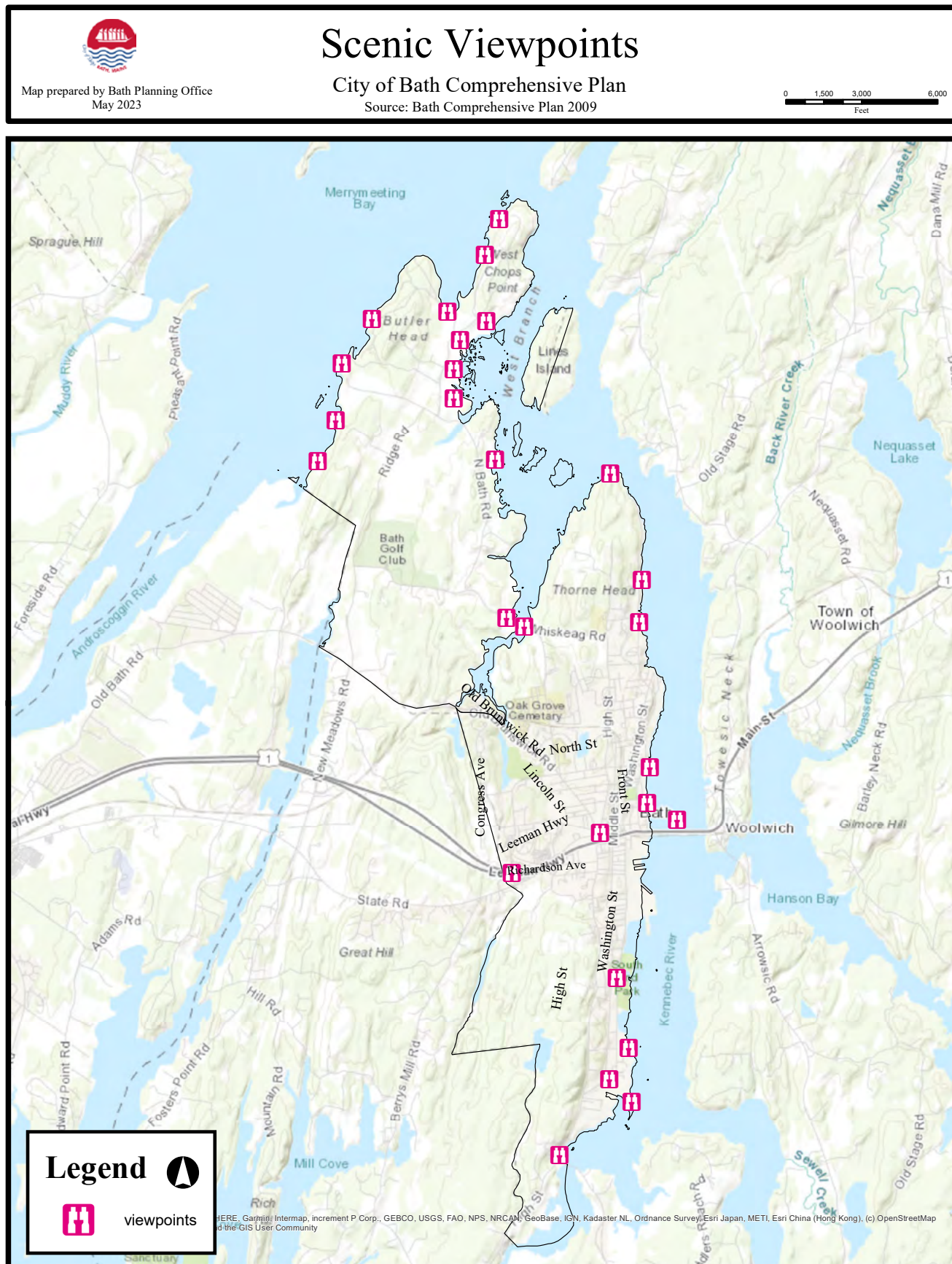


Fig. 4: Scenic Viewpoints in Bath
Source: City of Bath, 2023

Planning

Several regional partnerships support natural resources in the Bath area. The Kennebec Estuary Land Trust (KELT) supports habitat and land conservation in the Lower Kennebec and Sheepscot River estuaries in the towns of Arrowsic, Bath, Bowdoinham, Dresden, Georgetown, Richmond, West Bath, Westport Island, and Woolwich. Friends of Merrymeeting Bay and the Casco Bay Estuary Partnership (Bath's estuaries are part of the Eastern Bay) also work to protect, monitor, and restore regional habitat. The Midcoast Council of Governments provides regional planning support, including for climate change, sustainability, and open space.

The State of Maine adopted the Kennebec River Resource Management Plan in 1993. This plan addresses the balance of energy production, recreational uses, environmental impacts, fisheries restoration, water management, and other uses.¹¹

The New Meadows River Watershed Management Plan was developed in 2004 by the New Meadows River Watershed Project Steering Committee, with assistance from the Cumberland County Soil & Water Conservation District.¹² This plan provides an overview of the watershed and environmental quality, with goals and action items to protect, improve and maintain the vitality of the ecological and economic resources of the New Meadows River and its watershed.

There have been no recent river or watershed management plans, and no municipal-level planning has occurred.

11 Kennebec River Resource Management Plan: Balancing Hydropower Generation and Other Uses. (1993). Maine State Planning Office. Natural Resources Policy Division. Retrieved May 12, 2023, from <https://www.maine.gov/sos/cec/rules/07/105/105c001.pdf>

12 New Meadows River Watershed Project Steering Committee. (2004). New Meadows River Watershed Management Plan. New Meadows River Watershed Project. <https://www.cascobayestuary.org/wp-content/uploads/2021/01/New-Meadows-River-Watershed-Mgt-Plan-2004.pdf>

8: Public Facilities

Planning Implications

- No drinking water quality issues have been reported in Bath. Bath's public drinking water comes from Nequasset Lake in the town of Woolwich.
- Bath's undeveloped portions of rivers and estuarine areas provide significant habitat, ecosystem services, and recreational opportunities.
- The facilities, land, and businesses that make up the Port of Bath have been key to Bath's identity, economy and recreation for decades.
- Bath's working waterfront has decreased in size over time. From the peak of Bath shipbuilding in the early 20th century, what is left of the working waterfront is a former marina downtown, a vacant parcel once used as a shipbuilding site and sardine cannery, and Bath Iron Works.
- Much of Bath's waterfront is in a 100-year flood hazard area. At times of astronomical high tides, some street flooding occurs on Commercial and Washington Streets. Sea level rise will increase flooding.
- Bath's waterfront is primarily residential, recreational and industrial, and does not support major fisheries. Aquaculture within the Kennebec River is prohibited due to water quality.

An assessment of community facilities and services is important to understand how well local government serves residents in the community. This is often the only measure that residents have of the quality of their government. As demands on local government increase, the level of service now and in the future will play a major role in determining the quality of life in the City of Bath. This inventory lists staffing levels, equipment and facilities, services and service-delivery area, capacity, budget, needs and concerns, and estimated costs to meet needs and address concerns.

The following public facilities and services are described in this chapter:

- City Government (City Facilities, City Administration)
- Public Works
- Sewer & Stormwater Management
- Public Water
- Solid Waste Disposal & Recycling
- Police
- Fire & Rescue
- Parks, Recreation, Forestry, & Cemeteries
- Healthcare & Social Services
- Schools
- Patten Free Library

Figure 1 shows the locations of Bath's public facilities. All facilities except the Landfill and some conserved land/public open space are located within designated growth areas.

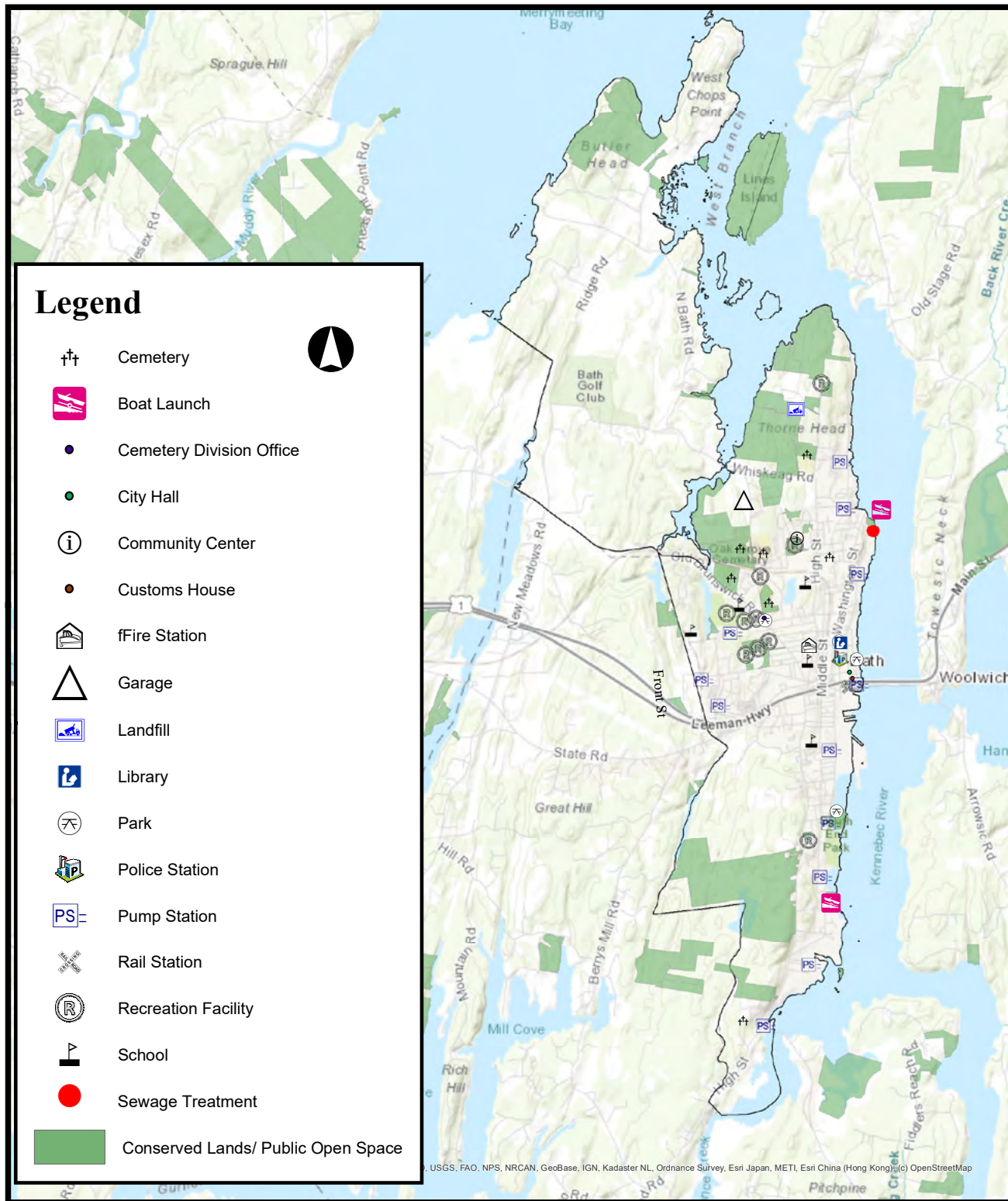


Fig. 1: Public Facilities in Bath
 Source: City of Bath, 2023

City Government

The City of Bath operates under a City Charter. This Charter is the written, basic body of laws by which a city will govern itself, similar to a Constitution. Municipal laws are particular laws passed within the framework of the Charter, consistent with State law, to meet certain situations or concerns within the community.

Bath has a Council-Manager form of government. The Bath City Council is composed of nine members, one member from each of the City's seven wards and two at-large members. Councilors serve three-year terms. The City Council decides on policy and legislative matters and its decisions are implemented through the City Manager's Office.

Bath is fortunate to have a number of volunteers serving in various offices and committees. Among those are the Transportation Committee, Bicycle & Pedestrian Committee, Climate Action Commission, Community Forestry Committee, Finance Committee, Planning Board, Recreation Commission, Community Development, Economic Development, and Zoning Board.

City Facilities

Bath City Hall houses the administrative offices for the City. Built in 1929, City Hall (the Davenport Memorial Building) is located on Front Street at the head of Centre Street.

Bath Public Works, including the Division of Solid Waste & Recycling, Division of Stormwater & Sewers, and Division of Streets & Sidewalks, is located in the Public Works building, constructed in 1963, at 450 Oak Grove Avenue. The City Landfill is nearby at 11 Detritus Drive. The City's wastewater treatment plant is located at 1 Town Landing Road.

Bath Fire & Rescue is headquartered in the Bath Fire Station, built in 1957, at 864 High Street. The Bath Police Station is located at 250 Water Street. The Harbormaster (a sworn officer) is headquartered in the Police Station.

The Department of Parks, Recreation, Forestry, & Cemeteries is located at 4 Sheridan Road. (More information about Bath Recreation is available in the Recreation inventory chapter.)

The Customs House (c1858), located near City Hall at 1 Front Street, became City property in 1977. The building is managed by a Board of Trustees appointed by the City Council. It is occupied by several firms including a cabinetmaking business that has its manufacturing facility at the Wing Farm Business Park, an insurance agent, and an architect. The Board of Trustees structures the leases so that no Bath taxpayer support is needed to maintain the building.

The Bath Railroad Station (1941), just south of downtown at the south end of Commercial Street, became City property in 1971. The building underwent a major rehabilitation in May 2007, and the building is now owned and managed by the City. The Station is leased and occupied by Main Street Bath, and on a seasonal basis, the Bath Regional Information Center. It may also be used as a railroad station, if the train is in operation. The Regional Tourist Information Center occupies the building seasonally. The goal is to eventually have the building self-sufficient without using taxpayer support.

The City also owns several buildings that are no longer used by City departments or for City

services or functions. A study was recently conducted to determine if the buildings will be needed in the future and if any of them should be sold.

City Administration

The departments within City Hall include the Assessor's Office, City Clerk's Office, City Manager's Office, Code Enforcement, Community & Economic Development, Facilities (manages City Hall and Bath CityBus), Finance, Planning & Development, Sustainability & Environment, and Information Technology. The administration departments are staffed adequately to meet present demands and demands of the changing population.

City Manager's Office: Staffed by City Manager, Assistant City Manager, Executive Assistant/Human Resources Coordinator, Director of Community and Economic Development, and Marketing and Communications Specialist. The City Manager's Office is responsible for the daily operations of the City. The City Manager is responsible to the City Council.

Finance Department: Staffed by Finance Director, Deputy Finance Director, Payroll Supervisor, and three Treasurer Counter Clerks. The Finance Department is responsible for tax collection, treasury, payroll, accounts payable, general assistance, and investments. The City's General Assistance Program is overseen by the Finance Director. Service is also provided to West Bath.

City Clerk's Office: Staffed by City Clerk, and Deputy Clerk. Responsible for various licenses, City records, registering voters, maintaining voter records, and supervising elections.

Facilities: Four full-time personnel. Facilities is responsible for the maintenance and cleaning of City Hall, the Police Station, and the Train Station, supervises CityBus drivers, and acts as City Messenger.

Assessor's Office: Staffed by Assessor, and Assistant Assessor. The Assessor's office is responsible for determining the value of property and assesses real estate and personal property taxes.

Codes Enforcement Department: Staffed by Codes Enforcement Officer, Assistant Codes Enforcement Officer, and half services of a full-time Administrative Assistant. The office is responsible for enforcing the Land-Use Code and building, electrical, plumbing, and health codes.

Planning Department: Staffed by Planning Director, Director of Sustainability and Environment, Director of Community & Economic Development, half services of a full-time Administrative Assistant. The department is responsible for staffing the Planning Board and providing long-range planning, project planning, and capital-improvements planning, as well as environmental and sustainability planning and economic development.

Information Technology (IT): Staffed by the Information Technology Coordinator and a Digital Media Specialist. The IT department procures, deploys, and maintains all computer systems utilized by the City; supports all departments for any technology requirements and needs; ensures City's compliance with Cyber Insurance requirements; maintains open communications with contracted third party support; responsible for Bath Community Television. Bath Community Television operates the local public, education, and government (PEG) television channel and creates live broadcasts of City Council and Planning Board meetings as well as city events, sports events, and other broadcasts of interest. The service

is supported by the franchise fees the City is allowed to charge the local cable provider. BCTV Channel 14 is carried by Comcast, the local cable provider, and is available to cable subscribers in Bath, West Bath, Woolwich, Phippsburg, and Brunswick. BCTV is also available live and on-demand from the City website at <https://www.cityofbathmaine.gov/bctv>.

**Staffing and Operating Budgets of Bath City
Departments, FY2012 and FY2022**

Department	Staff in FY2012	Staff in FY2022	FY2012 Budget	FY2012 Adjusted to FY2022 Dollars	FY 2022 Budget	Percent Change, Adjusted FY2012-FY2022
Assessor	2	2	\$116,765	\$150,627	\$144,716	-3.92%
IT/BCTV	2 Part-time	2	\$43,395	\$55,980	\$105,379	88.25%
Cemeteries & Parks	3	3	\$404,592	\$521,924	\$429,809	-17.65%
City Clerk's Office	2.5	2	\$124,885	\$161,102	\$121,304	-24.70%
City Manager's Office	3	4	\$150,632	\$194,315	\$174,750	-10.07%
Planning	1.5	1.5	\$97,934	\$126,335	\$57,209	-54.72%
Codes Enforcement	1.5	1.5	\$87,347	\$112,678	\$104,232	-7.50%
Finance	5.5	6	\$235,186	\$303,390	\$318,356	4.93%
Fire	21	23	\$1,307,119	\$1,686,184	\$1,897,563	12.54%
Forestry	1	1	\$59,303	\$76,501	\$100,316	31.13%
General Assistance	0.5	0.5	\$66,510	\$85,798	\$76,250	-11.13%
Facilities/Maintenance/Bus	4	4	\$246,244	\$317,655	\$326,331	2.73%
Police	25.5	24	\$1,456,638	\$1,879,063	\$1,814,768	-3.42%
Public Works	13	12.5	\$923,681	\$1,191,548	\$1,141,414	-4.21%
Landfill	4.5	4.5	\$1,789,054	\$2,307,880	\$1,839,023	-20.32%
Wastewater Treatment	9.5	10	\$1,901,951	\$2,453,517	\$2,439,347	-0.58%
Recreation	5.5	6	\$195,115	\$251,698	\$252,466	0.30%

Fig. 2: Staffing and Operating Budgets of Bath City Departments
Source: City of Bath Finance Department, 2022

Public Works Department

Bath Public Works, including the Division of Solid Waste & Recycling, Division of Stormwater & Sewers, and Division of Streets & Sidewalks, is located in the Public Works Garage, built in 1963, at 450 Oak Grove Avenue. The salt and sand shed, built in 2001, is located behind the public works garage on Oak Grove Avenue. The City Landfill is nearby at 11 Detritus Drive.

The Department is staffed by a Director (who is a Professional Engineer), Deputy Director, and full-time Foreman. Other personnel include:

- Six full-time personnel in the highway division.
- Four full-time and one half-time year-round personnel in the landfill division.
- Three full-time and one half-time year-round personnel in the sewer division.
- Six full-time personnel in the wastewater treatment division.
- One full-time administrative staff person.
- Personnel from the highway, sewer, landfill, and wastewater divisions and the Cemetery Department plow and sand streets during winter storms.
- Three full-time mechanics.

The Public Works Department is responsible for:

- Operation of a gasoline and diesel fueling station for City of Bath and other local public agencies.
- Maintenance, removal in the autumn and installation in the spring of floats at the North End and the South End Boat Launches and at Waterfront Park.
- The Director reviews subdivision and site plans for the Planning Director, inspects sewer lines at new developments, processes street-opening and sewer-connection permits, and advises the City Manager regarding public works and infrastructure projects to be undertaken in the City.
- The mechanical staff provides vehicle maintenance for the Fire Department, City Bus, and Trolley.

Public Works Needs and Concerns

- Development of future street-improvement plans is a concern due to escalating cost of bituminous products. Under-investment is causing street improvements to fall behind maintenance needs.
- Public works processes and equipment should be analyzed to determine where more environmentally friendly alternatives could be implemented.
- Traffic speed, traffic volume, and the existing geometry of the road network are resulting in increasing concerns among residents about vehicle traffic. There is a need for a standardized "toolbox" that can be used by Public Works and the Planning Office to address these concerns through enforcement, traffic calming, etc. A traffic calming policy is being developed in 2022.

- A long-term plan for sidewalk improvements and expansions needs to be developed.
- A plan for the placement of bicycle racks in key locations throughout the City is needed to encourage the use of bicycles over vehicles, reduce vehicle parking pressure downtown, and help reduce greenhouse gas emissions.
- Extensive upgrades to the public works garage, including insulation, work spaces, and structural repairs, will be needed soon.
- Increases in extreme weather events due to climate change, like flooding, rainfall, and snow, could require increased staffing, maintenance, and new equipment in the future.
- Street and sidewalk repair & repaving has been funded from a bond approved by voters in 2017 and spent at a rate of about \$350,000 per year. This is well below the spending rate needed to keep streets in good repair. A backlog of work will increase in future years.
- Public Works maintains a fleet of nearly 50 vehicles. Most of these vehicles are used heavily and regularly and are typically high-cost pieces of equipment. Regular fleet maintenance and replacement are necessary for public works to complete tasks.

Public Sewer and Stormwater Management

Bath's public sewer is managed by the Division of Stormwater & Sewers in the Public Works Department. The wastewater treatment plant is located at 1 Town Landing Road. The wastewater treatment plant was constructed in 1971 with a major expansion in 1998 and a second expansion in 2019 that included a dewatering, aeration, and chemical upgrade.

Approximately 66% of the City is served by public sewer lines. The exceptions are Oak Grove Avenue north of Crawford Drive (connected to the public sewer line at Crawford Drive by private, forced sewer mains) and Whiskeag Road between Oak Grove Avenue and High Street (served by septic systems). There is also a sewer branch to the West Bath portion of the Wing Farm Industrial Park. The sewer system covers the designated growth area.

The wastewater treatment plant has the capacity to treat 7 million gallons per day of wastewater. In FY22, 776.09 million gallons of wastewater was treated, for an average of 2.13 million gallons of wastewater per day. Septage fees for FY22 were \$135.00 per 1,000 gallons and Public Works took in 423,550 gallons, creating revenue of \$57,179.25. Septage fees for FY23 are \$150.00 per 1,000 gallons.

Sludge dewatered by the wastewater treatment plant is brought to the landfill for disposal. In FY22, a total of 1,247.4 wet tons were brought to the landfill, or 31.99 cubic yards per week on average.

There are thirteen sewer-pumping stations, as described in Figure 3. The Hunt Street wastewater pumping station is operating beyond its design capacity. The Hunt and Rose Street pumping stations both require replacement. Upgrading Hunt Street and constructing a new force main to bypass the Rose Street station is expected to cost approximately \$ 6.4 million. Rose Street would be monitored for the next few years but will eventually need an upgrade that will cost around \$1.1 million.

A sewer capacity increase in the Harward Street drainage area is expected in 2023-2024. The project will upsize the main interceptor to deliver more sewage to the Harward pump station

and upgrade the pump station to handle the new flow. The anticipated cost is approximately \$7.6 million.

All upgrades to the sewer pumping stations have been done to improve the system as a result of system failures. There have been no upgrades to the sewer pumping stations based on an analysis of the potential for growth in the pumping stations' collection area.

The capacity of the wastewater collection system was increased by stormwater separation projects in the Castine Avenue (formerly Pleasant Street) area in 1979, in the North End and the South End in 1988, in Lambert Park in 1997, and in the Commercial Street area in 1998. Many other projects since 1998 have removed millions of gallons of stormwater from the sanitary sewers. 107 catch basins are still connected to the sewer system as of 2023.

Due to groundwater infiltration and the number of storm drains connected to the sanitary sewer, the sewer collection system is limited in capacity during heavy rain events and snowmelts. When the sewer collection system is over-capacity, it discharges to the Kennebec River through MaineDEP-licensed discharge locations (i.e., CSOs). There are also discharges through unlicensed locations (SSOs). Plans are being developed in 2023 to make capacity improvements to the sewer system to eliminate SSO activity.

There are four Combined Sewer Overflow (CSO) points in the City of Bath licensed by the MaineDEP, which is down from thirty-one in 1971. Expansion of the wastewater treatment plant, pumping-station improvements, and separation of storm and sanitary sewers resulted in the reduction of CSOs. As one of 31 CSO communities in Maine, the City is required to continue working toward the goal of eliminating all CSO activity.

A new CSO Master Plan was submitted to MDEP in 2021 as required by the City's wastewater discharge license. The plan includes approximately \$17 million in improvement projects to be completed over the next 5 years. A project to separate up to 8 catch basins from the sewer system near the Farrin Place pump station is expected to cost approximately \$1.2 million. More storm drains and catch basin separations are needed in order to completely separate the storm water system from the sewer system and therefore minimize the chance of sewer overflow.

Name	Year Built or Major Upgrade	Condition
Landfill	2001/2017	Fair
Harward Street	1970/1996	Poor
Farrin Place	1970/1996	Fair
Front Street	1970/2005	Good
Commercial Street	1970/2002	Poor
Castine Avenue (Pleasant Street)	1970/2008	Fair
Rose Street	1975/2007	Poor
Hunt Street	1975	Poor
Riverview Road	1980/2017	Good
Bridge Street	1970/2017	Good
Congress Avenue (Aegis)	2000	Fair-Poor
Hyde Park	1970/2002	Fair-Poor
Wing Farm	1999	Fair

Fig. 3: Bath Sewer Pumping Stations
Source: City of Bath Public Works Department, 2022

A Fiscal Sustainability Plan was developed in 2023. The plan includes an inventory of critical wastewater treatment and collection system assets, the City's approach to determining asset criticality, a cost-effective funding plan to proactively fund the repair, rehabilitation, or replacement of the most critical assets, and potential capital funding sources. The plan provides a framework to help the City proactively manage wastewater assets over the next 20 years. The plan identified nearly \$51 million in projects to be completed over that time period.

Public Sewer & Stormwater Needs and Concerns

- Many of the streets, sanitary sewers, and storm sewers are old and have not been maintained well because of past funding priorities.
- Continued assessment of the performance of the wastewater collection and treatment system and reduction of the number of CSOs and SSOs is needed. This assessment should include consideration of the capacity needs of future development.
- Completion of a new "phase two" ten-year plan to identify capital investments and maximize future efficiency within the wastewater treatment plant and collection system is necessary.
- Upgrades to Commercial St. and Aegis sewer pump stations are needed.
- Additional maintenance and upgrades to various components of the sewer system are expected to cost up to \$12 million over the next 10-15 years.
- Potential upgrades to treatment plant infrastructure such as the digester, primary clarifiers, headworks, mixers, generator, blower building pumps and controls, and SCADA would improve service at the cost of approximately \$10-\$15 million.
- While the wastewater system does not generate any PFAS, the substance finds its way to the treatment plant from typical consumer products. The PFAS is partially removed from the wastewater and is delivered to the Bath landfill in the sludge. State regulation of PFAS is developing quickly and may become a greater issue in the future.

Septic Disposal

Areas not served by Bath's public sewer system rely on private septic disposal for waste. Residents with private septic tanks are responsible for the maintenance of their own systems, including periodic pumping of the septic tank. Bath does not maintain a database of septic systems. The Maine Department of Health and Human Services maintains septic records from the early 2000's to present that are publicly available on the Maine Subsurface Wastewater website via an online search at: <https://www1.maine.gov/cgi-bin/online/mecdc/septicplans/index.pl> The Department website says it is currently working to convert older permits to electronic format and will include these files in the online search as they become available.

Bath has 8 overboard discharge sites (OBDs), in which sanitary wastes or wastewater from household or commercial activities are discharged directly into surface water. One is located in North Bath on Merrymeeting Bay, and the other 7 are located along the Kennebec River. OBD owners must maintain a Waste Discharge License.



Fig. 4: Overboard Discharges in Bath
Source: City of Bath 2023

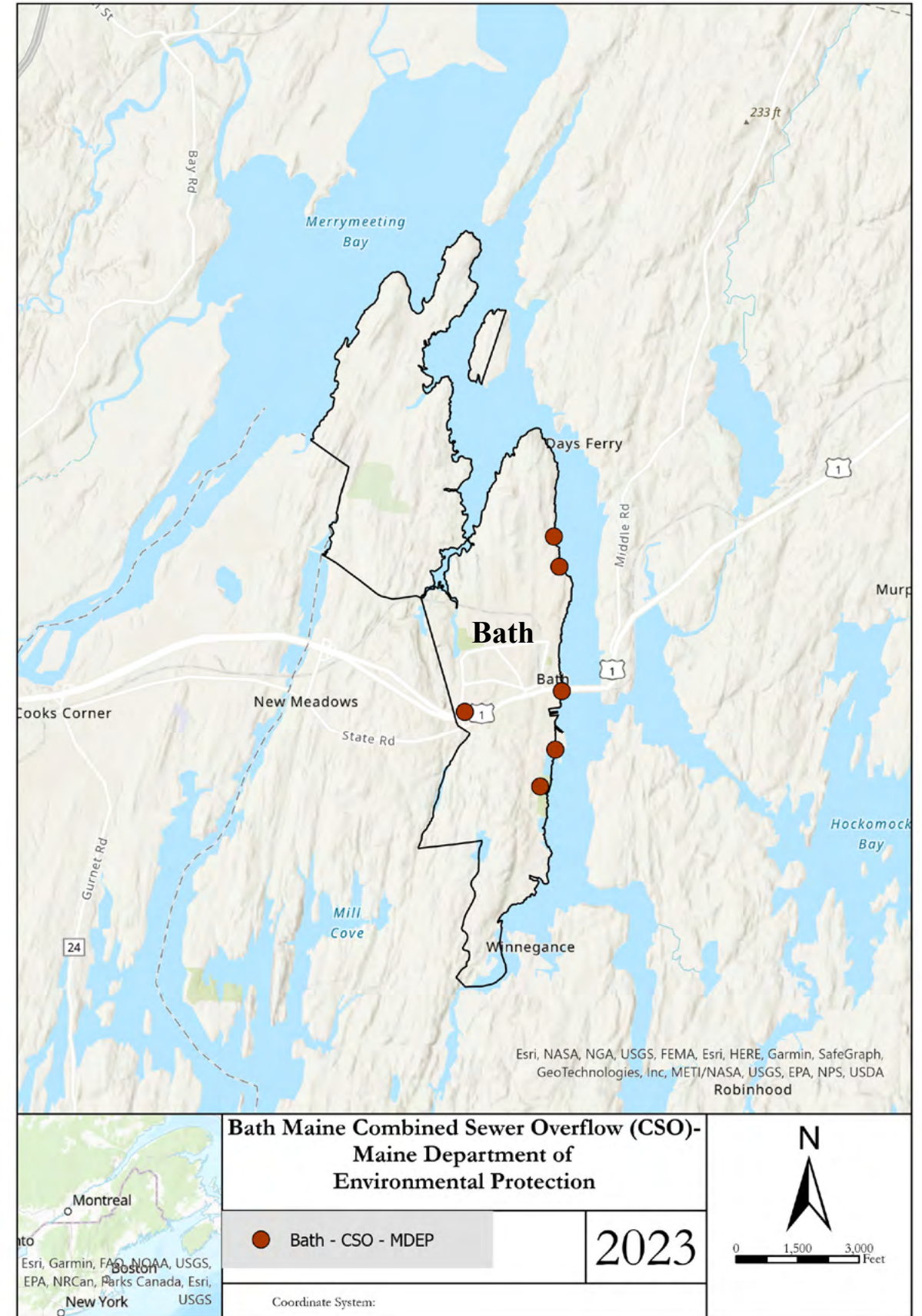


Fig. 5: Combined Sewer Overflows in Bath
Source: City of Bath 2023

Septic Disposal Needs and Concerns

Tank pumping is the single most important maintenance item for the longevity and efficiency of a septic system, and failure to properly pump the system will lead to premature failure and potential environmental impacts, in particular in the rural and coastal areas of Bath where septic system failures could impact natural and marine resources.

Maine DEP and the Maine Legislature have a goal to eliminate all OBDs to protect water quality, and eventual removal of Bath's remaining OBDs should be pursued.

Public Water

Public water is provided to more than 90 percent of dwelling units in Bath. Supplying public water in Bath is not a City service. Public water is supplied by the Bath Water District (BWD), a regional, quasi-municipal corporation. The BWD, regulated by the Maine Public Utilities Commission (PUC), is governed by a five-person Board of Trustees, four of whom are appointed by the Bath City Council and one by the Selectmen in Woolwich. BWD has 12 full-time personnel. The BWD administrative office is located at 1 Lambard Street in Bath. The BWD warehouse is located next to the Bath Public Works Department garage on Oak Grove Avenue. In addition to public water, BWD administers the City of Bath's sewer billing system.

The BWD system provides water for industrial, commercial, and residential uses, as well as for firefighting, for about two thirds of the area of Bath and parts of West Bath, Woolwich, Wiscasset, and East Brunswick. In Bath, there are approximately 60 miles of water mains, approximately 350 hydrants, and two storage tanks—a 1.2-million-gallon tank built in 2007 on Potter Hill off the west side of High Street (south of Marshall Street) and a 1.2-million-gallon tank built in 1996 on Witch Spring Hill in West Bath. Nequasset Lake in Woolwich is BWD's water source. BWD is constantly working with landowners in the watershed to protect this water supply, including purchasing property in the watershed when appropriate.

There are two areas in the City not served by public water: North Bath, northwest of the Whiskeag Creek crossing of the Whiskeag Road, and the area at the height of land on the west side of High Street, south of Federal Street (Tar Box Hill.) The homes and the small number of businesses in this area have private wells. There have been no reports of water quality or well-pollution problems in this area.

The safe yield of the water source is 5.5 million gpd. The system currently has the capacity to provide 4 million gpd. Current usage is around 2.0 million gpd in the winter and approximately 1.4 million gpd in the summer (winter usage is higher because BIW keeps water flowing at a minimal rate through pipes on the piers, and often through the ships, to prevent freezing).

Operations of the BWD are funded by the water users (i.e., ratepayers). As payment for the availability of water for fire protection, 17 percent of the annual BWD budget is paid by the City of Bath and other towns in the service area. Rates for both fire protection and sale of water are regulated by the Maine PUC.

BWD annually budgets between \$100,000 and \$500,000 for pipe replacement. Projects are determined in partnership with the PWD whenever possible so that sewer replacement and

complete road reconstruction can occur. Other pipe work is driven by hydraulic needs within the system. The BWD updated its CIP in 2018, addressing future needs such as resource protection, dam repair, transmission pipeline, and future regulations. It is budgeting and targeting for the five-, ten- and fifteen-year planning cycle.

Public Water Needs and Concerns

- Ideally, the existing water system – as well as any new extensions – should be looped. Looping (i.e., not allowing dead-ended piping) keeps water quality high and allows for better water delivery and firefighting capability.
- Water service needs to be improved in many of the older neighborhoods – some of the piping has a small diameter and water pressure and capacity are low.
- A second main through Woolwich to connect the water source to the Kennebec River crossings is needed. The District is in the process of designing a new water main along route 127 from Nequasset Rd. to Route 1.

Solid Waste Disposal and Recycling

The Bath Public Works Department's Division of Solid Waste and Recycling manages the City's solid waste disposal and recycling programs. Bath offers weekly curbside collection for residents for both trash and recycling, using a split-container truck owned and operated by Pine Tree Waste.

- Pine Tree Waste collects:
 - Newspapers, Magazines, Catalogs
 - Telephone/Soft Cover Books
 - Direct Mail/Envelopes (all types)
 - Paper (all colors, staples/paperclips are okay)
 - Paperboard (cereal/shoe boxes)
 - Milk/Juice Cartons
 - Cardboard/Brown Paper Bags
 - Plastic Bottles and Containers Numbered #1-7
 - Soda/Juice/Water Bottles (glass or plastic)
 - Milk Jugs, Bleach/Detergent, Shampoo Bottles
 - Food containers (cottage cheese/margarine/yogurt)
 - Glass Bottles/Jars (any color)
 - Aluminum (pie plates/trays/foil)
 - Metal Cans (tin/steel/aluminum)

These items are collected as "single-stream", which means they do not have to be sorted.

Bath has a 25-acre landfill located on Upper High Street. The most recent landfill expansion

occurred in 2017. The Bath Landfill drop-off facility is open to all customers, commercial or residential, Bath or non-Bath residents. The same items collected curbside, and many other materials, can be dropped off at the designated recycling container(s) at the Bath Landfill, to be hauled by the City. The City also operates the "Bargain Barn" at the Landfill, where people can drop off reusable items that others can pick up for free. The City holds an annual household hazardous waste collection program.

The Bath Landfill accepts the following materials for recycling (Source: Bath Public Works Department, 2022):

- Corrugated cardboard
- Tin cans
- Glass
- Leaves/grass clippings
- Televisions
- Christmas trees
- Computer monitors
- Used motor oil
- Mercury-containing items
- Used antifreeze
- Tires
- Rechargeable batteries
- Mixed paper
- Plastic #1-#7
- Brush
- Fire extinguishers
- Newspapers/magazines
- PCB ballasts
- Fluorescent bulbs
- White goods and scrap metal
- Propane tanks
- Asphalt roof shingles
- Demolition wood

In 2007, Bath adopted a "Pay-As-You-Throw" (PAYT) program that requires residents to purchase PAYT bags for household waste. Any waste not in a PAYT bag will be neither picked up nor accepted at the landfill. From 2008 to 2021, the PAYT program has decreased by half the amount of curbside-collected Bath residential waste going to the landfill. The recycling tonnage from the same sources is roughly 25% higher than the pre-PAYT condition. Maine DEP calculated the residential recycling rate for 2020 as 48.72%.

Solid Waste Disposal Needs and Concerns

- The older part of the landfill is below the liner and groundwater flows through the old waste. The groundwater contamination is monitored by the City and results are reported to MaineDEP.
- As of 2021 there are approximately 25 years of space left at the Bath Landfill at the 2021 rate of filling. There are no remaining construction phases other than final closure. Landfill closure is estimated to cost approximately \$4-\$5 million (in 2022 dollars.)
- Discussion about the future of trash collection and disposal both pre- and post-closure, should continue with the goal to be effective and efficient diversion of waste from landfill disposal to recycling and/or beneficial reuse. This planning should include conversations regarding access to recycling markets as well the promotion of widespread composting.
- The landfill also accepts sludge from the wastewater treatment plant, and diversion would be required when the landfill is closed. The sludge may contain PFAS, which may also come to the landfill through disposal of consumer products. Some of the PFAS will be collected with the leachate and sent to the wastewater treatment plant.
- In 2007 the City constructed an active landfill gas collection system in response to odor complaints and potential for gas to migrate off the site. The system has been very effective but requires on-going maintenance. It will need to operate for many more decades, including beyond final closure.

Police Department

The Bath Police Station, built in 1987, is located at 250 Water Street. The Department has 24 personnel in total, with 19 sworn officers. Officers include a Parking Enforcement Officer, an Animal Control Officer, a part-time Harbormaster (filled by a sworn officer), and a part-time School Crossing Guard (1 at Fisher Mitchell School) during the school year. There are 3 full-time support staff. The Department also hosts a social worker (Maine OPTIONS clinician).

The Police Department is responsible for policing, parking and traffic safety, harbormaster service (including marine safety patrol), animal control, and providing a school crossing guard during the school year. The Police Department also operates community programs including Safety Day, "Bigs in Blue" (a program developed by Big Brothers Big Sisters to provide mentorship to local youth), and a downtown foot beat program to encourage officer engagement with the community. Other programs include:

- ALICE (active shooter) training for local businesses and schools
- A sand bucket program to assist seniors during wintertime.
- "Good Morning Program" which ensures that older adults are safe through scheduled calls each morning.
- Police volunteer group, which provides resources for traffic control during special events, minor security details, community outreach, school-crossing-guard substitutes, and boat patrols.
- Project Lifesaver, a program offering search and rescue resources based upon radio frequency transmitters, bracelets, and police-managed receivers, for people suffering from dementia, Alzheimer's, or Autism.

The Police Department primarily serves Bath, with mutual aid to surrounding communities. Dispatch and E911 are provided by Sagadahoc County Dispatch.

The number of calls for service has remained relatively consistent over the last four years. The Police Department responded to 7,641 calls in 2018, 7,124 calls in 2019, 6,780 in 2020, and 7,564 calls in 2021. The crime rate in Bath over the last couple years has remained fairly steady, with a relatively low number of serious crimes, which the Department attributes to its strong community policing efforts.

In recent years, the Department has implemented new technology, such as Body Worn Cameras and less-than-lethal use of force options, such as Electronic Control Weapons (Tasers). The Department tries to keep these costs relatively low by aggressively pursuing grants—\$10,000 in grants are typically brought in annually. Traffic enforcement Costs are kept relatively low by aggressively pursuing grants – in 2021 around \$30,000 in grants were brought in to help fund equipment and additional policing on matters such as traffic enforcement/safety. Other cost savings have been achieved through the use of volunteers during Heritage Days or other community policing event coverage.

Staffing of the Bath Police Department is adequate to provide the current level of services and for the anticipated change in the City's population. There is an identified need for an additional school resource officer. This position would enhance Bath's ability to provide services to our students, and would ideally be added as an additional sworn officer, bringing the Department to 20 sworn officers. The Police Department feels that by being proactive with preemptive community partnerships it can keep reactive costs down. The goal is to anticipate problems before they occur and build trust and relationships in the community to prevent crime from happening. This has been the focus of the Bath PD for over 20 years, and it appears to be a great success when comparing Bath with other areas. The Department would like to maintain its current level of community policing efforts, which relies on both adequate personnel and some additional funding (overtime and/or community program funding, such as for Bath Safety Day.)

The Bath Police Department became Accredited in 2022 with the State-level Maine Law Enforcement Accreditation Program. This program sets strict standards for modern policing in Maine and further professionalizes the Department. Being Accredited can lower police liability insurance rates by 10% and further increase the public trust of the agency.

Police Department Needs and Concerns

- **Police Station:** The Police Station is inadequate in size due to increasing demands for technology as well as Accreditation standards, storage capacity, and modern police practices. The station building itself is cracking under structural stress and will need repairs.
- **Recruiting and Retention:** The Police Department's primary concern in the next few years is maintaining its personnel level through successful recruiting and retention of good officers. As officers retire, the department has been struggling to fill those vacancies and is seeing fewer applicants. More officers are anticipated to retire in the next 4 years.
- **Mental Health:** Mental health resources are increasing in demand. The aforementioned

OPTIONS clinician is primarily focused on addressing substance use issues, but is trained in basic mental health and can connect those with substance use disorder/mental health issues to various resources. This clinician is currently funded by the State but in the future, the Bath Police may benefit from its own social worker position.

- **Speeding:** A primary complaint by citizens is their perception of a speeding problem in certain areas in Bath. Though speed studies and crash data support Bath as being a relatively safe community, there are areas where average speeds exceed the posted speed limit. The Department will continue addressing speeding complaints through aggressive traffic enforcement and coordination with the Transportation Committee to address traffic engineering changes.
- **Equipment and Maintenance:** Equipment and maintenance costs have been rising over the last couple of years mainly due to the pandemic and resulting supply chain/workforce issues, as well as inflation. The Department may need to increase select operational equipment budget requests in order to maintain this use as well as meet Accreditation standard requirements.

Fire & Rescue

Bath Fire & Rescue is headquartered in the Bath Fire Station, built in 1957, at 864 High Street. Fire & Rescue has 26 Fire/Rescue staff, including the Fire Chief, Deputy Chief, four captains, and firefighters, and 1 administrative assistant. The department operates four 6-person 24-hour shifts and two 40-hour/week fire administrative positions.

Bath Fire & Rescue provides primary fire and EMS response for Bath, primary EMS response for Arrowsic and West Bath, and backup EMS response for Woolwich. Bath Fire & Rescue also supports Arrowsic, Brunswick, Georgetown, Phippsburg, Woolwich, and West Bath through mutual aid. Dispatch and E911 are provided by Sagadahoc County Dispatch, which is funded by the Sagadahoc County Budget. Regional consolidation of fire and rescue services has long been considered in this area.

In addition to fire and rescue, the Department responds to marine boating accidents, wilderness hiking extractions, hostile incidents that require medical support, and most other calls that do not fall under the responsibility of a specific department. The Fire & Rescue Department provides community services including public education for our schools, older adults, businesses, and targeted civic groups as requested. The Department provides fire safety inspections and reviews plans for development.

In 2021, Bath Fire & Rescue had 2,052 emergency medical services calls and 427 fire calls. Call volume was down in 2020 and 2021, especially during the first 6 months of the pandemic. According to records of the Maine State Fire Marshall's Office, Bath Fire and Rescue's average response time, 3 minutes and 47 seconds, is among the fastest in the state.

Bath Fire & Rescue Vehicle and Apparatus Inventory

Make	Model	Year	Cost New
Emergency-One	Ladder Truck	2011	\$825,000
Emergency-One	Fire Truck	2018	\$700,000
Emergency-One	Typhoon	2010	\$373,000
Ford	E-450 Ambulance	2017	\$239,887
Chevrolet	Ambulance	2015	\$188,700
Ford	Ambulance	2010	\$120,000
Ford	Explorer (Chief's Truck)	2018	\$29,454
Ford	Explorer (Deputy Chief's Truck)	2023	\$48,000
GMC	Service Truck	2023	\$58,000
Mack	Pumper 75A - (Parades & Funerals Only)	1952	\$20,000
John Deere	Gator	2017	\$18,999
LP-15	(3) LifePack 15 Defibrillator	2014	\$99,000
Scott	(40) 4.5 45 min Carb Cylinders		\$75,000
Scott	(2) Defibrillators/Cardiac Monitors - \$36k each	2000	\$72,000
Scott	Fire Resistant Turnout Gear (52 Sets)		\$182,000
Scott	(20) 4.5 Air Pack		\$50,000
NAFHC	Fire Hose	2016	\$37,000
Kohler	Air Compressor 3 Phase	2013	\$33,958
Kohler	Unscheduled Equipment Max.\$1,500		\$26,000
Stryker	MK Pro Bariatric Stretcher w/ accessories	2011	\$25,000
Kenwood	(22) NX 5200 Mobile Radios	2017	\$17,000
Kenwood	Thermal Imaging Camera		\$10,950
	Misc. Fire Department Equipment		\$150,000
Hovermatt	Air Transfer Mattress		\$10,000

Fig. 6: Bath Fire/Rescue Vehicles and Apparatus
Source: Bath City Manager, 2023

Fire & Rescue Needs and Concerns

- The staffing of the Bath Fire Department is below the level recommended by National Fire Protection Association of 10 people per shift. Changing protocols for emergency medical service have changed the responses of the Fire Department and subsequently reduced the capacity of the City's personnel to respond adequately to multiple calls without calling in mutual aid.
- A citizen referendum approved the replacement of the Bath Fire Station for 2024/2025. The Fire Station is being used beyond its designed capacity and is planned for replacement. Infrastructure, including the office, living quarters, space for vehicles, restrooms, and storage, is outdated. It is also insufficient in size to properly accommodate personnel and equipment. A lack of contamination separation is also a health issue.
- The department is not well staffed to accommodate adequate responses to tall buildings because of safety procedures that require teams of personnel to be used to evacuate people.
- The cost of ambulance service has steadily increased at a rate of 6% annually due to an aging population, advances in emergency medical care, supply cost, and the challenges of insurance premium reductions.
- The Fire Department must purchase its own medical supplies, which were previously provided by the hospital. This is an addition to the budget that was not an issue in the past.

Parks, Recreation, Forestry, & Cemeteries

The Department of Parks, Recreation, Forestry, & Cemeteries consists of three divisions: the Recreation Division, the Cemeteries & Parks Division, and the Forestry Division. The Recreation Division is discussed in detail in the Recreation inventory chapter. The Cemeteries & Parks Division and Forestry Division is staffed by 4 full-time employees and 9 temporary, seasonal employees. The office, built in 1925, is located between Maple Grove and Oak Grove Avenues. The maintenance garage, built in 2002, is located behind the cemetery on Oak Grove Avenue.

The department's tasks include:

- Administer the comprehensive municipal recreation program in accordance to budget and policy, rules, regulations, fees and charges.
- Supervise the use and schedule of City recreational facilities, cemeteries and parks.
- Operate, maintain, and repair all City recreational facilities, cemeteries, parks, and boat launches.
- Administer burials in City cemeteries.
- Provide forestry and arborist services for all trees and tree growth located on public ways, City property, or encroaching upon public ways.

The first priority of the Cemeteries and Parks Division is to provide burials and maintain the cemeteries. Anyone may purchase a plot in a Bath cemetery; fees are higher for nonresidents. In 2022, the Division oversaw 92 burials. Bath's 7 cemeteries are listed in Figure 6 on the following page.

Bath Cemeteries

Facility	Location	Acres
Dummer Cemetery	Dummer Street	0.3
Fairview Cemetery	Winnegance Road	0.4
Calvary Cemetery	Upper High Street	8.6
Oak Grove Cemetery West	Oak Grove Avenue	39
Oak Grove Cemetery East	Oak Grove Avenue	14.6
Oak Grove Cemetery South	Oak Grove Avenue	41
Maple Grove Cemetery	Maple Grove Avenue	9.8
<i>Total Cemetery Acreage</i>		<i>113.70</i>

Fig. 7: Bath Cemeteries
Source: City of Bath, 2023

The second and third priorities of the division are maintaining the parks and, with the Forestry Division, caring for the City's forest resources, including 270+ acres of forested areas, 14,000 identified trees located on City-owned property, and 6,000 identified street trees.

Bath has a street tree program and is a National Arbor Day Foundation recognized Tree City USA. Based on GIS and aerial photography analyses, the City has a canopy cover of approximately 87 percent. A tree inventory determined that the City has 160 different species growing along the street and in wooded and forested areas. This high percentage of tree cover for such an urban community provides a multitude of environmental, social, and economic benefits. The City is also home to nine of the State Champion Trees registered by the State of Maine's Forest Service Project Canopy. The City of Bath, with the Bath Community Forestry Committee, manages a tree nursery for use in projects around the City.

The City Arborist is the primary steward of Bath's forest and street trees. The Arborist is responsible for care of public trees, i.e. corrective pruning, planting, removal, cabling & bracing, emergency assessment, insect and disease monitoring, and inventorying. The City Arborist promptly responds to inquiries made from City departments and residents alike concerning tree and shrub care. The City Arborist is on call for any tree-related emergency, cultural management (e.g., planting; pruning; removal, new, and inventory of tree stock; watering; fertilizing; applying pesticide; and cabling) of all City-owned trees, review of the landscape portion of site plans for the Planning Director, consulting for landscape projects for the City, and tree-related issues for the public.

Parks, Recreation, Forestry, & Cemeteries Needs and Concerns

- The number of budgeted staff has not kept pace with the workload. Because of increased responsibilities and properties that the Department maintains, the Director believes the Department needs to reorganize in the areas of supervision and equipment, and needs additional staff to keep up with workload.
- A study is needed to determine future needs for burial space.

Health Care and Social Services

Healthcare Facilities

Bath does not have any hospitals or urgent care clinics. The closest hospital is Mid Coast Hospital in Brunswick, about a 10-15 minute drive from Bath. Brunswick also offers several urgent care clinics. Mid Coast Medical Group has general practice offices in Bath, which also serve the region. Bath has several assisted living and memory care facilities, including the Plant Memorial Home, Hill House Assisted Living, and the Winship Green Center.

Social Services

Bath's General Assistance program provides aid available to all persons eligible according to the guidelines of the Maine Department of Health and Human Services (DHHS.) The General Assistance Program is a safety net for people most in need. A person applying for General Assistance is required to utilize all available resources, such as food stamps, Medicaid, fuel assistance, and subsidized daycare. The state reimburses municipalities 50% of the expenditure for this program.

Bath General Assistance allows heating assistance during the months of September-May. The General Assistance Administrator also provides assistance with completing Maine State Property Tax and Rent Refund forms.

Bath has a variety of other social services including medical care, day care, nursing homes, and churches that provide assistance. Medical care providers include physicians, nurses, psychologists, substance abuse counselors, dentists, chiropractors, social workers, nutritionists, and x-ray technicians.

The Kennebec Valley Community Action Program (KVCAP) offers fuel assistance to qualifying households in Somerset, Kennebec, Lincoln and Sagadahoc counties (including Bath) through the Home Energy Assistance Program (HEAP).¹ HEAP provides assistance for income-eligible households to help with the rising costs of home energy for wood, electric, gas, or oil heat. The benefit is paid directly to the client's fuel vendor of choice.

Midcoast Maine Community Action (MMCA) operates the Head Start program in the Bath Region. Head Start is a federal program that promotes school readiness by enhancing the social and cognitive development of children through the provision of educational, health, nutritional, social, and other services to enrolled three-to-five-year-old children and families. MMCA also administers Early Head Start, which works with expecting parents and the families of children from birth to age three. The geographic area served by the Midcoast Community Action Head Start program includes Lincoln, Sagadahoc, and northeastern Cumberland counties. The income-eligibility criterion of families is 130 percent of the federal poverty level. Financial support is provided by the U.S. Department of Health and Human Services, the State of Maine, and the local United Way.

The Midcoast Youth Center addresses a variety of issues with local youth, including food insecurity, homelessness, mental health, wellness, and personal development.²

¹ Heating Assistance (HEAP). KVCAP. <https://www.kvcap.org/for-the-home/energy-housing-services-overview/heating-assistance/>

² Programs & Services - Midcoast Youth Center. Midcoast Youth Center. <https://www.midcoastyouth.org/>

Schools

Since the previous comprehensive plan update in 2009, much has changed within the organizational structure of Bath's public schools. Prior to 2008, The Bath Board of Education oversaw the Bath School Department, which included Morse High School, Bath Middle School, Fisher-Mitchell School, Dike-Newell School, as well as Huse School before 2006. In 2007, however, the Maine State Legislature passed a bill (LD 910—An Act to Permit Public Schools in the Lower Kennebec River Area to Regionalize to Achieve Efficiency and Improve Quality) that—if adopted by Bath and at least three of the Union 47 towns (Georgetown, Arrowsic, Woolwich, Phippsburg, and West Bath)—to create a new regional school system entitled RSU 1. Residents in each of the six municipalities voted in November 2007 on whether their town or city would join RSU 1. All but Georgetown voted to join; therefore, RSU 1 became operational on July 1, 2008. (The town of West Bath has since voted to withdraw from the district.)

The regional district has a single superintendent position, a combined administration, a unified budget for the entire district, and a unified school board including members representing districts incorporating parts of at least two different participating communities.

Bath has two elementary schools, one middle school, and two high schools. Due to Bath's participation in RSU 1, Bath's schools are populated by a combination of Bath residents and students from surrounding towns. Bath Elementary Schools (Fisher-Mitchell and Dike-Newell) serve students from Bath as well as Arrowsic; the towns of West Bath, Phippsburg, Woolwich, and Georgetown have local elementary schools. Bath Middle School serves students from Bath as well as Arrowsic, Phippsburg, West Bath, and Georgetown; Woolwich Central school serves students through eighth grade. Morse High School serves students from Bath, Arrowsic, Phippsburg, West Bath, Georgetown, and Woolwich. Students have the option of attending Morse High School, a traditional high school, or Bath Tech, a career and technical education high school located on the same campus.

Bath Schools

Name	Location	Year Built	Acreage	Grades
Bath Tech	826 Shipbuilders Drive	2021	26.95	9-12
Morse High School	826 Shipbuilders Drive	2021	26.95	9-12
Bath Middle School	6 Old Brunswick Road	1953; Renovation in 2000	41	6-8
Fisher-Mitchell School	597 High Street	1960	5.4	3-5
Dike-Newell School	3 Wright Drive	1960	14.8	K-2
Old Morse High School	826 High Street	1929		**

Fig. 8: Bath Schools
Source: City of Bath, 2023

**In June of 2022, the Dike Newell elementary school building was a target of arson. Fortunately, no one was hurt, however the building couldn't be salvaged. To address the need of students, teachers, and other school staff, the former Bath Regional Vocational Center in the Old Morse High School (closed 2021) was converted into a temporary facility for students and teachers to use while the City works to create a new facility.

Bath schools have experienced declining enrollment numbers for several years. Enrollment has declined at a faster rate in the schools that only serve Bath students (Dike-Newell School, Fisher-Mitchell School, Bath Middle School) than at Morse High School, which serves students from all towns in the RSU1 district (see Figure 9.)

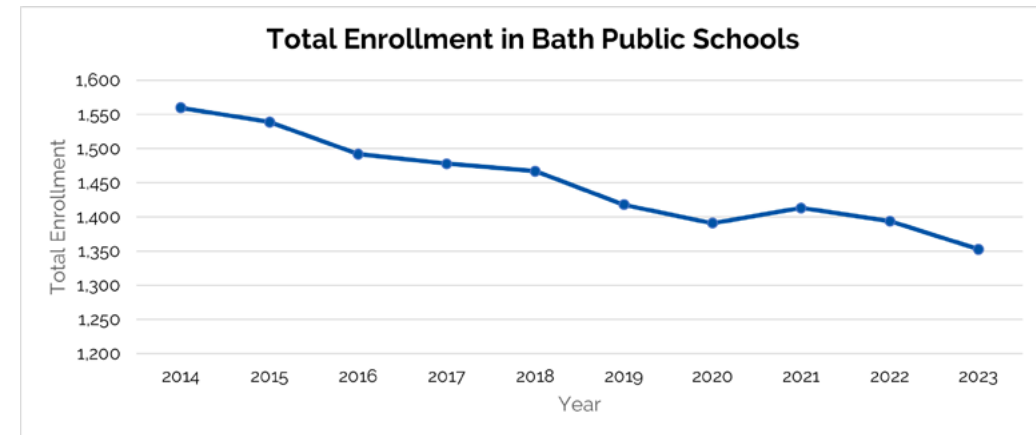


Fig. 9: Total Enrollment in Bath Public Schools, 2014-2023
Source: Maine Department of Education

School	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Percent Change
Dike-Newell School	339	335	297	295	284	286	269	247	264	255	-25%
Fisher-Mitchell School	230	227	250	227	230	200	204	210	191	171	-26%
Bath Middle School	363	337	329	345	350	358	335	333	318	317	-13%
Morse High School	628	640	616	611	603	574	583	623	621	610	-3%
Total Enrollment	1560	1539	1492	1478	1467	1418	1391	1413	1394	1353	-13%

Fig. 10: Enrollment in Bath Public Schools by School, 2014-2023
Source: Maine Department of Education

Patten Free Library

The Patten Free Library is located at 33 Summer Street in downtown Bath. It is a private 501c3 library and does not receive any Federal or State aid; it is funded by member communities including Bath, West Bath, Arrowsic, Georgetown, Woolwich, and Phippsburg. Residents of those towns have library privileges at no additional cost. Others can pay \$40 for a library card each year.

Built in 1889, the library was designed by architect George Harding in the Richardsonian Romanesque style. There were two additions built to the library. The 1962 addition was built to house a children's room, a youth room, a lobby and a lecture hall. The second addition was built in 1998. The library's grounds include the popular Library Park, with a sculpture by William Zorach.

The Patten Free Library is run by a Board of Trustees and Corporators. Staff includes a Director, Bookkeeper, Development Director, and staff responsible for Adult Lending & Services, Children's Services, the History & Genealogy Room, Interlibrary Loan, Technical Services, and Programming & Outreach. The group Friends of the Patten Free Library fundraises for the library through book sales, a bake sale, plant sale, and other initiatives.

In 2022, the library saw 123,630 patron visits and hosted 238 programs.³ The Library's 2022-2026 Strategic Plan lists the following goals:

- Outreach: To create broader and deeper relationships throughout our Library communities.
- Facility: To maintain and enhance the physical plant and technology systems in support of the Library's mission.
- Income and Funding: To ensure sustainable income streams to meet the current and future needs of the Library.

According to the Library Director, library services are adequate to serve the needs of the population at this time. The Library is planning some minor building upgrades including a new HVAC system and reconfiguring staff workspaces.

³ Patten Free Library Annual Report, 2021-2022. <https://www.patten.lib.me.us/wp-content/uploads/FY22-Draft-2.pdf>

Planning Implications

- The City of Bath has several un-utilized and under-utilized public buildings. A study of these buildings showed that some of them should be sold or redeveloped.
- Several buildings are owned by the City but leased to other businesses, including the Customs House, and the Bath Railroad Station. Only the Customs House has in the past been self-sufficient—that is, operating without taxpayer support.
- The Fire Station is being used beyond its designed capacity and is inadequate. In November 2022, Bath votes approved a bond referendum for a new Fire Station on the Old Morse High School, north lot.
- Bath Fire & Rescue is not staffed to provide adequate responses to tall building (10+ stories) fires because of safety procedures that require more personnel.
- The Police Department has kept budget costs down by using volunteers, by being proactive with Community Policing programs, and with the use of grant funds. Still, additional staff are desired.
- Bath must plan and budget for the closure of the landfill and the future of solid waste disposal in the City.
- The physical growth of the City is linked to the expansion of the public water and sewer systems. These systems can be used to guide growth to appropriate locations and away from inappropriate locations. Understanding the potential for growth in various parts of the City will help the PWD plan street, intersection, and sewer-system capacity improvements.
- The age of the infrastructure, as well as previous funding priorities and budget decisions, have led to a public infrastructure (i.e., streets, pumping stations, sanitary sewers, storm sewers, and water mains) that is in need of repair.
- Bath has a robust street tree program and significant urban canopy. All of Bath's parks, recreation facilities, forests, and cemeteries require adequate staff to properly maintain.
- Enrollment in RSU 1 continues to decline.
- An aging population (see Population inventory chapter) will offers opportunities and challenges that will impact public service needs in the future.

9: Recreation

Parks, trails, open spaces, and water access are important to the Bath community as places for recreation. The City offers a variety of parks, public lands, and programs for residents.

Recreation Division

The City of Bath Department of Parks, Recreation, Forestry, and Cemeteries is responsible for the municipal recreation program, as well as the use and maintenance of all City recreational facilities, outdoor athletic facilities, downtown sidewalks, cemeteries, parks, and boat launches, and the City's forestry and arborist services. The Department has 3 divisions: Recreation Division, Cemeteries and Parks Division, and Forestry Division. (Information about the Cemeteries and Parks Division and Forestry Division is in the Public Facilities inventory chapter.)

The Bath Recreation Division has 6 full-time personnel, 1 seasonal maintenance position, and 20-25 program-based seasonal personnel. Park and boat launch maintenance is provided by the 6 full-time, year-round employees and 9 seasonal employees in the Divisions of Cemeteries and Parks, and Forestry.

Public recreation services in Bath operate with the Recreation Commission, a seven-member advisory board appointed by the City Council for terms of three years. One of the voting Commission members is a City Councilor. The Commission advises the Division of Recreation on budget planning, facility and programming needs, and policy development.

Municipal Recreation Facilities

The administrative office for the Department of Parks, Recreation, Forestry, and Cemeteries is located at the former Donald Small School on Sheridan Road. This building was constructed in 1963 as part of the Saint Mary's Church School facilities. The building includes classroom space and a small gymnasium and it also houses the studio of the Bath Community Television Station.

The City owns and maintains the following fields and playgrounds:

- Varnum Field on Denny Road: 7.4 acres used for soccer, baseball, softball, youth football, and open space.
- Donnie Small Athletic Complex on Sheridan Road: 7.6 acres of fields for baseball, RSU physical education, summer camp activities and soccer, batting tunnels, a basketball court, and a playground.
- Maritime Field (privately owned and leased to the City), located at the corner of Oak Grove Avenue and Mariner Way: 3 acres used for soccer, football, lacrosse and other youth sports.
- Edward J. McMann Outdoor Recreation Area on Congress Avenue: 40.8 acres with facilities including:
 - an all-weather 400-meter running track
 - Legion Field, a multi-use facility
 - Kelley Field, a multi-use facility
 - McMann Field, a 3,500-seat stadium and multi-use facility
 - Tainter Field, a multi-use facility
 - Tainter Softball Field, primarily high school softball
 - Tainter Extension Field, football, lacrosse & soccer practice area
 - 4 tennis courts (including 8 pickleball courts painted in the tennis courts)
 - Basketball court
 - Turf field to allow for increased play in early and late season
- Goddard's Field/Pond, located at High and Marshall Streets: 2.83 acre multi-use facility for ice skating and hockey in the winter, and youth sports practices in other seasons
- Lambert Park Playground at the Community Center at Lambert Park: 0.3 acres, provides playground equipment for children.

The City owns and maintains the following parks and open space (City-maintained cemeteries are listed in the Public Facilities chapter):

- City Park (Library Park), Summer & Washington Streets: 3.9 acres
- Linwood E. Temple Waterfront Park, Commercial Street: 1.6 acres, includes public restrooms (open May-November), benches, and public dock
- South End Park, 347 Washington Street: 10 acres, includes off-leash dog park

- Druid Park, 1 Oak Grove Avenue: 0.15 acres
- Butler Head Preserve, North Bath: 141 acre woodland site with trail network owned by the City, with a conservation easement held by the Kennebec Estuary Land Trust (KELT)
- Bath Riverwalk: walking paths and boardwalk along the Kennebec River

In 2022, Bath completed the first phase of the Riverwalk, a connected set of waterfront parks, paths, and boardwalks adjacent to the Kennebec River. Phase 1 created approximately 650' of path and 250' of boardwalk spanning from the former Guilford Lot under the Route 1/Leeman Highway bridge to the Kennebec Tavern at Commercial and Summer Streets.

The City has two public boat launches, North End Boat Launch at Town Landing (2.4 acres) and South End Boat Launch at 81 Washington Street (4.2 acres.) Launching and retrieving boats at the boat launches is available free of charge to Bath residents and nonresidents. The floats at the boat launches are maintained by the Bath Public Works Department and the shoreside facilities are the responsibility of the Cemeteries and Parks Division.

The Recreation Division operates an organic community garden near the Community Center on Office Drive. 10'x20' garden plots are available to rent for \$40 for Bath residents and \$60 for non-residents. The garden is currently full for 2023 and people interested in obtaining a plot in the future must join a waitlist.

Public Recreation Programs

The Bath Recreation Division provides programs including youth activities, summer programs, outdoor winter programs, adult programs, and special events. These programs are available to Bath residents and students in the RSU1 District. Residents of other communities may participate in Bath recreation programs, though some programs have increased fees for non-residents.

Public programs include summer camps, sports camps, youth recreational sports for different age groups, races, youth running clubs, pickleball courts, fitness programs for adults, and events and trips.

Other Recreation Facilities

The Bath Area Family YMCA provides membership-based access to fitness centers, youth and adult programs, pools, childcare, and swim lessons. Members also have access to the Brunswick Landing YMCA.

The Midcoast Youth Center owns and operates the Bath Skatepark, Maine's largest indoor skatepark with free and paid sessions for youth of different age groups to ride skateboards, inline skates, scooters, or BMX bikes.

The schools in the RSU 1 district, including those in Bath and in neighboring Phippsburg and Woolwich, have gymnasiums and fields available for recreation activities.

Kennebec Estuary Land Trust (KELT) owns the easement at Butler Head Preserve, as well as the 85.2 acre Thorne Head Preserve at the north end of High Street, the 64.8 acre Sewall Woods north of Whiskeag Road, and the 1246-acre Lily Pond Community Forest at 150 Washington Street. The State of Maine owns the 75-acre Lines Island in the Kennebec River. Although not City properties, these areas are open to the public and provide additional trails and 370 acres of open space to residents and visitors.

KELT also manages a community garden in the South End, at High Street and Lemont Street. The LOCAL (Leading Our Community in Agricultural Learning) Garden has a mission to serve as a nearly year-round, edible-demonstration garden, with projects and programs to benefit adults and children. The LOCAL Garden has a paid, part-time garden coordinator who works with volunteers to keep the raised bed garden healthy and productive, and to provide educational opportunities for RSU 1 students of all ages, as well as adult education. The garden's produce is donated to meal programs in Bath, including the Bath Area YMCA's free summer breakfasts and lunches for kids and teens.

Public Water Access

Bath is surrounded by the Kennebec River to the East and South, Merrymeeting Bay (where the Kennebec meets the Androscoggin River) to the North, and the New Meadows River to the West. Whiskeag Creek cuts through the City, forming a natural boundary between the urban downtown and the more rural parts of North Bath. The public has access to each of these water bodies.

Public access to the Kennebec is provided at the two Bath boat launches, the public dock at Linwood E. Temple Waterfront Park, and via trails at Thorne Head Preserve. The Kennebec Tavern Restaurant has a private marina and the Maine Maritime Museum has a dock from which scenic cruises depart. There are also a number of private docks along the Kennebec from residences. Most of the Kennebec River shoreline in Bath is private property, and residents have expressed the desire for increased access to the waterfront and the river for recreation.

There is unofficial public access to Whiskeag Creek from the bridge where Whiskeag Road crosses the creek. Bath residents have expressed the need for safer, more permanent access for fishing and hand-carry boats in this location.

To access Merrymeeting Bay, there is a hand-carry boat launch at Butler Cove that is part of Butler Head Preserve.

Only a small section of Bath borders the New Meadows River. There is public access to the river at the New Meadows Lake Boat Ramp on Old Brunswick Road, which is just over the Bath border, in West Bath.

Views of the river are a highly-valued aspect of Bath. The City requires a Viewshed Protection Plan (in General Performance Standards, Article 10) for new development to preserve views of the Kennebec River accessible from public buildings and parks.

Facilities Assessment

Though Bath's population has remained stable or slowly decreased, the Division of Recreation reports that demand and usage of recreation facilities and public programs is growing in Bath. Staffing levels have not changed in many years. Additional programming staff are needed to increase the program and event offerings provided.

Bath's public recreation facilities are heavily used. Continual activities create scheduling issues and make it harder to conduct regular maintenance, plus overuse leads to facilities wearing out more quickly. Baseball is one of the fastest-growing recreational programs in the City, yet there are only 2 youth baseball fields to support over 230 youth playing baseball (in 2022.) Because the City is part of a regional school district, the City only owns 1 gymnasium that it has regular access to, and the gym is undersized by modern standards.

The City's McMann Complex is aging. Building conditions are poor and continue to deteriorate. There is a lack of parking and pedestrian safety at the complex, and a lack of public restrooms. Recent work has improved conditions somewhat, though more investment is needed. As of 2022, the City has allocated funding to provide bathrooms at the complex.

The City's boat launch facilities require maintenance to piers that have settled over time. Additionally, the restrooms at boat launches are heavily used in the summer, and need updates to be ADA compliant.

Trails and Paths

KELT coordinates maintenance of the community trails at Thorne Head, Sewall Woods, Lilly Pond, and the Whiskeag Trail. For portions of the Whiskeag Trail on City owned land, KELT partners with Bath Parks and Recreation to keep the trails clear and passable and pick-up any trash or refuse. Local community groups, like Six Rivers NEMBA (New England Mountain Bike Association), also help to keep the trails in shape. The trails at Butler Head are entirely overseen by the Bath Community Forestry Committee, a group of volunteers. While KELT holds the conservation easement on the property, it is not directly involved with trail stewardship.

Both KELT and Bath Parks and Recreation report no use conflicts on Bath's trails. In the past, there were minor issues with mountain bikers sharing the trail with hikers and hunters, but these issues have been addressed by the local chapter of NEMBA.

Conserving Open Space and Access

The 2009 Comprehensive Plan called for the need to develop a Recreation Plan to address the needs of Bath's shifting demographics, and an Open Space Plan that identifies open space needs, issues, preservation methods, and sources for acquiring/preserving important areas. The 2009 Comprehensive Plan also sets a goal to maintain the current per capita acreage of park/open space, and to require developers of residential subdivisions to either contribute land or the funds to purchase land so Bath can maintain this ratio.

No municipal Recreation or Open Space Plan has yet been developed. Bath has maintained the acreage of open space and parks since the 2009 plan, and with a slight decline in population since then, has also maintained the goal ratio.

Bath's Subdivision Ordinance (Article 13 of the Land Use Code) requires developers to reserve sufficient land to provide for recreation and/or open space to meet the needs of subdivision residents if the average lot size of the proposed subdivision is less than 12,000 square feet. When land within the subdivision is not appropriate for recreation or open space, or where the developer prefers, a payment-in-lieu may be substituted.

Kennebec Estuary Land Trust (KELT) is a nonprofit committed to conserving land and wildlife habitat of the Lower Kennebec and Sheepscot River estuaries, serving the towns of Arrowsic, Bath, Bowdoinham, Dresden, West Bath, Georgetown, Richmond, Westport Island and Woolwich. The City of Bath partners with KELT on land conservation and maintenance of conserved areas.

Since 2009, KELT has acquired in fee the parcels below:

- 2010: Whiskeag Creek Preserve (36-acres, public access, accessible only by the Whiskeag Trail)
- 2013: Original parcel to create the Lilly Pond Community Forest (146-acres, public access)
- 2013: Varney Island (3.3-acres, public access and on the Maine Island Trail for day use only)
- 2014: Varney Cove North (5.5-acres, no advertised public access)
- 2015: Varney Cove South (1-acre, no advertised public access)
- 2016: Losier Rogers Family Preserve (21-acres, no advertised public access)
- 2019: Expansion parcel of Lilly Pond Community Forest (100-acres, public access)
- 2020: Whiskeag Creek Wetlands (22.5-acres, no advertised public access)
- 2020: Expansion parcel of Loiser Rogers Family Preserve (10-acres...a small portion crosses the town line into West Bath, no advertised public access)
- 2022: Expansion parcel of Sewall Woods Preserve (8-acres, public access)

Since 2009, KELT acquired the parcels below through a conservation easement:

- 2011: Whiskeag Creek Buffer (14-acres, City owned land north and south of Whiskeag Creek Preserve, encompasses a portion of the Whiskeag Trail)
- 2014: Butler Head (142-acres, City owned land)

In 2023, KELT will be conserving 19-acres in north Bath along Crawfords Creek, and is working to incorporate a parcel of land adjacent to Butler Head into the existing conservation easement.

Landowners in Maine have the legal right to limit access to their private property and may choose to post no-trespassing signs, install gates or fences, or take other measures to restrict access. Maine law also allows landowners to bring legal action against landowners who

trespass without permission. That said, Maine has a strong tradition of public access to private land for recreational purposes. The state has a number of programs and initiatives aimed at encouraging landowners to allow public access to their land for hunting, fishing, hiking, and other recreational activities. These programs include tax incentives for those who participate in conservation programs or other donated land for public use.

Bath has many public parks and trails that provide opportunities for outdoor recreation, and there are private landowners who may allow access to their land for recreational purposes. However, as with any private property, access is ultimately at the discretion of the landowner and may be restricted if the landowner chooses to do so. On the Whiskeag Trail, there are several points where the trail crosses private land, specifically at the Bath Y, Bath Housing (immediately behind the Y), Lozier property (with a trail easement), and Stone House property (with a trail easement). Hunting and fishing is restricted on these private properties due to the small size of the lots and close proximity to nearby homes and businesses. There have not been any additional restrictions from the landowners.

Planning Implications

- Community needs for recreation programming and facilities are changing.
- Bath provides public access to all major water bodies, but the community has expressed a desire for more and/or safer water access, primarily to Whiskeag Creek and to the Kennebec.
- Bath has a significant percent of its area permanently conserved through City or KELT ownership. However, much of the open space in North and South Bath is under private ownership.
- Bath's Land Use Code protects views of the Kennebec River. Other unprotected viewsheds in the City are also significant to the community.
- Much recreation in Bath is self-directed: bicycling, walking, hiking, and jogging. To promote this type of recreation, the City should continue to improve sidewalk and cycling infrastructure along City streets, as well as continue the work of Bath Trails to develop more multi-use trails to connect more locations in the City.
- Future open-space planning should consider the demand for more community garden locations and planting areas.
- Open space planning would be useful in determining areas that should be prioritized for future conservation and to meet future recreation needs, both passive and active.

10: Fiscal Capacity

The purpose of this chapter is to evaluate the financial capacity of Bath to make long term capital expenditures and improvements. The financial capacity of the City will inform future public investments identified in the Comprehensive Plan. This chapter explains where the money comes from that is used to operate the City and where the money is spent.

Introduction

Towns and cities in Maine spend money for the facilities and services that the public wants, and for services and other items required by law. Expenditures include gasoline and diesel fuel; heating oil, electricity, and building maintenance; road salt and hot-top material; police vehicles, fire trucks, and snowplows; employees' salaries and benefits; and all the other expenses it takes to operate a city. The City of Bath also pays for a portion of Sagadahoc County services (i.e., the County Tax) and for a portion of Regional School Unit 1 (RSU 1). The City's share of the County Tax and the City's portion of funding for RSU 1 are both included in Bath property owners' tax bills.

To spend these funds and make RSU 1 and County payments, the City must collect revenue. The largest and most obvious source of revenue is the tax assessed on both real property (i.e., land and buildings) and personal property (i.e., business equipment). The City also collects an annual excise tax on vehicles and boats, as well as various fees for permits, licenses, and certain services. Cities and towns in Maine receive a small percentage of state-collected taxes, referred to as revenue sharing, distributed to municipalities based on population and tax effort. For many years the state set aside approximately 5% of its income and sales taxes for the revenue sharing program. Over the last twelve years the amount set aside was substantially reduced as money was transferred to the State General Fund Budget. The State is proposing to resume the full 5% in 2022-2023.

Revenues

The major source of local revenue in Bath is property tax. Property — land and buildings as well as personal property — is required to be assessed by the local tax assessor at "fair market value" or at a uniform percentage of fair market value. The only exceptions are the lands classified as tree-growth land, farmland, and open-space land. These current-use taxing provisions are allowed by Maine State Laws and require the assessor to assess forestland based on the amount of wood grown each year (i.e., the Tree Growth Law) and to be classified as farmland or open-space land at the farmland or open-space value (i.e., the Farm and Open-Space Law). If a landowner takes such land out of its current-use classification, a substantial financial penalty must be paid to the City. The properties in the current-use tax programs are discussed in the Natural Resources inventory chapter.

The amount of tax paid by a landowner is determined by multiplying the assessed value of that property by the City's tax rate (i.e., mill rate). The tax rate is determined by dividing the amount of the City's budget that will be raised from taxes (i.e., the total budget minus the amount of excise tax, fees, state revenues, and other non-tax revenues) by the total valuation of the City. The Assessor sets the tax rate each year by using this calculation. By law, the Assessor is not allowed to raise more money than is needed to cover the budget approved by the City Council. The only exception can be a small "overlay" used primarily to round off the tax rate and to cover any tax abatements that may be given during the year. The City has been building a sufficient unassigned fund balance to sustain government operations for a period of approximately two months, while also maintaining reserve accounts for future capital and program needs.

In 2022 the State of Maine rolled out a program for Property Tax Stabilization for Senior Citizens, also known as the Property Tax Stabilization Program, a State program that allows certain senior-citizen residents to stabilize, or freeze, the property taxes on their homestead. The Property Tax Stabilization program has been very popular with senior residents. According to the City Assessing website, as of December 1, 2022, six-hundred and eighty-two (682) Bath residents had applied for property tax stabilization. Under the program, the State of Maine pays any future tax increases for the enrolled homeowner. This change to the responsible party who must pay for increased property taxes could change the revenue makeup in years to come, if it continues.

Revenue Sources

The following table and graph complete the discussion of revenues and show that in addition to property taxes, City revenues include excise taxes paid on vehicles and boats, licenses and fees, intergovernmental transfers (i.e., grants, subsidies, and revenue sharing), charges for services (e.g., ambulance-service payments and parking permit fees), investments, other (i.e., miscellaneous revenues not listed by auditors in any other category), and other financing sources (i.e., loans, bonds, and transfers from other sources).

Over the past ten years, the property-tax portion has been about half of the revenue (from 42 to 52 percent), excise tax revenue has stayed at 4 percent, licenses and fees were between 0.3 and 0.5 percent, intergovernmental transfers ranged between 25 and 30 percent, charges for services were as low as 16 percent and as high as 20 percent, investment income was from less than 1 to 3 percent, other sources contributed between 1 and 2 percent, and other

financing sources ranged between 0.4 and 3 percent.

Prior to taking part in the Consolidated Plan for MainePERS retirement plan, the City had a separate District plan. Effective July 1, 1996, the City elected to join the Consolidated Plan. Under the terms of joining the consolidated plan, the City had an Initial Unpooled Unfunded Actuarial Liability Credit (IUUAL). The City withdrew their IUUAL of \$9,648,556 in May of 2012. It was recorded as a revenue in the general fund and was committed by the City Council for capital reserves.

**Bath Revenue Sources, General Fund
2012-2021**

Year	Property Taxes	Excise Taxes	Licenses & Permits	Intergovernmental	Charges for Services	Investment Income	From Other	Other Financing Sources	Total Revenue
2012	\$14,741,460	\$964,386	\$95,303	\$1,379,700	\$684,714	\$134,612	\$9,868,856	\$3,477,029	\$31,370,632
2013	\$15,536,153	\$996,006	\$97,289	\$1,399,884	\$720,747	\$832,701	\$213,564	\$234,728	\$20,004,072
2014	\$16,122,945	\$1,085,495	\$130,212	\$1,186,564	\$700,922	\$1,516,078	\$193,245	\$25,000	\$20,960,461
2015	\$16,556,401	\$1,120,588	\$186,367	\$1,244,048	\$761,208	\$402,468	\$241,367	\$1,230,000	\$21,742,447
2016	\$17,028,695	\$1,179,290	\$164,139	\$1,653,604	\$870,502	(\$302,653)	\$193,295	\$108,000	\$20,894,872
2017	\$17,266,322	\$1,237,118	\$116,757	\$1,822,713	\$830,700	\$1,120,214	\$199,514	\$25,939	\$22,612,277
2018	\$17,524,894	\$1,232,791	\$93,398	\$2,142,642	\$763,101	\$1,185,200	\$355,052	\$28,760	\$23,325,838
2019	\$18,085,351	\$1,299,974	\$146,080	\$2,292,823	\$853,493	\$1,244,011	\$201,630	\$0	\$24,123,362
2020	\$17,795,600	\$1,237,148	\$111,712	\$2,604,361	\$779,306	\$1,129,930	\$435,336	\$0	\$24,093,393
2021	\$18,118,114	\$1,397,130	\$127,364	\$3,287,531	\$859,707	\$3,727,887	\$239,479	\$0	\$27,757,212

Fig. 1: Bath Revenue Sources, 2012-2021
Source: City of Bath Finance Department, 2022

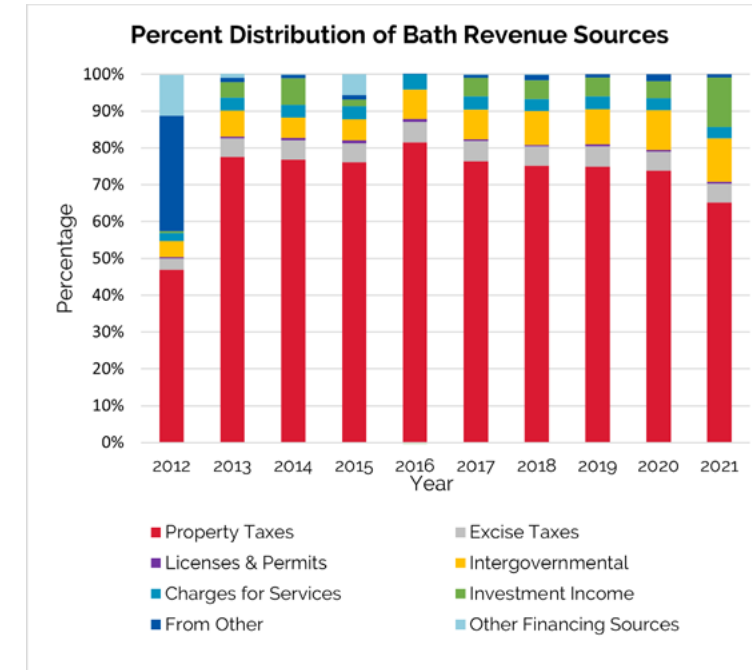


Fig. 2: Percent Distribution of Bath Revenue Sources
Source: City of Bath Finance Department, 2022

State Valuation

To compare one municipality to another, and for County Tax assessment and educational-subsidy purposes, the State (i.e., Maine Revenue Services) calculates a "state valuation" for every municipality. According to the Maine Revenue Services website, "[t]he state valuation is compiled by determining, through field work and meetings with assessors, the approximate ratio of full value on which local assessments are made; and by then adjusting total local assessed value so that the state valuation of those municipalities are equalized." This valuation excludes the portion of value that is "captured" by the municipality in any Tax Incremental Financing (TIF) district. (The taxes on this captured value can be returned to the property owner and/or used for local economic development purposes. The TIF process in Bath is discussed later in this chapter.)

This valuation consists of homes and other residential property, commercial properties, industrial properties, undeveloped land, utilities, and personal property (i.e., business equipment). These percentages and the change from 2012 to 2021 are shown in Figure 4 (following page.)

Year	State Valuation
2012	\$905,000,000
2013	\$893,600,000
2014	\$882,250,000
2015	\$888,100,000
2016	\$897,900,000
2017	\$933,650,000
2018	\$947,500,000
2019	\$981,150,000
2020	\$1,041,250,000
2021	\$1,106,650,000

Fig. 3: State Valuation, City of Bath
Source: Maine Revenue Service, 2021

The "industrial" taxable valuation is primarily Bath Iron Works (BIW). The disproportionately large size of BIW's valuation, compared to other taxpayers, often leads to questions about how much of the City's total value is attributed to BIW. Figure 5 shows that BIW was almost 39 percent of the total value in 2007; when adjusted for the TIF, it is about 22 percent.

For the fiscal year ended June 30, 2021, the City of Bath received \$9,779,240 in real estate and personal property tax revenue from Bath Iron Works. This amount represents 34.17% of total property taxes assessed. Of the taxes received from Bath Iron Works for the year ended June 30, 2021, a significant portion (\$3,277,909) were funds collected as part of a Credit Enhancement Agreement in a Tax Increment Financing (TIF) District. BIW applied for a tax abatement for tax year 2020 and was granted an abatement of \$1,657,172. As such, only \$4,844,159 of taxes were collected for the purposes of financing the City's operational and capital budgets.

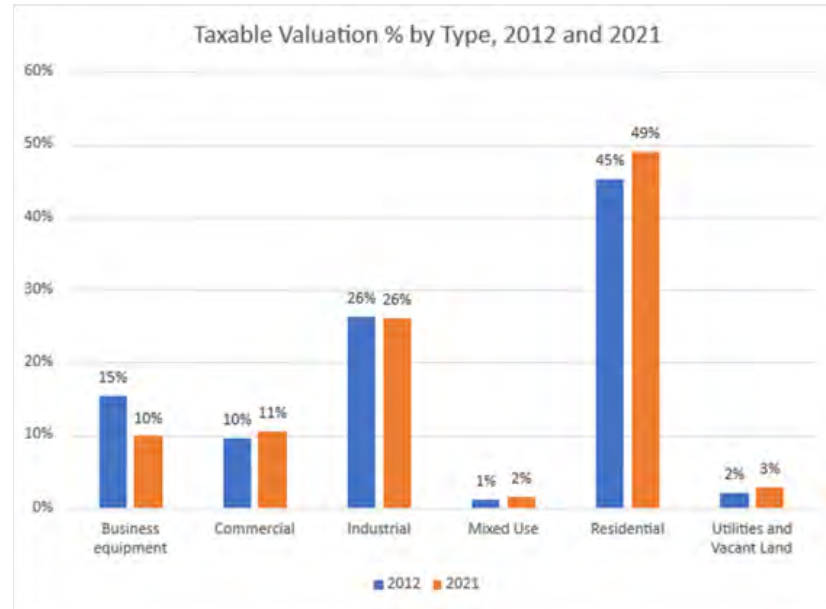


Fig. 4: Taxable Valuation Percentage by type, 2012 and 2021
Source: City of Bath Finance Department, 2022

Bath Total Taxable Value		2021 Valuation	% of Bath's total valuation	2012 Valuation	% of Bath's total valuation
	Business Equipment	\$120,054,600	9.80%	\$182,979,700	15.40%
	Real Estate	\$1,099,012,800	90.20%	\$1,001,946,200	84.60%
	TOTAL	\$1,219,067,400	100%	\$1,184,925,900	100%
Bath Iron Works Total Taxable Value					
	Business Equipment	\$91,780,700		\$159,378,100	
	Real Estate	\$319,356,200		\$310,067,300	
	TOTAL	\$411,136,900	33.7%*	\$469,445,400	39.6%*
TIF Payment to BIW		(\$2,854,072.31)		(\$4,068,787.00)	
	Equivalent Valuation	(\$140,594,695.07)		(\$217,582,192.51)	
BIW Valuation Net of TIF Valuation		\$270,542,204.93	22.2%*	\$251,863,207.49	21.3%*

Fig. 5: Bath and Bath Iron Works Valuation
Source: City of Bath, 2022

Tax-Exempt Property

Another topic that needs to be discussed when reviewing the City's valuation is tax-exempt property. According to the State Constitution, certain types of properties are exempt from paying property taxes, including federal and state property, municipal property, airports, property owned by benevolent and charitable organizations, libraries, hospitals, certain scientific organizations, and places of worship. Figure 6 shows the percentage of the total value of tax-exempt property in Bath, municipalities in the region, and other comparison communities.

Equalized Tax Rates

The equalized tax rate is derived by dividing the municipal tax commitment by the state valuation with adjustments for Homestead Exemptions and TIFs.

The following table shows equalized tax rates for Bath, other regional municipalities, and the Maine state average for 2011 through 2020. The chart indicates that larger communities that provide more municipal services have higher tax rates than smaller rural communities. This is due to several factors. Some municipalities are more willing than others to levy taxes to support more public facilities and services. It is more costly to be the Service Center for a region because that is where regional services are provided by the state and federal government, hospitals, colleges, churches, and many other tax-exempt entities. Service Center communities provide services to a larger region and often collect no fees for them from rural communities.

Exempt Property as a Percentage of Total Valuation, 2021

Municipality/ Area	Percentage of Total Valuation Exempt
Bath	15.72%
Woolwich	7.69%
Phippsburg	4.98%
West Bath	1.88%
Brunswick	21.39%
Topsham	7.80%
Sagadahoc County	8.02%

Fig. 6: Tax-Exempt Property as a Percentage of Total Valuation
Source: Maine Revenue Services, 2022

Equalized Tax Rates, Bath Region and Selected Service Center Communities, 2011-2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Bath	18.28%	19.42%	20.25%	20.64%	20.81%	21.04%	20.89%	20.72%	19.54%	21.29%
Woolwich	11.53%	12.13%	13.12%	13.3%	13.09%	13.01%	13.23%	13.22%	13.09%	12.31%
Phippsburg	7.65%	7.73%	7.5%	7.68%	8.21%	8.46%	8.9%	8.54%	8.42%	8.54%
West Bath	10.63%	9.7%	11.39%	11.27%	11.19%	10.58%	11.61%	10.8%	9.97%	9.83%
Brunswick	15.55%	16.45%	17.74%	17.93%	17.92%	18.09%	17.96%	17.23%	17.57%	17.7%
Topsham	16.69%	16.63%	16.72%	17.11%	17.33%	17.36%	17.23%	17.16%	17.16%	16.51%
State of Maine Average	13.4%	13.99%	14.49%	14.72%	15.03%	15.06%	14.96%	14.8%	14.59%	14.1%

Fig. 7: Equalized Tax Rates, Bath Region and Selected Service Center Communities
Source: Maine Revenue Services, 2022

Expenditures

As discussed previously, revenue that the City of Bath receives is used to fund public facilities and services. Figure 8 shows total expenditures from each fiscal year from 2016-2022.

	2016	2017	2018	2019	2020	2021	2022
General Government	\$1,296,072	\$1,329,044	\$1,345,899	\$1,356,143	\$1,606,430	\$1,607,684	\$ 1,469,976
Public Safety	\$3,675,015	\$3,797,014	\$3,897,654	\$3,979,448	\$4,075,035	\$4,126,883	\$ 4,259,253
Public Works	\$1,472,145	\$1,435,655	\$1,605,017	\$1,481,251	\$1,494,017	\$1,393,663	\$ 1,330,960
Health and Welfare	\$70,562	\$65,389	\$86,922	\$62,302	\$79,937	\$61,865	\$ 46,219
Recreation	\$172,107	\$173,782	\$187,120	\$182,960	\$210,407	\$220,792	\$ 192,453
Education	\$9,375,077	\$9,698,303	\$10,059,652	\$10,428,909	\$10,724,684	\$10,995,302	\$11,109,814
	2016	2017	2018	2019	2020	2021	2022
Intergovernmental	\$1,694,380	\$1,671,485	\$1,744,231	\$1,730,283	\$1,824,448	\$1,894,551	\$ 1,906,494
Unclassified	\$2,726,666	\$2,757,216	\$3,105,443	\$2,733,623	\$3,146,353	\$3,167,780	\$ 3,160,375
Debt Service	\$628,897	\$611,373	\$498,118	\$620,784	\$672,348	\$665,883	\$ 652,183

Fig. 8: City of Bath Expenditures, 2016-2022
Source: City of Bath Finance Department, 2022

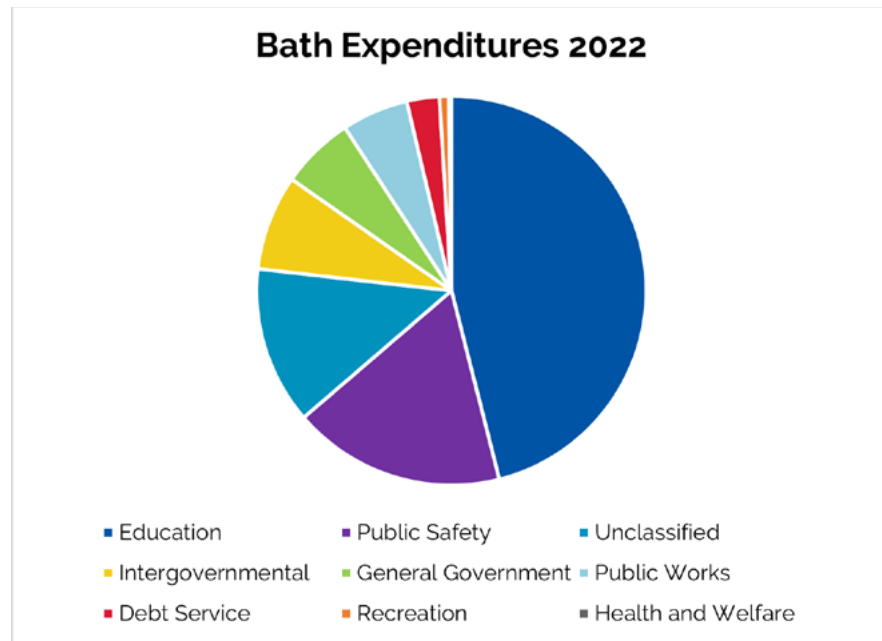


Fig. 9: Bath Expenditures 2022
Source: City of Bath Finance Department, 2022

Property taxes (and other revenues) pay for public services that the City provides—both school and municipal services. They also pay for county services. Counties in Maine do not send tax bills to property owners. They assess the towns and cities in that county a tax that is included in each municipality's tax bill sent to its taxpayers. The amount that each municipality in a county is assessed is based on its state valuation. Bath has the highest state valuation in Sagadahoc County and therefore pays the largest portion of the County Tax.

Figures 10 and 11 show how the percentage of a property owner's tax bill is shared among support for the school budget, the Sagadahoc County budget, and the municipal budget, and how it has changed since 2012.

Year	% for School	% for County	% for Municipal
2012	49.76	9.14	41.1
2013	48.99	9.08	41.93
2014	48.97	8.96	42.07
2015	48.15	8.7	43.15
2016	48.52	8.36	43.12
2017	49.6	8.6	41.8
2018	49.67	8.24	42.09
2019	50.54	8.36	41.1
2020	50.53	8.7	40.77
2021	50.5	8.64	40.86

Fig. 10: Percent Share of Property Taxes
Source: City of Bath Finance Department, 2022

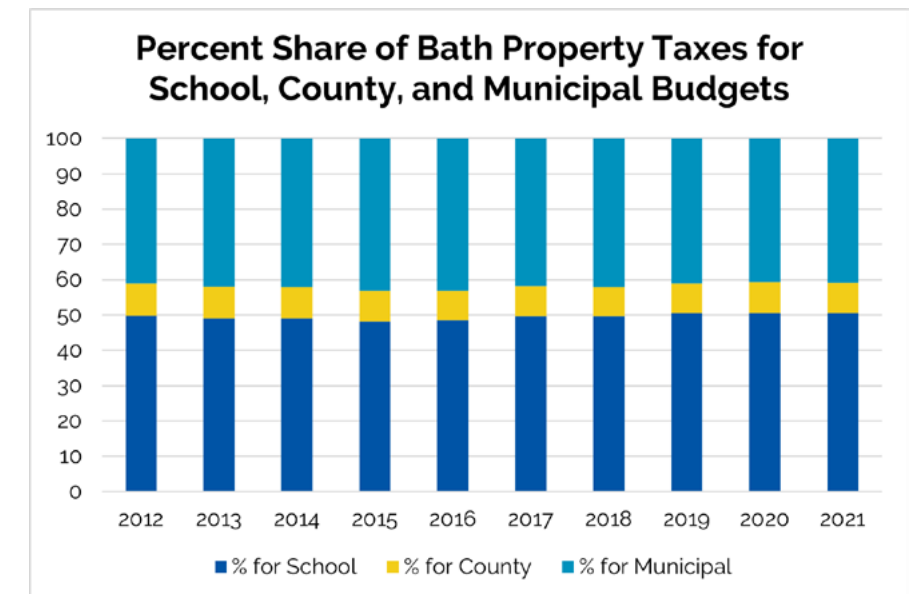


Fig. 11: Percent Share of Property Taxes
Source: City of Bath Finance Department, 2022

The Expenditure Limitation

Since 1988, the City has had a voter-approved Charter provision that limits yearly expenditures. The provision limits the maximum percentage increase in the City's spending over and above the preceding fiscal year to no more than the national Consumer Price Index (CPI). This is a spending limitation, not a tax cap, which means that in most cases, even if the spending does not come from taxes, it is still affected by the spending-limitation requirement. Only bonds approved by the voters, debt service on these bonds, certain grants, certain state or federal monies spent for mandates and "emergency" appropriations, and payments to RSU 1 are exempt from the expenditure limitation. In 2021 the voters also exempted legally required employment programs, all Tax Increment Financing (TIF) expenditures, and Sagadahoc County Assessment. The voters also created a one-time exemption for TIF expenditures the year the district expires.

At the end of each fiscal year, the City Council artificially appropriates funds up to the maximum limit to "capture the room" under the ceiling for a better starting point in subsequent years.

In 2005, the State Legislature passed LD1. LD1 is not a spending limitation but rather a provision that limits increases in the local tax levies. The formula that determines the amount of increase allowed, without an override by the City Council is based on valuation increase and income increase. The council votes to override LD1 when necessary. According to the Finance Director, the fact that the City Council is willing to override LD 1 to fund needed services and infrastructure improvements is positive with respect to the City's bond rating.

Debt

The state statute limits the amount of general obligation debt a municipality may issue to 15% of its total state-assessed valuation. The legal debt limit is divided into different categories, each of which has a maximum percentage of the total legal debt limit. For example, the municipal, stormwater, and sewer debts can each equal 7.5 percent of the total 15 percent, school debt can equal 10 percent of the total 15 percent, and special districts can equal only 3 percent of the City's total 15 percent valuation.

The current debt limit for The City of Bath is in excess of \$165 million, which is considerably more than the City's outstanding general obligation debt. In 2022, the City's total outstanding debt was \$25,128,047; mostly from general obligation bonds. The total debt remained relatively steady with between 1.99 and 2.5% of total valuation for each year between 2012-202. The City's debt limit is expected to increase to the 3.5% range when the City borrows for a planned new Fire Station. The City's bond rating is Aa2 from Moody's Investor Service and AA from Standard and Poor.

The City has sufficient borrowing capacity should additional funds for capital investments be needed. As Figure 12 indicates, as of June 2021, the City of Bath's debt was approximately \$25,128,027.

	Date of Issue	Original Amount Issued	Date of Maturity	Interest Rate	June 30, 2021
Governmental activities:					
2002 Landfill and pumping station bonds	10/1/2003	\$1,950,000	10/1/2022	1.94%	\$127,676
Wastewater revolving loan fund	6/30/2006	350,000	6/30/2026	1.78%	87,500
2008 SRF sewer bond	5/1/2008	1,400,000	4/1/2023	1.00%	186,666
2008 general obligation bond	1/30/2008	6,500,000	1/15/2023	3.50%	330,000
2011 General Obligation Bond	5/1/2011	3,950,000	5/1/1931	3.25%	800,000
2011 GOB Series B	3/1/2011	2,392,271	11/1/1930	2.00%	385,090
2011 GOB Series B	3/1/2011	2,882,729	11/1/1930	2.00%	230,768
2011 SRF GOB	3/1/2011	1,883,600	11/1/1931	1.00%	1,035,980
2014 SRF Clean Water Revolving Loan	10/1/2013	651,500	2033	0.22%	390,900
2013 GOB Equipment	11/22/2013	222,000	2021	2.94%	-
2014 GOB Road Bond and Refin	5/1/2014	4,456,000	2029	2.00%	1,630,000
2014 GOB Equipment	10/17/2014	665,265	2024	3.09%	62,570
2015 GOB Bath Savings	3/25/2015	1,205,000	2025	2.84%	522,808
2015 GOB Bath Savings	11/10/2015	715,500	2025	3.31%	263,307
2016 GOB Equipment	12/16/2016	60,000	2025	3.09%	6,794
2017 GOB Bath Savings	4/27/2017	6,475,500	2025	3.00%	4,815,000
2018 GOB Equipment	1/15/2018	621,000	2028	2.99%	334,900
2018 GOB Series A Fire Tk, Rds, Refin	9/13/2018	4,203,000	2038	5.00%	3,415,000
2018 GOB Series B Refin	9/13/2018	940,000	2028	3.50%	695,000
2019 Rural Development	12/18/2019	6,500,000	2041	2.38%	6,271,590
2020 Equipment Loan	2/18/2020	380,500	2030	2.30%	312,348
2021 Equipment Loan BSB	11/25/2020	545,400	2035	2.68%	545,400
2021 Equipment Loan ANDR	11/25/2020	681,750	2030	2.30%	681,750
2021 SRF GOB	3/8/2021	3,067,000	2039	1.00%	1,997,000
Total governmental activities					\$25,128,047

Fig. 12: City of Bath Debt
Source: City of Bath Finance Department, 2022

Capital Improvement Plan

A Capital Improvement Plan (CIP) is a fiscal-planning tool that helps a town or city identify capital needs now and in the future and to determine how to finance those needs. A CIP can also help a municipality implement planning strategies in its Comprehensive Plan. Capital improvements include:

- acquisition of land and buildings
- construction or expansion of a facility or utility
- nonrecurring rehabilitation of a facility costing more than \$10,000
- purchase of all vehicles and other equipment costing more than \$10,000 with a life of more than five years
- planning, engineering, or design of a capital project

The City is open to exploring opportunities for regional collaboration on capital investments, but has not committed to any such partnership.

Capital investments are funded through different sources. Bath's Capital Fund is funded by taxes and intergovernmental revenues. The Landfill Fund comes from taxes and charges for services, as well as intergovernmental revenues and investment income. The Sewer Utility Fund comes from charges for services and intergovernmental revenues. Figure 13 shows Bath's Capital Improvement Plan.

CAPITAL FUND		
Project #	Project	Cost
23-CC 1	City Council - Council Chambers Renovation	\$50,000.00
23-IT 1	IT - Server Upgrade	\$63,000.00
23-CF 2	Facilities - City Bus Replacement Schedule	\$20,000.00
23-CF 3	Facilities - City Hall Upgrades	\$100,000.00
23-CF 4	Facilities - Teardown of 1968's Wing of Former MHS	\$450,000.00
23-CF 5	Facilities - Spatial Needs and Existing Conditions Survey - City Hall	\$15,000.00
23-F 1	Fire - FD Service Utility PU	\$50,000.00
23-F 2	Fire - Replace Deputy Chiefs Command Vehicle	\$41,000.00
23-P 1	Police - Patrol Cars	\$45,000.00
23-P 2	Police - Animal Control Vehicle	\$35,000.00
23-PW 1	Public Works - Street Paving & Maintenance	\$250,000.00
23-PW 2	Public Works - Sidewalk Rehabilitation	\$115,000.00
23-PW 6	Public Works - ADA Improvements	\$12,000.00
23-PW 8	Public Works - Public Works Lighting	\$7,000.00
23-PW 9	Public Works - Relocate Public Works Generator	\$35,000.00
23-PW 15	Public Works - Green Street Rehabilitation	\$425,000.00
23-PW 16	Public Works - Crawford Drive Sidewalk, Street & Storm Drain Rehab	\$300,000.00
23-PW 17	Public Works - Route 1 Sidewalks (LAP) - Engineering	\$25,000.00
23-PW 18	Public Works - Union-Castine-Washington Sidewalks & Street (LAP) Rehab	\$40,000.00
23-PW 22	Public Works - Storm Drain System Expansion	\$20,000.00
23-LF 3	Landfill - Compactor Repair	\$60,000.00
23-R 1	Recreation - Athletic Field Rehabilitation	\$5,000.00
23-R 4	Recreation - Kromer Infield Machine	\$35,000.00
23-R 5	Recreation - Truck	\$55,000.00
23-C 1	Cemeteries - Skid Steer	\$50,000.00

CAPITAL FUND		
23-C 2	Cemeteries - Cemetery Office Roof	\$50,000.00
23-C 4	Cemeteries - Truck	\$45,000.00
23-C 5	Cemeteries - Southend Park	\$130,000.00
23-C 6	Cemeteries - Mower	\$15,000.00
23-C 8	Library Park Pond	\$100,000.00
	<i>Sub Total of Non-Debt Payments</i>	<i>\$2,643,000.00</i>
LANDFILL FUND		
Project #		
23-LF 1	Landfill - Landfill Intermediate Cover	\$100,000.00
	<i>Total Expenses</i>	<i>\$100,000.00</i>
SEWER UTILITY FUND		
Project #		
23-SW 3	Stormwater - Harward Info SWMM Model (CSO Abatement Phase 1A)	\$110,000.00
23-SW 10	Stormwater - Green-Oak-Bedford Separation & Sewer Upgrade	\$500,000.00
23-SW 12	Stormwater - Sewer Spot Repairs	\$15,000.00
23-SW 13	Stormwater - Sewer Rodding Machine Replacement	\$80,000.00
23-WW 2	WWT - Pump Rebuild Project Continued	\$50,000.00
23-WW 9	WWT - Landfill Leachate Pump Station Upgrade	\$15,000.00
23-WW 10	WWT - Landfill Pump Station Generator	\$35,000.00
23-WW 11	WWT - Farrin Pump Station Pig Launch	\$30,000.00
	<i>Total Expenses</i>	<i>\$835,000.00</i>

Fig. 13: Capital Improvement Plan
Source: City of Bath Finance Department, 2023

Tax Increment Financing Districts

The City has established five tax increment financing districts in accordance with Maine statutes to finance economic development and housing programs located in the City of Bath. The expenditures from these development programs will be recovered in future years through an incremental tax levied upon the districts' so-called "captured assessed value." A portion of the incremental tax revenues will be returned to the district to repay principal and interest on any indebtedness, to fund the expenditures of the development program and to finance future expansion.

The Bath Iron Works Municipal Development and Tax Increment Financing District #1 & #2

On September 9, 1997 the Bath City Council, as well as the Maine Department of Economic and Community Development, approved a Tax Increment Financing District to expand and diversify the City's tax base and improve its economy. The area of the District is approximately 68 Acres, divided into two separate subdistricts: District #1, consisting of approximately 14.07 acres of land; and the District #2, consisting of approximately 58.02 acres of land. The projects implemented under this Development Program include: improvements to buildings and structures, machinery and equipment and economic development planning and administrative expenses associated with the development effort. The original assessed value of the property is \$128,011,800. The Development Program provides for 100% of the increase in assessed value of the District to be captured and designated as captured assessed value for 25 years. The tax increment revenues will be deposited by the City into the Development Program Fund for a period of 25 years. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. §5801.

The TIF Districts will remain in place for a period of 3 years beginning June 2, 1997. The allocation of tax increment revenues, through a credit enhancement agreement, to be paid to owners/developers of specified property, will commence by agreement between the City and the owner/developer and will continue for a period not to exceed 25 years or the remainder of the term of the District designation, whichever is less. In District 1, percentages from 50% on personal property to 100% on real property of the property taxes to be generated on the improvements within the District will be returned to the developer, until \$85,000,000 is reached, when the percentage reduces to 35%. In District 2, fifty percent of real and personal property increment, if any, is returned to the developer. The remaining amount will be retained by the City and used to fund the development plan of the District. The City reserves the right to incur indebtedness to finance, in part or in whole, the projects within the Development Program.

The Wing Farm Enterprise Municipal Development Tax Increment Financing District

On February 6, 2008 the Bath City Council, as well as the Maine Department of Economic and Community Development, approved a Tax Increment Financing District to support economic development projects. The area of the District is approximately 62.56 Acres, consisting of two non-contiguous parcels of land, The Bath Iron Works Tract and the Wing Farm Tract. The projects implemented under this Development Program include development of a business park and the building of a new \$40,000,000 facility. The original assessed value of the property

is \$9,327,200. The Development Program provides for 75% of the increase in assessed value of new real property and 100% of personal property of the District to be captured and designated as captured assessed value for 30 years. The tax increment revenues will be deposited by the City into the Development Program Fund for a period of 30 years. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. §5801.

On November 20, 2013 the first amendment to the TIF added the Credit Enhancement Agreement, and included 100% of the increase in assessed value of new real and personal property in the Development Program. The allocation of tax increment revenues, through a credit enhancement agreement, to be paid to owners/developers of specified property, commenced in tax year 2014 by agreement between the City and the owner/developer and will continue for a period not to exceed 15 years. 50% on real property for the first 10 years and 40% of real property for the next 5 years of the property taxes to be generated on the improvements within [the Bath Iron Works Tract portion of or the specified portion of] the District will be returned to the developer. The remaining amount will be retained by the City and used to fund the development plan of the District. The City reserves the right to incur indebtedness to finance, in part or in whole, the projects within the Development Program. Any projects financed through municipal bonded indebtedness must be completed within five years of the approval of the District. On August 1, 2018 the second amendment to the TIF reduced the acreage from 62.56 to 37.66. As a result of the reduced area of the District, the original assessed value of \$9,327,200 of the District has been changed to \$8,684,900.

Downtown Improvement Tax Increment Financing District

On February 6, 2008 the Bath City Council, as well as the Maine Department of Economic and Community Development (MDECD), approved a Tax Increment Financing District to support economic development projects. The area of the District at this time is approximately 68.03 acres. The original assessed value of the property is \$72,327,400. The Development Program provides for 100% of the increase in assessed real estate value of the District to be captured and designated as captured assessed value for 30 years. The tax increment revenues will be deposited by the City into the Development Program Fund for a period of 30 years. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. §5801.

The Downtown Improvement Tax Increment Financing District has been amended twice. The first amendment, approved June 29, 2009 by the Bath City Council as well as the MDECD, added 2.41 acres to the original district boundaries. The second amendment, approved by the Bath City Council on July 1, 2020 as well as by the MDECD, removed 0.98 acres from the district and designated this area as the Uptown Affordable Housing Tax Increment Financing District.

Huse School Apartments Affordable Housing Tax Increment Financing District

On August 5, 2015 the Bath City Council, as well as the Maine State Housing Authority, approved a Tax Increment Financing District to support affordable housing units. The area of the District is approximately 2.5 acres. The original assessed value of the property is \$0. The Development Program provides for 100% of the increase in assessed real property value in the District to be captured and designated as captured assessed value for 15 years. The tax

increment revenues will be deposited by the City into the Development Program Fund for a period of 15 years, beginning April 1, 2018. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. §5801.

The allocation of tax increment revenues, through a credit enhancement agreement, to be paid to owners/developers of specified property, by agreement between the City and the owner/developer and will continue for a period not to exceed 15 years. 50% of the real property increment of the property taxes to be generated on the improvements within the District will be returned to the developer. The remaining amount will be retained by the City and used to fund the development plan of the District. The City reserves the right to incur indebtedness to finance, in part or in whole, the projects within the Development Program.

Uptown Affordable Housing Tax Increment Financing District

On July 1, 2020 the Bath City Council, as well as the Maine State Housing Authority, approved a Tax Increment Financing District through March 31, 2043 to support affordable housing units. The area of the District is approximately .98 acres. The original assessed value of the property is \$1,334,500. The Development Program provides for 100% of the increase in assessed value of the District to be captured and designated as captured assessed value for 20 years. The tax increment revenues will be deposited by the City into the Development Program Fund for a period of 20 years. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner provided in 30-A M.R.S.A. §5801.

The allocation of tax increment revenues, through a credit enhancement agreement, to be paid to owners/developers of specified property, by agreement between the City and the owner/developer and will continue for a period not to exceed 20 years. 50% of the real property increment of the property taxes to be generated on the improvements within the District will be returned to the developer. The remaining amount will be retained by the City and used to fund the development plan of the District. The City reserves the right to incur indebtedness to finance, in part or in whole, the projects within the Development Program.

TIF District	Valuation for Project Costs	Total Project Costs	Credit Enhancement Agreement (CEA) Payment	City Project Costs	TIF Cap
Bath Iron Works*	\$234,263,528	\$4,755,550	\$2,854,072	\$1,901,477	100% RE & Pers. Prop.
Wing Farm**	\$21,060,000	\$427,518	\$320,036	\$107,482	100% RE & Pers. Prop.
Downtown	\$15,049,850	\$305,512	0	\$305,512	100% RE
Huse School	\$1,772,950	\$35,991	\$35,991	0	50% RE
Uptown Housing	0	0	0	0	50% RE

* Exempt personal property included.

** Exempt Real and Personal property included.

Fig. 14: Bath TIF District Summary

Source: City of Bath Finance Department, 2023

Planning Implications

- The increase in valuation shows that Bath's property value is growing. However, it is not growing as fast as the total municipal valuation in Sagadahoc County. This means that whereas Bath still pays the largest portion of the Sagadahoc County Tax, that portion is decreasing.
- The City depends on the residential property tax base to fund municipal services, even though BIW pays a large percentage of the total property taxes. The City has few other industrial taxpayers and the commercial property tax base is growing only slowly. This is a good reason to pursue a greater diversity of tax revenue sources.
- Tax-exempt properties accounted for nearly 16 percent of Bath's total valuation in 2020. There are significantly more tax-exempt properties in Bath and other large urban municipalities than in small rural communities - urban communities are where colleges, hospitals, churches, civic organizations, and even state and federal properties are located. These properties pay no taxes but still need many municipal services. Being aggressive in recruiting new and keeping the existing commercial and industrial tax base to offset the substantial number of tax-exempt properties is critical.
- A review of tax rates shows that larger municipalities in the Region and other Service Center communities find it necessary to have higher taxes than the smaller rural towns. The larger municipalities are also willing to levy taxes for additional public facilities and services that citizens need and want. The fiscal capacity of a community apparently is more related to a balance of need, willingness to pay, and desired quality of life than to other measures.
- A significant percentage of residents' property taxes support the facilities and services of RSU1 and Sagadahoc County. The City should look for ways to increase efficiency by not duplicating capital expenditures, administration, and services.
- Obtaining grant funding for projects in Bath has helped keep taxes down. Millions of dollars in grants have been used in the last ten years for housing-improvement loans, façade-improvement loans, infrastructure upgrades, and other public improvements.

11: Existing Land Use

- Although the City has significant debt (i.e., more than \$25 million), it is well below the legal debt limit. Borrowing money for projects allows residents who will benefit most from them to pay for the improvements over time as they are being used and enjoyed.
- The City prepares a Capital Improvement Plan (CIP) designed to identify capital needs in the next five years and to develop a strategy to pay for them. The more that the CIP can be tied to land-use and other non-financial planning, the more successful all City planning will be.
- The City's expenditure limitation regulation allows no more yearly increase in spending than the national CPI. It requires the City Council to artificially appropriate funds at the end of a fiscal year to increase the budget up to the ceiling to give the next year's budget room to grow if necessary. The rating agencies downgrade the City of Bath's bond rating due to this action
- Conversely, when the City Council voted to override LD 1, the bond-rating agencies viewed this action favorably. There needs to be a better way statewide to address local property tax increases.
- TIF is an economic-development tool that can be used to pay for public or private improvements associated with commercial or industrial growth. It also shelters some of the additional value from this growth so the City's tax liabilities for Sagadahoc County and local education, as well as the amount of state revenue sharing, are benefited.

Land Use Patterns

Bath has a total area of 13.22 square miles of which 9.10 square miles is land and 4.12 square miles is water. It is bordered to the East by the Kennebec River, to the North by Merrymeeting Bay, and the town of West Bath to the South and West.

Land use in Bath is closely tied to the City's historic development. The City grew around the shipyards located along the central waterfront. Bath's layout and development was determined in the early 1800s as wharfs and two main streets were laid out along the water. The majority of buildings in Bath were built prior to 1950, for workers in the shipbuilding industries, with booms occurring in the late 19th century and early 20th century. A final spike in residential growth around WWII.

Postwar, the City saw urban renewal demolitions downtown and highway-oriented commercial growth along the Route 1 transportation arterial. The majority of suburban housing development in the region occurred in cities near Bath like Brunswick and Topsham.

Today, the City has a dense, walkable, mixed-use downtown core at the center with residential, office, and civic uses, along with the remaining marine-manufacturing working waterfront. From what was once a five-mile long working waterfront lined with shipyards, wharfs, and piers, the waterfront now consists of the marine-industrial use of the BIW shipyard, the vacant land (next to the City's wastewater treatment plant) that was historically home to shipbuilding and more recently occupied by the Stinson sardine cannery, a now-vacant marina (Bath Fuel Company [BFC] Marine), and the marina at the Kennebec Tavern.

A second commercial area is located along the Route 1 corridor. This area includes Court Street, Five Corners (the intersection of Congress Avenue, North Street, Oak Grove Avenue, and Lincoln Street), Route 1 and State Road, the Bath Shopping Center area, the northwest corner of Park and Washington Streets, and the Wing Farm Business Park. The area is anchored by the Bath Shopping Center, a strip mall with a large grocery store. Regional commercial uses are also present on the adjacent portion of Congress Avenue. Five Corners is the location of a number of small, neighborhood commercial uses. Business and light industrial uses are located at the western end of Centre Street and on Wing Farm Parkway. There is vacant land adjacent to Route 1 that may be appropriate commercial use. Vacant land also exists outside the medium-density residential area in the vicinity of the north end of High Street, as well as the south end.

While Bath is known for its vibrant downtown and dense neighborhoods, the City contains many large undeveloped areas that stretch beyond the municipal boundaries, and offer a more rural landscape and a variety of open space and ecosystem services. The Natural Resource Inventory within this plan describes the character and importance of the rural areas in more detail.

Bath's land use becomes less dense and more residential and rural moving outward from the downtown center. Most of these undeveloped areas are located within the R3 low-density residential district. Many of the uses within these areas are managed for agriculture, forestry, recreation and conservation. Maintaining this rural landscape is an important element to Bath's community vision.

Existing Land Use

Approximately 53% of the total land area in Bath is zoned for residential use. According to 2022 City data, residential development comprises 43% of existing land use in Bath. The next largest land use category is vacant land (19%), government-owned (10%), and conservation land (8%). The relatively small percentages of commercial and industrial land reflects the density of Bath's non-residential development.

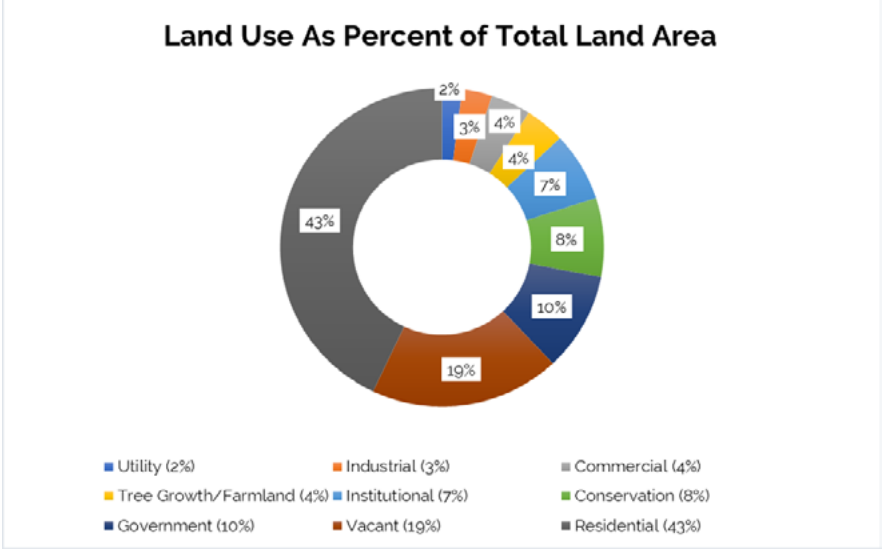
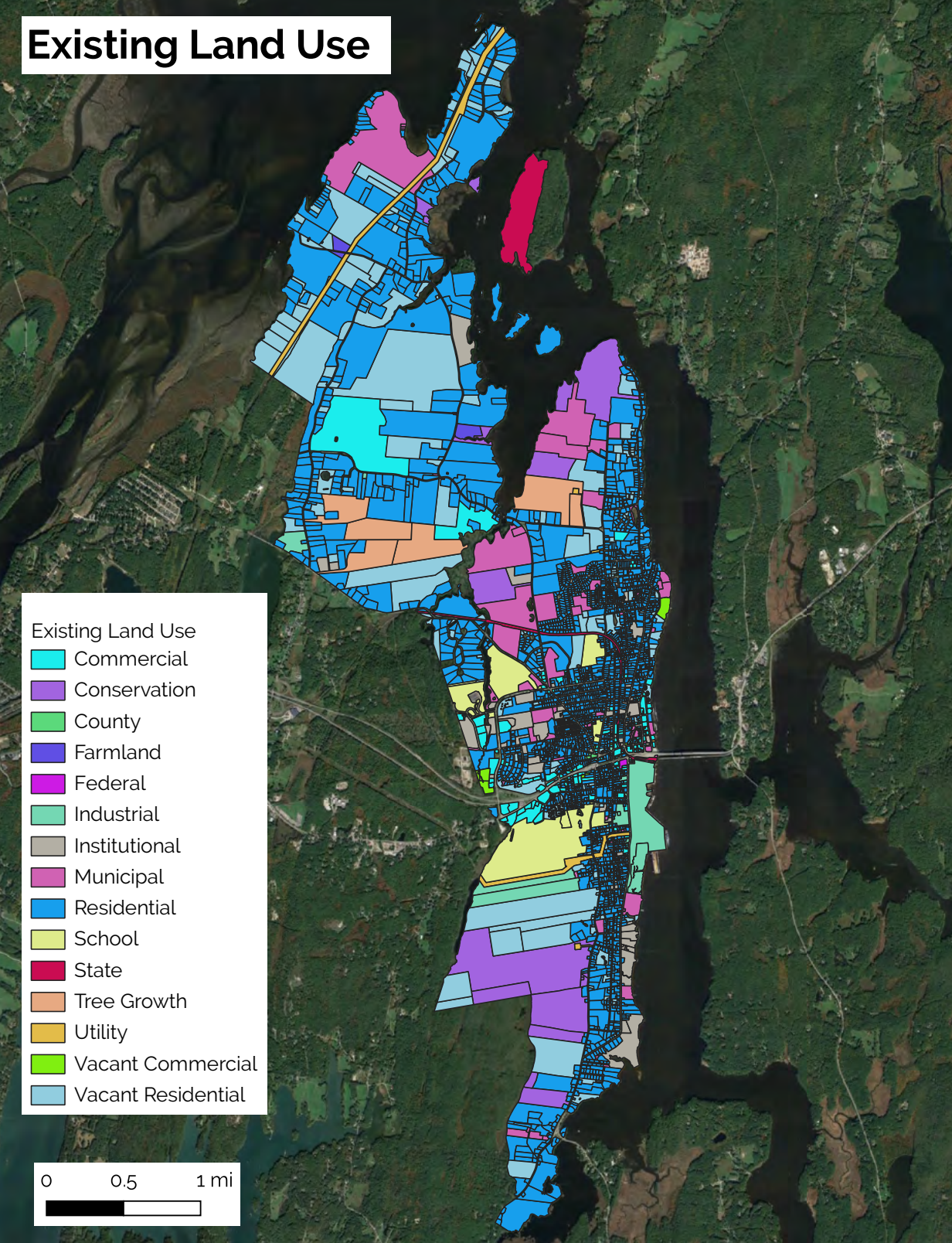
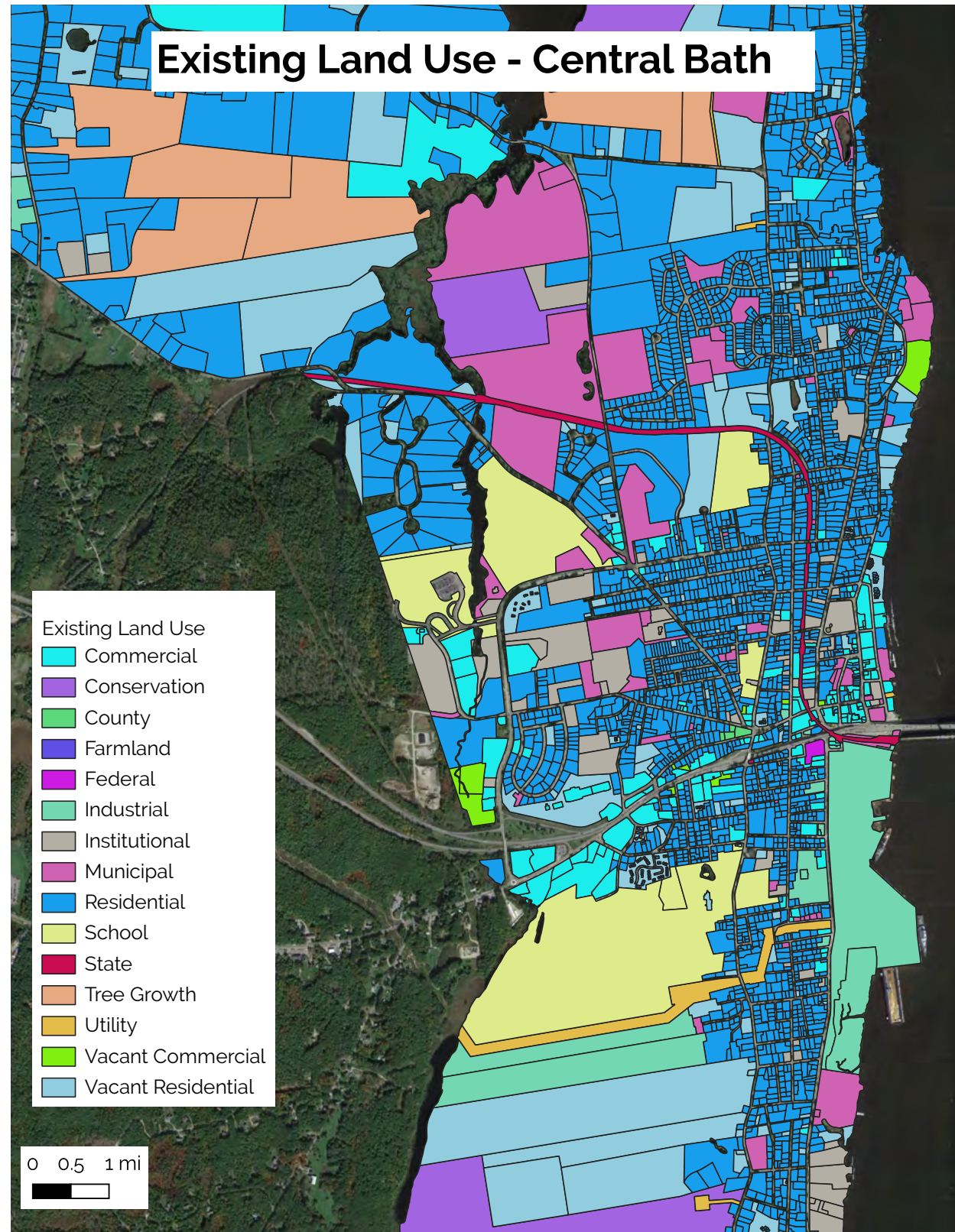


Fig. 1: Existing Land Use in Bath
Source: City of Bath, 2022



Data from City of Bath Tax Assessor, January 2023

Fig. 2: Bath Existing Land Use
Source: City of Bath, 2023



Data from City of Bath Tax Assessor, January 2023

Fig. 3: Bath Existing Land Use - Central Bath
Source: City of Bath, 2023

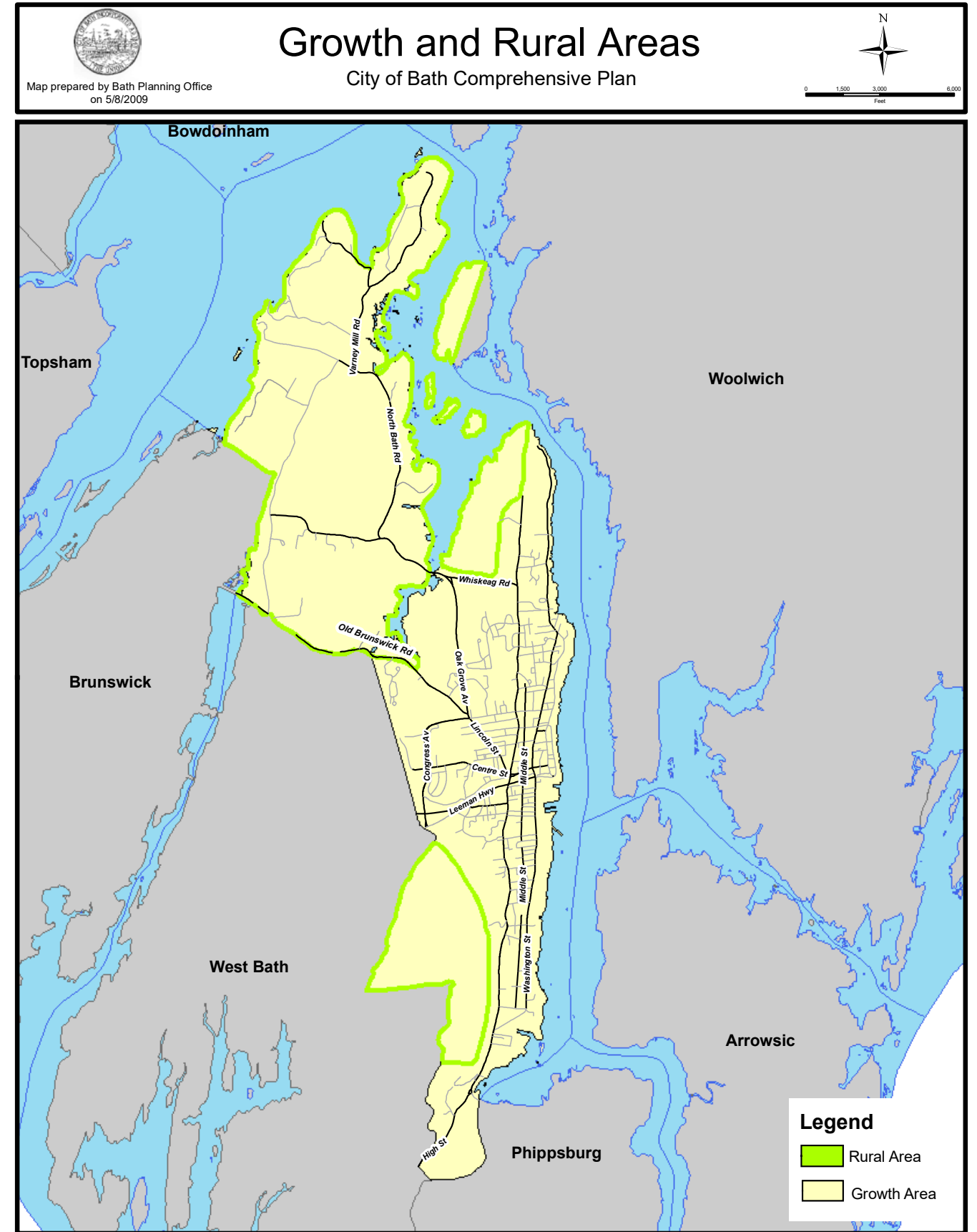


Fig. 4: 2009 Designated Growth & Rural Areas
Source: City of Bath Comprehensive Plan, 2009

Recent Development

According to Bath Codes Office records, over 1,300 total building permits were issued (from minor projects to new development) from 2010 to 2022. According to building permit data and the assessing database, 71% of new development occurred within the growth area designated in the Future Land Use chapter of the City's 2009 comprehensive plan. (see Figure 4.)

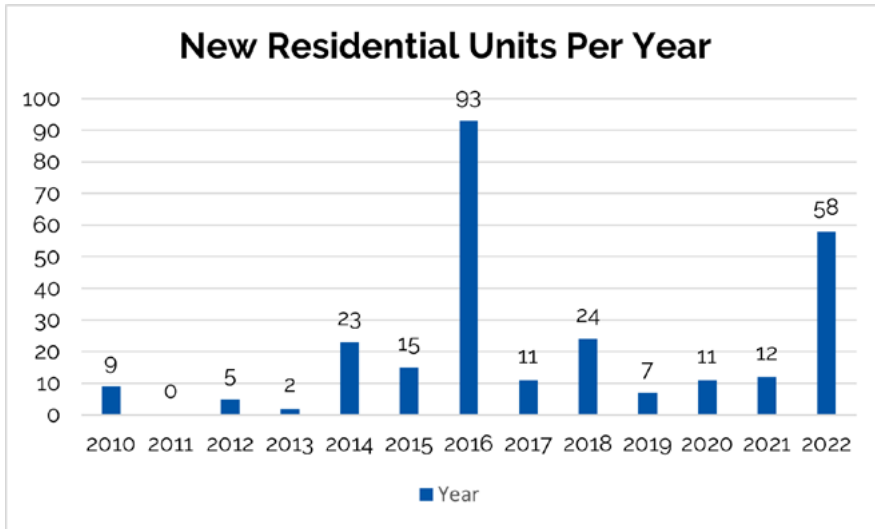


Fig. 5: New Residential Units per Year, 2012-2022
Source: City of Bath, 2023

Residential Growth

According to Bath Codes Office records, from 2009-2022, 264 permits were issued for new housing units. During the same time, 44 housing units were demolished, leaving a net of 220 new housing units. Most of this growth occurred in the latter half of the 2010s. 85% of new housing units were part of multifamily developments with 3 or more attached units. Two significant apartment buildings were permitted during this timeframe that comprise almost half of all new residential units. The Huse School apartments provided 59 new units in a former school building. These units are a mix of market-rate and income-restricted units without age restrictions. The "Uptown" project is a redevelopment of the former YMCA building in Bath's downtown that will provide 46 market-rate and income-restricted units without age restrictions.

Commercial Growth

Bath saw modest commercial development over the past decade. 15 new commercial developments occurred over this period. Significant new commercial development included the introduction of a new hotel, a car wash, a self-storage building, a drive-through coffee shop, medical office space, and retail spaces including four marijuana businesses. 181 total building permits for commercial projects were issued from 2010-2022; the majority of permitted commercial projects were for the renovation of existing commercial buildings, and the refit of existing properties for new businesses.

Industrial Growth

All industrial development in Bath from 2010-2022 occurred at the shipyard with Bath Iron Works. Developments include new workshops, storage space, office, and mechanical facilities. 11 new structures were permitted at the BIW shipyard between 2010-2022.

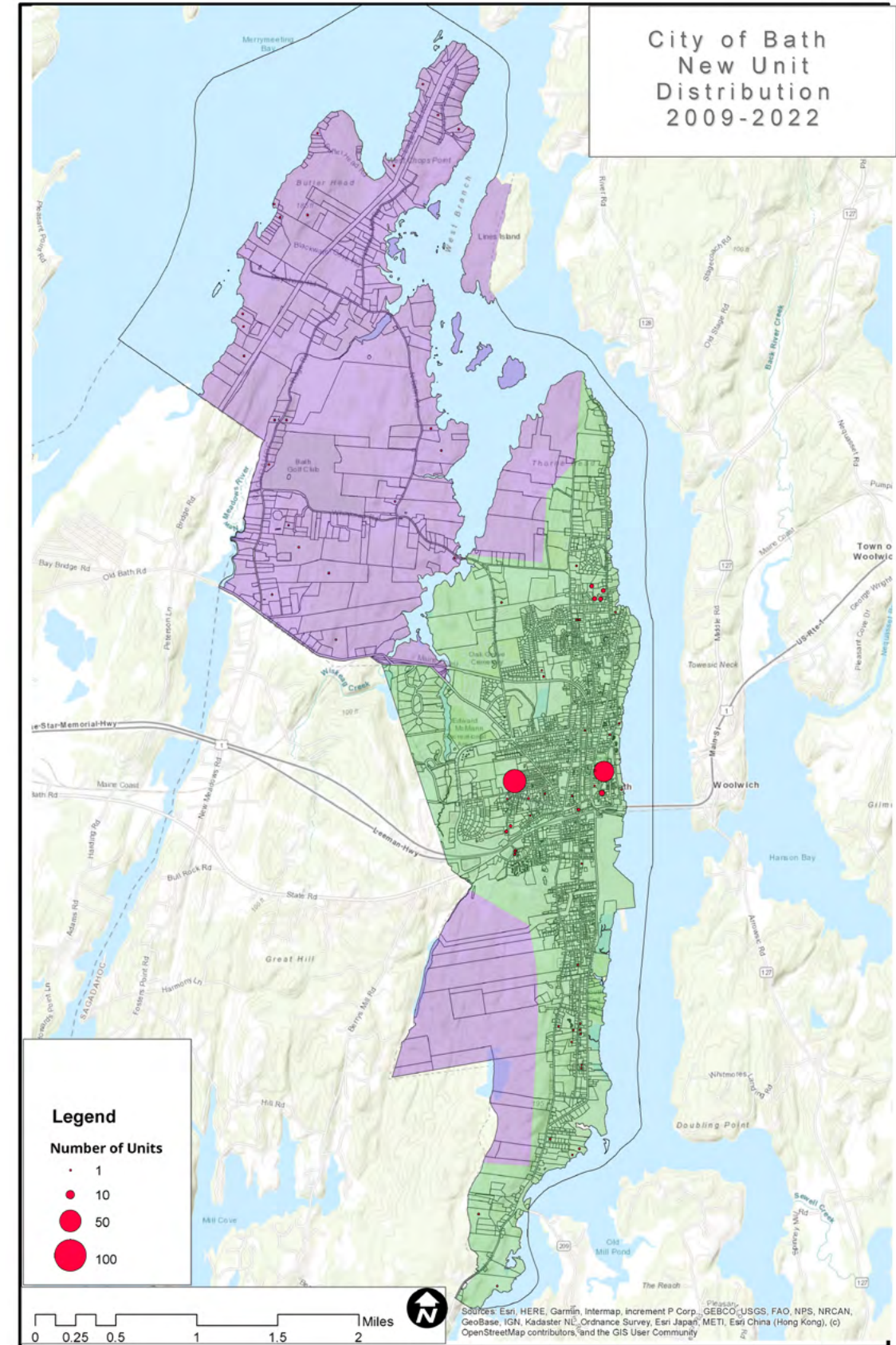


Fig. 6: New Development in Bath, 2009-2022
Source: City of Bath, 2022

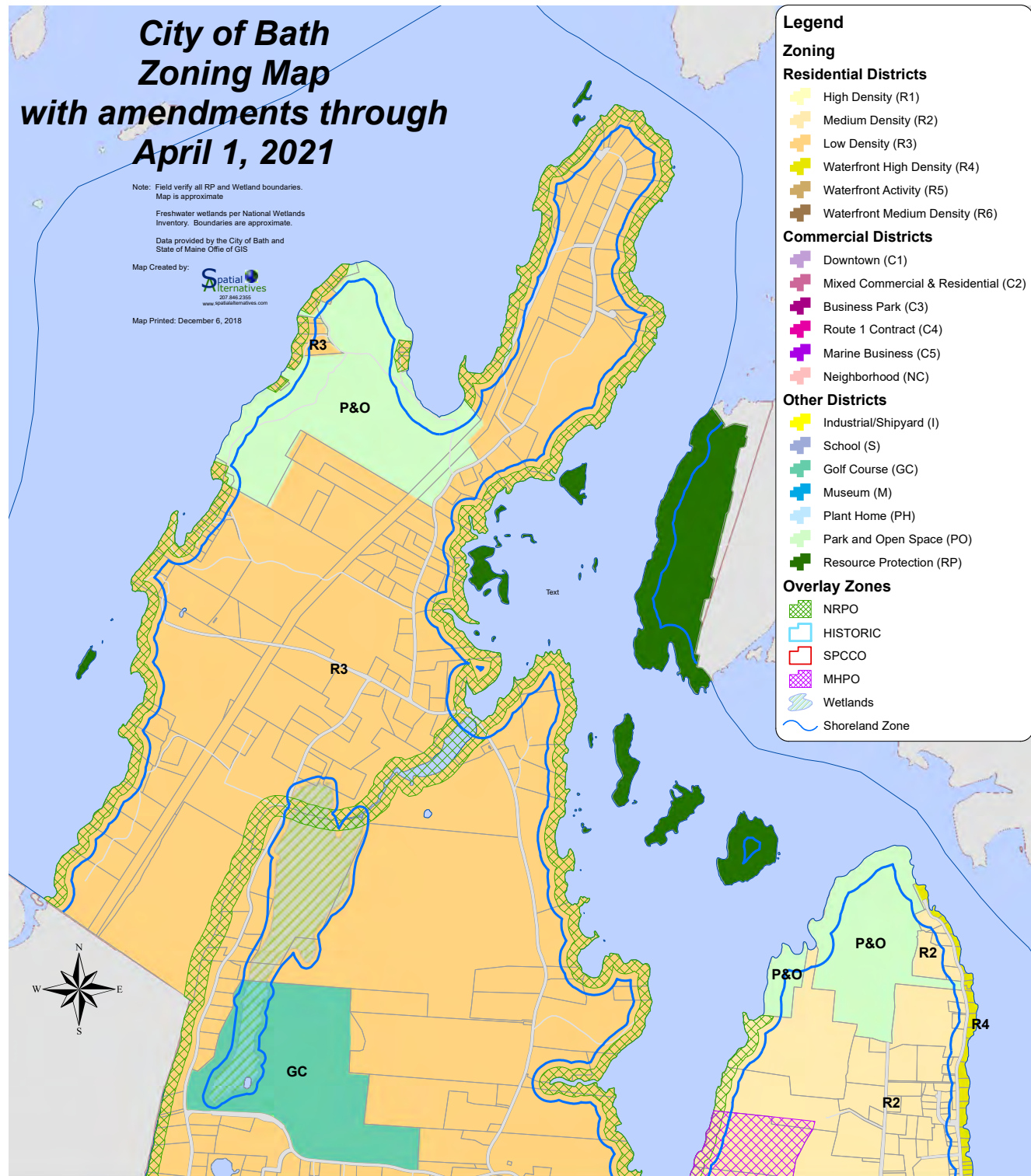


Fig. 7: Bath Zoning Map North
 Source: City of Bath, 2023

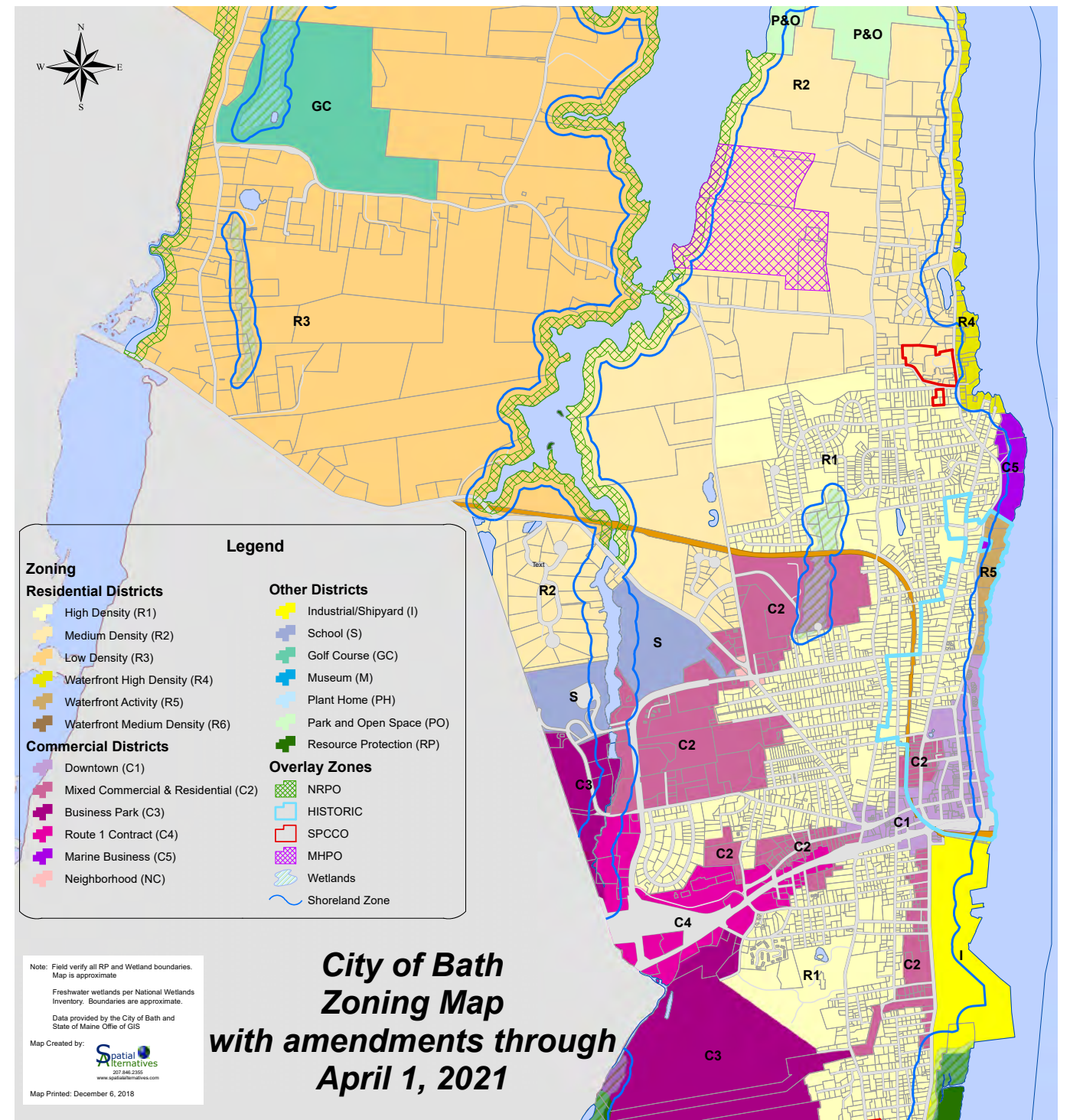


Fig. 8: Bath Zoning Map Center
 Source: City of Bath, 2023

Land Use Regulations

Zoning

The Bath Land Use Code, Articles 1-13, is the land use control ordinance for the City. Article 7 (most recently amended September 22, 2010) establishes Bath's zoning districts and zoning map. The City has 21 zoning districts and 4 overlay districts. Article 8 establishes zoning district regulations. As of 2023, the City is in the process of rewriting the Land Use Code with a consultant. The consultant has reviewed the existing code, interviewed stakeholders, and reported on findings. In late 2023, the consultant will assist the City in creating a draft of a new code.

High-density Residential District - R1

The High-density Residential District provides for the maintenance and increased livability of the existing densely built-up areas of the City, and areas where a limited amount of high-density housing can be constructed. The High-density Residential District provides areas of compact development that foster cohesive neighborhoods close to community services.

Medium-density Residential District - R2

The Medium-density Residential District is designed to encourage densities that are lower than the High Density Residential District. This area marks the transition between the High-density Residential District and the Low-density Residential District. With the exception of mineral extraction, most other uses similar to the Low-density Residential District are allowed. Two sets of density standards are used in this district. Where there is no public sewer service, the densities are the same as the Low-density Residential District. A higher density is allowed where sewer lines service the site.

Low-density Residential District - R3

This district is the last country setting in Bath. It is geographically located next to many of the most important natural-resource areas that should be protected by the City. This district permits rural residential activity as well as resource-use activities consistent with rural living, including light mineral extraction and farming. Low-intensity development of this district is allowed for residential and home-based businesses that are compatible with the physical capability of the land. This area should be evaluated for open-space values and zoning may need to be amended accordingly.

Waterfront High-density Residential District- R4

The purpose of the Waterfront High-density Residential District is to allow appropriate use, maintenance, and redevelopment of this built-up residential neighborhood that sits along the Kennebec River, while at the same time protecting the integrity and natural qualities of this area.

Waterfront Activity District - R5

The Waterfront Activity District is a residential district along the Kennebec River that is designed to protect the shore front resource and the neighboring high-density residential neighborhoods while at the same time allowing small-scale commercial operations that are water-dependent.

Legend

Zoning

Residential Districts

- High Density (R1)
- Medium Density (R2)
- Low Density (R3)
- Waterfront High Density (R4)
- Waterfront Activity (R5)
- Waterfront Medium Density (R6)

Commercial Districts

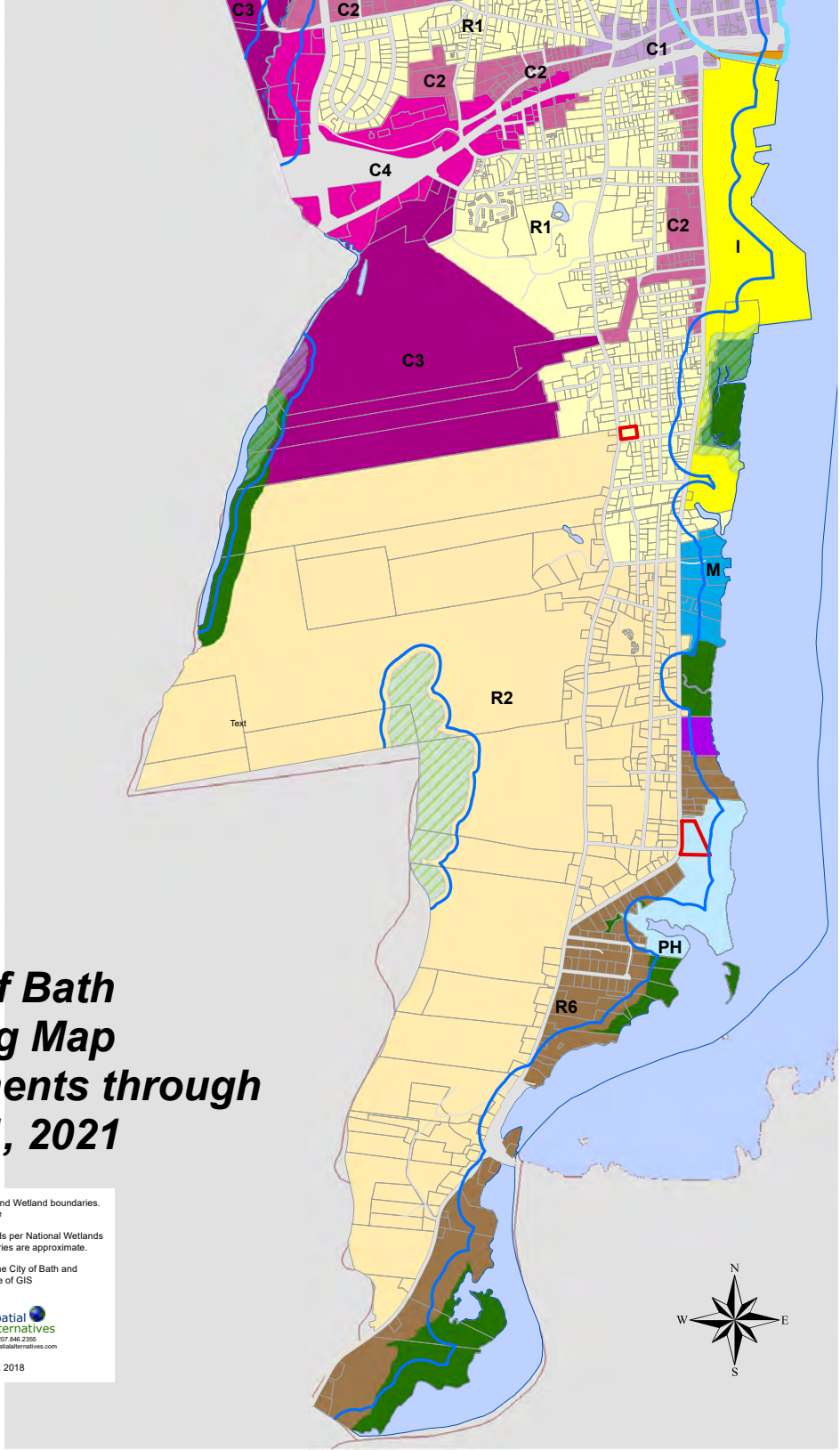
- Downtown (C1)
- Mixed Commercial & Residential (C2)
- Business Park (C3)
- Route 1 Contract (C4)
- Marine Business (C5)
- Neighborhood (NC)

Other Districts

- Industrial/Shipyard (I)
- School (S)
- Golf Course (GC)
- Museum (M)
- Plant Home (PH)
- Park and Open Space (PO)
- Resource Protection (RP)

Overlay Zones

- NRPO
- HISTORIC
- SPCCO
- MHPO
- Wetlands
- Shoreland Zone



**City of Bath
Zoning Map
with amendments through
April 1, 2021**

Note: Field verify all RP and Wetland boundaries. Map is approximate.
Freshwater wetlands per National Wetlands Inventory. Boundaries are approximate.
Data provided by the City of Bath and State of Maine Office of GIS
Map Created by: Spatial Alternatives 2017/04/2018 www.spatialalternatives.com
Map Printed: December 6, 2018

Fig. 9: Bath Zoning Map South
Source: City of Bath, 2023

Waterfront Medium-density Residential District- R6

The purpose of the Waterfront Medium-density Residential District is to conserve the integrity and natural qualities of the southern Kennebec River shorefront while allowing for medium density development.

Downtown Commercial District - C1

The Downtown Commercial District provides a location for the retail-, business-, and tourist-oriented activities of Bath and the Bath Region. The Downtown Commercial District will continue to be the year-round retail and business center of the City. The Downtown Commercial District also is the location of residential activity that is historically typical of urban centers' downtowns.

Mixed Commercial and Residential District - C2

The Mixed Commercial and Residential District is a mix of high-density residential and small-scale business activities that are oriented primarily to neighborhood goods and services. The intent is that this district accommodate a mix of uses, both residential and commercial, at a neighborhood scale.

Neighborhood Commercial District - NC

The purpose of the Neighborhood Commercial District is to allow commercial uses in close proximity to high-density residential neighborhoods in order to meet the shopping needs of residential neighborhoods. This district is not intended to serve regional shopping needs.

Business Park District- C3

The Business Park District provides for office, warehousing, high technology, communication, light industrial, research and development, marine-related construction, communications, and similar land uses. The purpose of this district is to develop high-quality jobs with reasonable salaries and help diversify the City's economic base.

Route 1 Commercial Contract District - C4

The Route 1 Commercial Contract District provides a location for the highway-oriented businesses needed by residents of the City, the region, and the traveling public. The goal of this district is to encourage better appearances and improved highway safety.

Marine Business District - C5

The Marine Business District will provide a location for medium- to high-intensity marine related industrial and commercial activities that are water-related or water-dependent.

Industrial/Shipyard District - I

The Industrial/Shipyard District provides the location for the main facilities of the Bath Iron Works (BIW) and for certain support facilities. This district serves industrial needs, while also controlling impacts on surrounding residential and commercial neighborhoods.

Golf Course District - GC

This district is designed to maintain the Bath Country Club Golf Course operation. It will protect the golf course from incompatible neighboring land uses and protect the surrounding Low-density Residential District from encroachment by incompatible uses at the golf course. This district allows the golf course to expand and allows accessory facilities at the golf course. Cluster Subdivisions are also allowed in this district.

Plant Home District - PH

The Plant Home District is designed to protect and maintain the Plant Memorial Home by allowing the existing Assisted Residential facility and associated accessory uses.

Museum District - M

The Museum District is designed to protect and maintain the Maine Maritime Museum by allowing the existing facility, associated accessory uses, and compatible marine uses.

Park and Open Space District - P&O

The Park and Open Space District is established to preserve parks, park land, and open space land. Such zoning will protect the public and private interests in these areas by limiting the uses to those intended in the owner's adopted management plan. Only lands that are publicly owned, owned by a non-profit land trust, or lands the development rights of which are owned by a public entity or a non-profit land trust are included in this district.

Resource Protection District - RP

The Resource Protection District will protect the environmental integrity of those areas of the City of Bath that have severe physical-development limitations or that have extremely high natural-resource value. Within the Resource Protection District, development or use of the land is restricted. Only activities that do not adversely affect the environment or natural-resource value are allowed.

Trufant Marsh Contract District - TMC

The Trufant Marsh Contract District addresses uncertainties related to any expansion of BIW and the potential need to use the Trufant Marsh for additional space. Resource Protection is the designation of this district until any rezoning by the City Council. This rezoning process will allow open dialogue among the City, neighbors, and BIW on what might happen to Trufant Marsh in the future. If rezoned from the Resource Protection District, this district will allow only water-dependent uses for an expansion of industrial uses on the adjacent property.

School District - S

The School District provides for the location and establishment of public and private school facilities and their ancillary needs.

Shoreland Zone

Limits uses and development, and requires additional dimensional standards, for all development located within 75' of a water body.

Historic Overlay District - HO

The purpose of the Historic Overlay District is to provide for the review of certain activities within the historic part of the City in order to prevent inappropriate alterations to buildings of historic or architectural value, to preserve the essential character of historic neighborhoods, and to ensure that new buildings or structures constructed in areas of architectural or historical significance are designed and built in a manner compatible with the character of the neighborhood.

Special Purpose Commercial Contract Overlay District - SPCCO

The purpose of this district is to preserve certain buildings in residential districts that are important to the fabric of the community, do not lend themselves to residential use, and are not allowed a wide-enough range of commercial uses by their current residential zoning regulations to make them economically viable.

Mobile Home Park Overlay District - MHPO

Mobile home parks are only allowed in the MHPO. Additional regulations for mobile home parks are located in Article 11.20.

Natural Resource Preservation Overlay District - NRPO

The Natural Resource Preservation Overlay District permits limited residential development while protecting fragile shoreline ecological systems. This overlay area is established along natural corridors and boundary areas associated with water bodies, wetlands, significant wildlife habitat, and unique natural and environmentally sensitive features.

Dimensional Requirements

The following table (Figure 8) is intended to provide a summary of density and dimensional standards in the ordinance and are not representative of all details of each district. Please refer to the Land Use Code for full details.

Site Plan Review

Site Plan Review regulations are provided in Article 12 of Bath's Land Use Code. The Site Plan Review provisions are intended to protect the public health and safety, promote the general welfare of the community, preserve the environment, and minimize the improvements that must be paid for by the City's taxpayers by ensuring that nonresidential, multi-family residential, and similar facilities are designed and developed in a manner that ensures that adequate provisions are made for traffic safety and access; emergency access; pedestrian access; water supply; sewage disposal; management of stormwater, erosion, and sedimentation; protection of the groundwater; protection of the environment; minimizing the adverse impact on adjacent properties; and fitting the project harmoniously into the fabric of the community.

Site Plan Review is not required for single-family or two-family dwellings, except in the Resource Protection zone. Site plan review is required for new nonresidential use, change of use to a nonresidential use, changes or additions to a previously approved site plan, the expansion of a nonconforming use, detached accessory dwelling units, and higher impact home occupations categorized as "Home Occupation B."

Site plans are reviewed by staff if the proposal will result in less than 500 square feet of new or additional gross floor area or less than 1,000 square feet of new or additional impervious surface. Amendments classified as minor revisions, consistent with the approved site plan, may be reviewed by the Public Works Director, Planning Director, and Planning Board Chair. All others are reviewed by the Planning Board.

Zoning District	Minimum Lot Size		Minimum Lot Area Per Dwelling Unit		Maximum Lot Coverage		Maximum Building Height	
			Public Sewer	No Public Sewer	Public Sewer	No Public Sewer		
	Residential	Non-residential						
R1	6,000	10,000		6,000		40%	45 feet	
R2	12,000	12,000	60,000	9,000	60,000	40%	20%	40 feet
R3			60,000		60,000		20%	40 feet
R4	12,000	10,000	20,000	7,500	20,000	40%	40%	40 feet
R5	6,000	10,000		6,000		40%		45 feet
R6	12,000	10,000	20,000	7,500	20,000	40%		40 feet
C1		none		none		100%		35 feet*
C2		6,000		6,000		60%		40 feet
C3		20,000	20,000			60%		75 feet
C4		12,000				25%		40 feet
C5		20,000				50%		40 feet
I		none				75%		75 feet
GC	60,000	60,000	60,000	60,000	60,000	20%	20%	40 feet
RP	1 acre	1 acre	1 acre			20%	20%	35 feet
NRPO	2 acres	2 acres	2 acres			10%	10%	35 feet
PH	12,000	20,000		9,000		20%		35 feet
NC	6,000	6,000	6,000			60%		40 feet
M	20,000	20,000	20,000			50%		40 feet
S	6,000	6,000	6,000			80%		75 feet

**in some locations, in others there is no height restriction*

Fig. 10: Bath Dimensional Table
Source: City of Bath, 2023

Subdivision Review

Bath's Subdivision regulations are in Article 13 of the Land Use Code. These regulations are intended to provide an expeditious process for new subdivisions while ensuring projects meet state review criteria, conform to Bath's comprehensive plan, protect the health and safety of residents, protect natural and cultural resources, provide adequate facilities, minimize potential impacts, and promote the development of a sound and stable community. Applications for subdivisions include a pre-application workshop with the Planning Board, a sketch plan review, and a final plan review.

Bath defines a Developmental Subdivision as a development that meets state subdivision definitions but occurs on a single lot (i.e., a multifamily building of 3 or more units.) Developmental Subdivision applications may be processed concurrently with Site Plan review.

Development and Community Character

Bath's Historic Overlay District reviews new buildings, additions, and exterior changes within this historic part of the City. This review process aims to prevent inappropriate alterations to buildings of historic or architectural value, to preserve the essential character of historic neighborhoods, and to ensure that new buildings or structures constructed in areas of architectural or historical significance are designed and built in a manner compatible with the character of the neighborhood. Projects are reviewed for compatibility of proportion, mass, form, building material, texture, color, and location on the lot with other buildings in the Historic Overlay District.

Other regulations in Article 10, General Performance Standards of the Land Use Code aim to protect and promote the City's walkability, waterfront, and urban character. New nonresidential and multifamily developments must provide for pedestrian circulation and connect to existing sidewalks. Downtown commercial buildings (C1 zoning district) must provide a viewshed protection plan to maintain views of the Kennebec River.

Bath residents value green space and landscaping, especially in the City's urban core. Landscaping and screening is required to separate uses, multifamily buildings from single- or two-family dwellings, and to soften the appearance of building elevations. Surface parking must also be landscaped.

Floodplain Protection

Bath's Floodplain Management Ordinance is Article 15 of the Land Use Code. It was adopted July 16, 2015. Bath participates in the National Flood Insurance Program, which provides that areas in the City subject to a special flood hazard be identified by the Federal Emergency Management Agency and that floodplain management measures be applied in such flood hazard areas.

The Floodplain Management Ordinance establishes a Flood Hazard Development Permit system and review procedure for development activities in designated flood hazard areas. The Code Enforcement Officer and Director of Planning enforce the provisions of the Ordinance and review all applications for the Flood Hazard Development Permit. Bath's Floodplain Ordinance is consistent with state and federal standards.

Planning Board Ordinance

Article 5, the Planning Board Ordinance, outlines the rules and regulations of the Planning Board. The Planning Board is responsible for reviewing major site plans and subdivision applications and advising the Town Council on proposed changes to the Zoning Ordinance.

Administrative Capacity

Bath has a City Manager, City Clerk, Deputy City Clerk, Planning Director, Sustainability Director, Codes Enforcement Officer, Assistant Codes Enforcement Officer, Economic and Community Development Director, and Public Works Director. This staff ensures that Bath enacts and enforces policies that will achieve the City's desired land use goals for compatible downtown growth while protecting rural areas and open space. Bath's administrative capacity is adequate to manage its land use regulation.

Future Development

Bath has a relatively small geographic area without much vacant land. Much recent development has incorporated infill and reuse or rehabilitation projects.

The City averaged about 18 housing unit building permits per year from 2009-2022. With a minimum of 6,000 square feet per dwelling unit in Bath's most dense residential zone, only 2.4 acres of land per year would be required - about 24 acres over the next 10 years - to support this rate of residential development. Most recent residential growth occurred in large multifamily housing projects that reuse existing historic buildings. The City's built environment has the potential for more infill projects that rehabilitate historic structures or develop underused/vacant lots.

There is limited land available in Bath's commercial and industrial zones for new growth. Based on the growth rate of 15 new commercial developments since 2010, the City can expect between 1-2 new commercial buildings each year. All recent industrial development in Bath is in the form of redevelopment within the Bath Iron Works site. New commercial and industrial growth in Bath will primarily need to be in the form of infill, with potential to add density in the Business Park, Mixed Use Commercial, Industrial, and Route 1 Contract zones. There are also available sites zoned for Marine Business that could support new development after environmental rehabilitation.

Planning Implications

- Bath's land use patterns are shaped by the City's waterfront industrial history.
- The majority of Bath's buildings were constructed before 1950.
- Residential development comprises 43% of existing land use in the City.
- Almost half of the new residential units constructed from 2010-2022 were in two large multifamily developments that redeveloped existing historic buildings downtown.
- Bath had limited new commercial development from 2010-2022 with only 15 new buildings; however, 181 permits were issued for the renovation or redevelopment of existing commercial buildings.
- All industrial development from 2010-2022 occurred at the Bath Iron Works shipyard.
- With the need for more open space to improve local habitat resilience to climate change, increase food security through community gardens, and improve the health and well-being of the community by creating adequate access to green spaces; and given the limited amounts of unprotected open space still remaining, it should be a high priority to create an open space plan and aggressively implement it, to conserve the remaining valuable natural resources and open space assets, to benefit the City in the future.

12: Regional Coordination

Regional Coordination

The City of Bath is a Service Center for Sagadahoc County. The City serves as the downtown, retail, education, and employment center for the towns of Georgetown, Arrowsic, Woolwich, Phippsburg, and West Bath. These towns are included in the Bath Region, along with the towns of Brunswick and Topsham. The larger towns of Brunswick and Topsham are also employment, retail, and service centers and do not rely as heavily on Bath. However, many residents of Brunswick and Topsham are employed in Bath, and the three communities collaborate on regional issues including housing, transportation, and more.

The City and City Council should consider regional coordination for more cost-effective, efficient, and productive service delivery of solid-waste management and recycling; development of housing affordable to first-time homebuyers; protection of natural resources; promotion of local forestry and agriculture; recreation; energy conservation; economic development and tourism; transportation and public works; and fire and ambulance service. Bath should continue to work with regional organizations including the Midcoast Council of Governments, KELT, and other agencies to ensure that the needs of both Bath and the Bath region are met.

The following table lists the ways in which Bath collaborates with regional communities.

Regional Activities	Partners
Sagadahoc County	Bath, Arrowsic, Bowdoin, Bowdoinham, Georgetown, Phippsburg, Richmond, Topsham, and Woolwich
Regional Planning	Midcoast Council of Governments (MCOG) (Sagadahoc County municipalities, Brunswick, and Harpswell)
Regional Economic Development	Midcoast Economic Development District (MCOG, Lincoln County, Knox County, Lincolntonville, Northport, Searsmont, and Belmont)
Education	RSU 1 (Bath, Arrowsic, Woolwich, and Phippsburg)
Library Services	Patten Free Library (Bath, Arrowsic, Georgetown, West Bath, Woolwich)

Regional Activities	Partners
Municipal General Assistance	Bath and Brunswick
Emergency Dispatch	Sagadahoc County
State Drug Enforcement	Maine Drug Enforcement Agency (Maine Department of Public Safety)
Regional Drug Enforcement	Midcoast Drug Taskforce (primarily Bath, Sagadahoc and Lincoln Counties, and Rockland)
Restorative Justice	Restorative Justice Project of the Midcoast (Sagadahoc, Knox, Lincoln, and Waldo Counties)
Regional County Jail	Two Rivers Regional Jail (Sagadahoc and Lincoln Counties)
Fire Suppression	Mutual aid with General Dynamics - Bath Iron Works Fire Department, Brunswick, West Bath, Phippsburg, Woolwich, and Georgetown
Household Hazardous Waste Collection	Bath, Georgetown, Arrowsic, Woolwich, West Bath, Brunswick, Topsham, Harpswell, and Dresden
Community Recreation	Bath, Georgetown, Arrowsic, Woolwich, Phippsburg, and West Bath
Public Housing	Bath Housing Authority (serves the housing needs in Bath, Georgetown, Arrowsic, Phippsburg, West Bath, and Woolwich)
Public Drinking Water	Bath Water District (water supplied to Bath, Woolwich, West Bath, East Brunswick, and Wiscasset)
Joint Purchasing of Various Commodities	MCOG and Greater Portland Council of Governments
Arts, Culture, and Heritage Advocacy, Education, Promotion, and Celebration	Sagadahoc Preservation, Chocolate Church Arts Center, Maine Maritime Museum, Maine Street Bath, Maine's First Ship
New Meadows Watershed Partnership	Bath, Brunswick, Phippsburg, West Bath, and Harpswell
Land Preservation and Conservation	Kennebec Estuary Land Trust (KELT) (preserving land in Arrowsic, Bath, Bowdoinham, Dresden, West Bath, Georgetown, Richmond, Westport Island, and Woolwich)
Open Space and Rural Natural-Resource Planning	MCOG, KELT, and Maine Coast Heritage Trust (MCHT)

Fig. 1: Regional Partners
Source: City of Bath, 2023

Planning Implications

- The City of Bath is the Service Center and the “downtown” for a group of five area towns. This has allowed the Downtown to flourish as the service center for the local community.
- Because of the City's higher valuation than other municipalities in RSU 1 and Sagadahoc County, Bath bears the largest part of the RSU 1 budget and the County Tax.
- Many services—municipal services and cultural, nongovernmental services—are shared in the Bath Region. This is done to provide more and better services and opportunities with lower costs. As costs to provide services increase, and as new residents in the towns of the Bath Region demand additional services, municipalities will have to become more efficient. This may encourage additional coordination and support between regional communities.
- As the region continues to face more extreme challenges due to events outside the control of the local government including climate change, housing and economic instability, and public health crisis, it is important to engage in regional collaboration to ensure that all communities in the region are stable.

13: Climate Resilience & Action

At the time of Bath's last Comprehensive Plan Update in 2009, the City conducted its first climate planning project, working with citizens and staff to inventory greenhouse gas emissions and create recommendations to address climate change. Since then, climate planning has become embedded in much of the City's work.

Climate Change in Bath

Bath's coastline is vulnerable to sea level rise. Low-lying coastal areas and waterfront places built on fill already experience nuisance flooding. In addition to sea level rise and associated issues such as nuisance flooding and storm surge, there are many other potential local and regional impacts of climate change. These can include, but certainly are not limited to:

- Weather extremes
- Human migration
- Air quality
- Forest fires
- Wildlife migrations, invasions and extinctions
- Ocean warming, acidification and deoxygenation
- Water quality, salt water intrusion, sewage management, landfill management
- Disease, pandemic, public health
- Home and business heating and cooling costs
- Fisheries and agriculture
- Tourism, both winter recreation and summer boating

Climate Planning in Bath

The 2009 Comprehensive Plan included action statements for climate change. The City completed a COAST Report to Maine DACF in December 2013. In 2014, the Bath: Built to Last Design & Resiliency Team report focused on preparing downtown and the waterfront for severe weather and sea level rise. In 2019, the City updated the Climate Action Plan and established a Climate Action Commission. The Commission's role is to promote practices to reduce the effects of climate change through legislation, preparation and education. The 2019 Climate Action Plan made recommendations on how the City could become more energy-efficient and less dependent on fossil fuels, and eventually achieve Maine State goals of carbon neutrality. It focused primarily on greenhouse gas reduction. (See Appendix A for the 2019 plan.)

Bath has also participated in regional climate planning efforts, including the Sagadahoc County Hazard Mitigation Plan (2021) and the Southern Midcoast Maine Social Resilience Project (2022.)

In 2022, the City created a new position of Director of Sustainability and Environment to lead climate action efforts. Since then, the City has:

- Adopted an updated Climate Resolution
- Joined Maine's Community Resilience Partnership
- Purchase and conversion of Streetlights to LED
- Installed two Level II EV Chargers at the public information parking lot
- Installation of four Level II EV Chargers at the Patten Free Library
- Developed a climate action plan for the Municipal Water Pollution Control Facility and Collection System
- Started City-wide "Climate Conversations" public community forums
- Developed a window insert insulation program
- Created the Resilient Bath Initiative: an online guide to energy saving practices for homeowners, renters, and businesses; and a guide to clean energy transportation options.
- 2023 Coastline Vulnerability Assessment
- 2023 Municipal Facilities Master Plan (plan to transition buildings from fossil fuel usage)

2022 Climate Resolution

The City's 2022 Climate Resolution committed to strengthening climate action by setting more aggressive and transformational climate action goals to align with broader goals in the State of Maine's 2020 Maine Won't Wait plan. The resolution directed the City Manager to report annually on plans and actions taken to reduce greenhouse gas emissions, enable carbon capture and address climate impacts in the operations of City departments.

The 2022 resolution set the following goals:

- 80% reduction of greenhouse gas emissions by the year 2050

- Achieve carbon neutrality by 2045
- Commit to manage sea level rise of 1.5 feet by 2050 and 3.9 feet by 2100
- Prepare to manage sea level rise of 3.0 feet by 2050 and 8.8 feet by 2100

In order to meet these goals, the City will need to update the Climate Action Plan and broaden the emphasis to include carbon capture and responses to climate change impacts. This Comprehensive Plan Update and the 2023 Vulnerability Assessment will inform that update.

Climate Action Goals

The Bath Climate Action Commission has set the following goals:

1. Meet the goals of the adopted 2022 climate resolution:

- 80% reduction of greenhouse gas emissions by the year 2050
- Achieving Carbon neutrality by 2045
- Committing to manage sea level rise of 1.5 feet by 2050 and 3.9 feet by 2100
- Preparing to manage sea level rise of 3.0 feet by 2050 and 8.8 feet by 2100

2. Buildings and Energy: Bath's buildings and solid waste system minimize GHG emissions and are resilient to a changing climate. Bath's municipal electricity is 100% carbon-free, reliable, and affordable

3. Mobility: Everyone has access to zero-carbon emissions transportation options to commute and get around Bath

4. Natural Resources: Bath's natural resources are enhanced and supported to provide resilience benefits to the community and to maximize biodiversity and carbon sequestration.

5. Adaptive Management/Preparedness: Bath's critical infrastructure is designed to reduce emissions and be prepared for projected climate impacts. Also, citizens, businesses, and properties most at risk of experiencing adverse climate impacts will be identified and prioritized for protective measures.

Meeting the goals will present significant challenges and opportunities for Bath in the next ten years including addressing a range of education and equity issues.



Photo by Mandy Reynolds



Photo by Jeff Cutler



**Vision & Values Workshop
Results and Analysis
February 2023**



Overview

On January 24, 2023, North Star Planning, assisted by Bath city staff, held a Vision & Values Workshop for the Bath Comprehensive Plan Update at City Hall from 4-7PM. 54 people attended the open house style event. Attendees could drop in and stay for as long as they wanted while they explored 8 different prompts at stations around the room.

Following the workshop, the 8 prompts were replicated in an online survey to allow additional community members to participate. The survey was shared via the Plan Bath email list, the city's email lists, and on the City's Facebook Page. 131 people responded to the online survey.

Results and Analysis

Overall, the results showed consensus on the values most important to the Bath community. The answers from the workshop and survey echo the results of the 2018 Downtown Visioning Meetings¹, as well as the vision statement in Bath's 2009 Comprehensive Plan².

In the online survey, about 10% of respondents suggested Bath was experiencing too much change and growth. This sentiment was not present in the in-person workshop. Both in-person and online respondents discussed the threat of gentrification and displacement to Bath residents, but only online respondents directly mentioned the threat of change caused by new residents ("people from away".)

The following tables show the combined top responses for each question, with results compiled from both the in-person workshop and the online survey. Each table is followed by separate lists of the top 5 responses from the workshop and the top 5 responses from the online survey.

¹ The 2018 Downtown Visioning project was conducted by Main Street Bath and the City of Bath, with consultant Good Group Decisions. A report is available from City of Bath staff: *Report of Findings from Downtown Visioning Meetings and Facebook*, prepared by Good Group Decisions, May 9, 2018.

² 2009 Comprehensive Plan, Chapter 2: Vision Statement. Available online here: <https://evocloud-prod3-public.s3.us-east-2.amazonaws.com/26/media/11706.pdf>

Question 1: What do you love most about Bath?

# mentions	Category
35	Strong community
25	Walkable
23	Small-town feel
23	Downtown
21	Historic character/buildings

Top answers in-person:

- Strong community (8)
- Downtown (7)
- Walkable (8)
- Historic character/architecture (6)
- The people (6)

Top answers online:

- Small-town atmosphere (22)
- Sense of community (26)
- Walkable (16)
- Vibes/charm/energy (14)
- Historic character/architecture (14)
- Downtown (14)

Question 2: What is the biggest threat to quality of life in Bath?

# mentions	Category
25	Insufficient affordable housing
23	Climate change/sea level rise
14	Lack of housing in general
8	Short-term rentals/AirBnBs
8	Gentrification and displacement

Top answers in-person:

- Climate change/sea level rise (10)
- Lack of affordable housing (7)
- Lack of housing in general (6)
- Not enough change (3)
- Gentrification (2)

Top answers online:

- Lack of affordable housing (17)
- Climate change/sea level rise (12)
- Lack of housing in general (7)
- Short-term rentals/AirBnB (7)
- “People from away” (7)
- Too much growth and development (7)

Question 3: Where does the community gather in Bath?

# mentions	Category
59	Downtown
56	Waterfront park
37	Library
35	Library Park
29	YMCA

Top answers in-person:

- Waterfront park (14)
- Library Park (8)
- Downtown (6)
- Farmer’s Market (6)
- Library (5)
- YMCA (5)

Top answers online:

- Downtown (50)
- Waterfront park (42)
- Library (31)
- Library Park (26)
- YMCA (24)

Question 4: What is the one thing that would make Bath a better place?

# mentions	Category
20	Better bike/ped connectivity and infrastructure
18	More restaurants
17	More playgrounds and outdoor gathering places
16	Evening activities: movies, bowling, nightlife
12	Amtrak Downeaster stop

Top answers in-person:

- Amtrak Downeaster (10)
- Better bicycle/pedestrian connectivity to North Bath, South Bath, schools (8)
- More restaurants (8)
- Better public transit to access schools/neighboring towns/Portland (5)
- Downtown parking garage (3)
- Another playground or kid-friendly space downtown (3)

Top answers online:

- More restaurants (13)
- More housing, that is affordable to a range of incomes (12)
- More activities, like bowling/movie theater/nightlife (10)
- Another playground (8)
- More public space/activities at the waterfront (6)

Question 5: In 2040, Bath should be _____

# mentions	Category
19	Climate resilient/sustainable
15	More vibrant
14	More affordable to live in for all income levels
12	More small businesses
12	The same*

**these responses were from online respondents only*

Top answers in-person:

- Meet housing needs for all income levels (4)
- A model community that meets the needs of citizens with safe, affordable housing, transportation, high quality child care, livable wage jobs (3)
- Retain its eclectic housing mix, diverse population. Expand walkability. Be accessible in all ways to a range of people. (2)
- Balance live/work/play (1)
- Look the same, but become more diverse (1)

Top answers online:

- Climate resilient/sustainable (19)
- More vibrant (15)
- More affordable to live in (12)
- More small businesses (12)
- The same (12)

Place-Based Questions

Workshop attendees and survey respondents were asked to identify places in Bath that should be preserved as they are, places to be enhanced or revitalized, and places that should be transformed through new development. At the workshop, attendees answered the prompts by placing different colored stickers on a map. In the online survey, respondents listed locations for each category.

Places to Preserve

# mentions	Category
46	Downtown
46	KELT properties and trails
40	Historic buildings/character
32	Open space in North/South Bath
25	Waterfront

Top answers in person:

- Parks and KELT preserves (28)
- Undeveloped land/open space in North and South Bath (23)
- Maine Maritime Museum (6)
- Whiskeag Trail (5)
- Bath Golf Club (5)

Top answers online:

- Downtown (46)
- Historic buildings/character (37)
- Parks and KELT preserves (32)
- Waterfront (25)
- Open space in North and South Bath (10)

Places to Enhance

# mentions	Category
44	Shaw's Plaza/Rt 1 Corridor
35	Waterfront public spaces
14	Downtown
10	Boat launches
10	Vacant/derelict properties

Top answers in person:

- Area by Rocky's Ace Hardware (13)

- Bath Middle School area (10)
- North End boat launch (6)
- Bath Landfill (5)
- Shaw's Plaza/Rt 1 Corridor (5)

Top answers online:

- Shaw's Plaza/Rt 1 Corridor (25)
- Waterfront/waterfront access (28)
- Downtown (11)
- Vacant/disrepair properties (9)
- Old Morse HS (6)

Places to Transform

# mentions	Category
33	Shaw's Plaza/Rt 1 Corridor
21	Waterfront
16	Stinson Cannery
12	Nothing*
10	Old Morse High School

**these responses were all from the online survey*

Top answers in person:

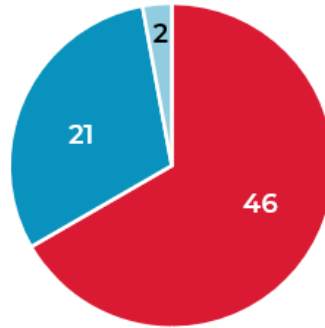
- Shaw's Plaza/Rt 1 Corridor (13)
- Bath Middle School area (10)
- Stinson Cannery (8)
- Waterfront south of waterfront park/under Rt 1 bridge (6)
- North End Boat Launch area (6)

Top answers online:

- Shaw's Plaza/Rt 1 Corridor (18)
- Nothing (12)
- Stinson Cannery (14)
- Waterfront (12)
- Old Morse HS (8)
- Downtown (8)

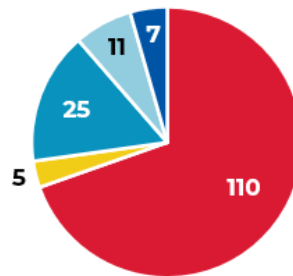
Demographics

Connection to Bath - Workshop Attendees



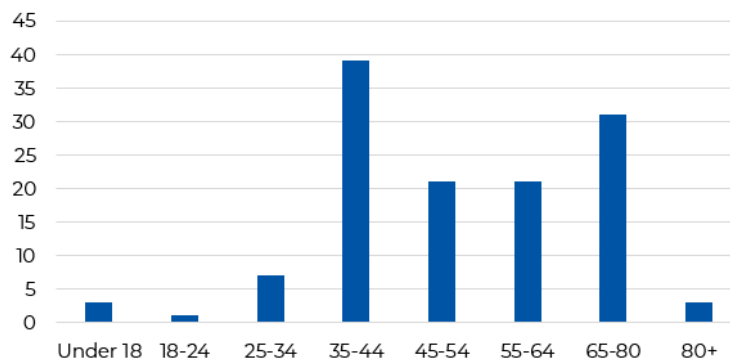
■ Full-time resident ■ I work in Bath. ■ I own a business in Bath.

Connection to Bath - Online Respondents



■ Full-time resident
 ■ Part-time/seasonal resident
 ■ I work in Bath.
 ■ I own a business in Bath.
 ■ I visit Bath.

Age - Online Respondents





**Future Land Use Workshop and Online Survey
Results and Analysis
April 2023**



Overview

On March 13, 2023 North Star Planning, assisted by Bath city staff, held a Future Land Use Workshop for the Bath Comprehensive Plan Update at City Hall from 5:30-7 PM. 34 people attended the event, which began with a 30-minute presentation from North Star Planning reviewing data analysis and trends from the planning process so far. The presentation included an overview of feedback about Bath's rural and growth areas, and four key areas of the city that came up often in the survey and Vision & Values Workshop: rural areas in North and South Bath, the waterfront, downtown, and the Route 1 Corridor. Attendees were then prompted to visit stations around the room about each of these areas to provide their input on different land use-related issues.

Following the workshop, the 8 prompts were replicated in an online survey to allow additional community members to participate. The survey was shared via the Plan Bath email list, the city's email lists, and on the City's Facebook Page. 143 people responded to the online survey. Not all respondents answered every question.

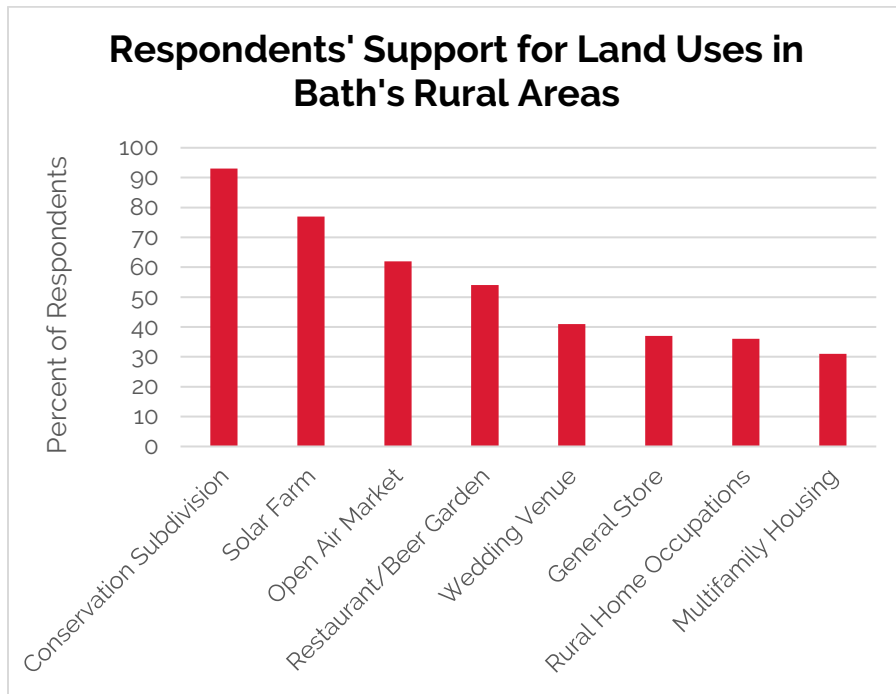
Workshop and Survey Results

Bath's Rural Areas

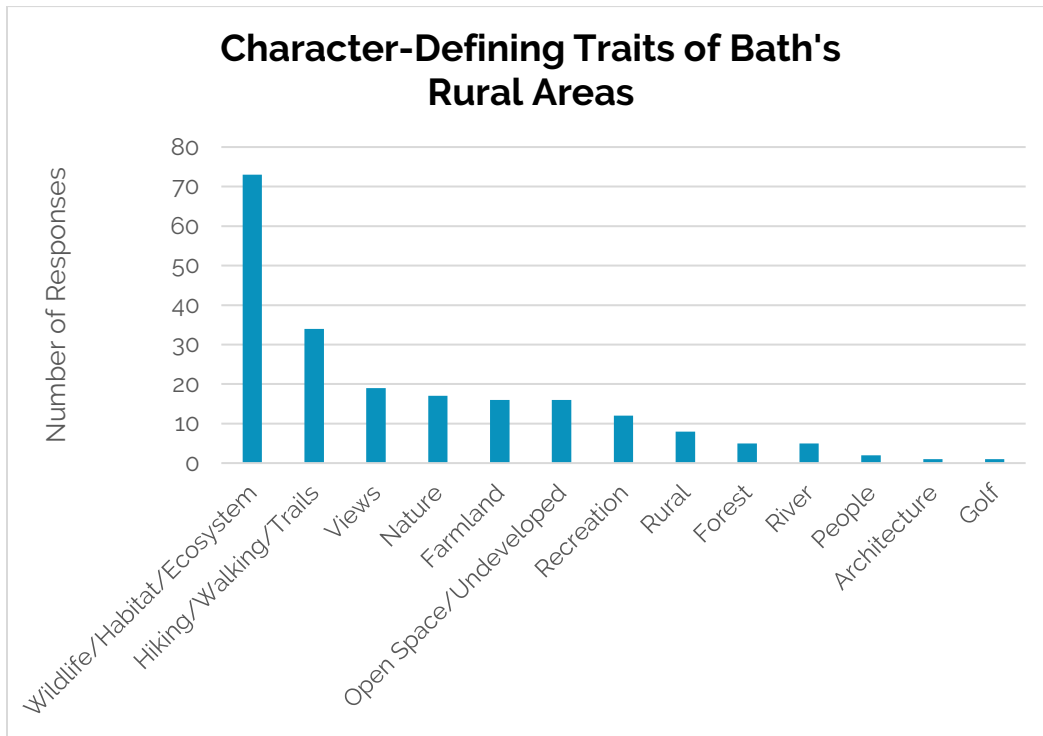
Bath's rural areas were the most popular places to preserve in previous surveys and public participation. Questions about rural Bath focused on what compatible land uses should be allowed to keep Bath's rural areas economically viable while preventing sprawl.

Participants were asked what new land uses are appropriate for the rural areas in North and South Bath. The most favored land uses were conservation subdivisions and solar farms. In general, fewer respondents were in favor of adding commercial uses like stores, wedding venues, or restaurants.

Land Use	Number of Responses
Multifamily Housing	31
Conservation Subdivision	93
General Store	37
Restaurant/Beer Garden	54
Wedding Venue	41
Open Air Market	62
Solar Farm	77
Rural Home Occupations	36



Respondents were given an open-ended prompt to list the character-defining aspects of rural Bath that should be preserved. The most common answer was the wildlife habitat/environment/ecosystem.

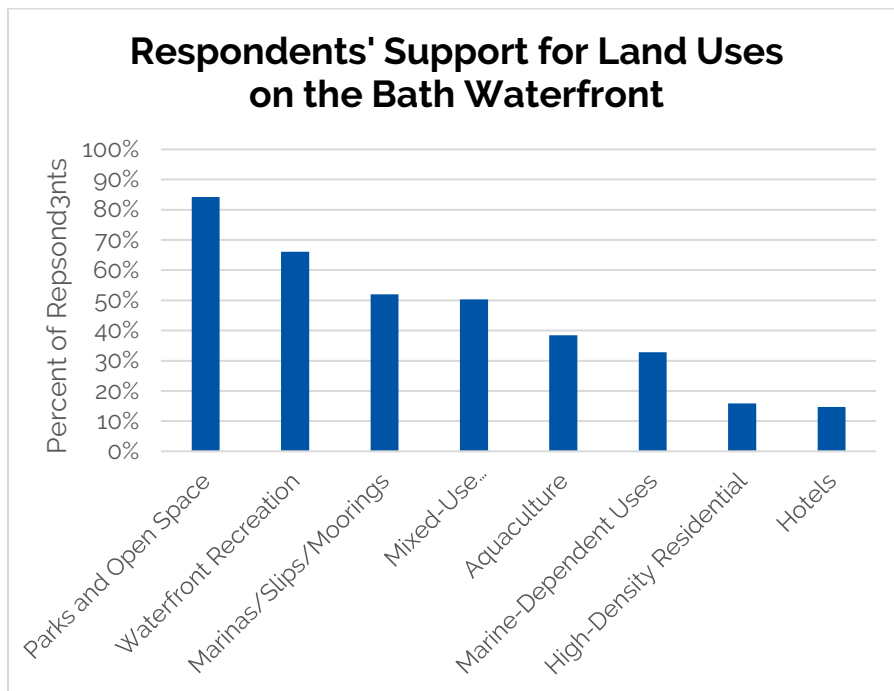


Bath Waterfront

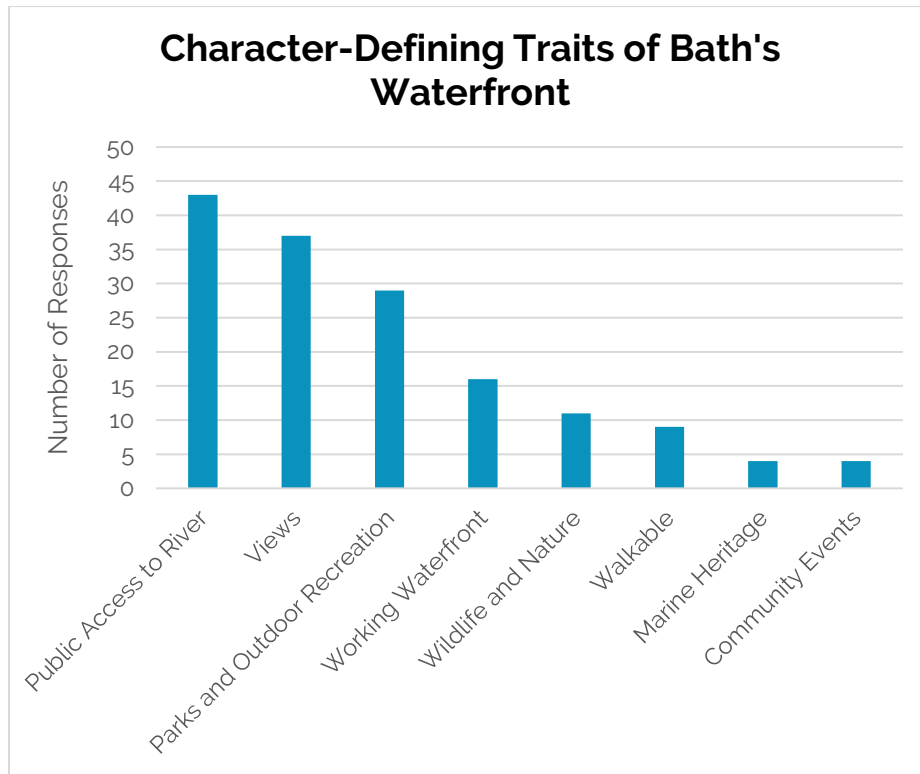
Bath's waterfront is one of the City's defining features. The waterfront has changed in recent decades with fewer industrial uses. Future land use questions prompted participants to envision the future of the Bath waterfront through uses ranging from marine-dependent to recreation, residential, and tourism-based, and what parts of the waterfront should be preserved.

Participants were asked what land uses are appropriate for Bath's waterfront (defined as the shoreline area from approximately the North End Boat Launch to the South End Boat Launch.) The favored land uses were parks and open space, and waterfront recreation. Marinas/slips/moorings and mixed-use commercial development were supported by about half of respondents. Despite Bath's traditional working waterfront, marine-dependent industries were supported by less than half of respondents. Respondents were not in favor of high-density residential development or hotels.

Land Use	Number of Responses
Parks and Open Space	149
Waterfront Recreation	117
Marinas/Slips/Moorings	92
Mixed-Use Commercial/Residential	89
Aquaculture	68
Marine-Dependent Uses	58
High-Density Residential	28
Hotels	26



Respondents were given an open-ended prompt to list the character-defining aspects of Bath’s waterfront that should be preserved. The most common answers were public access to the river, views, and parks/outdoor recreation. Again, less respondents mentioned Bath’s working waterfront or marine heritage.

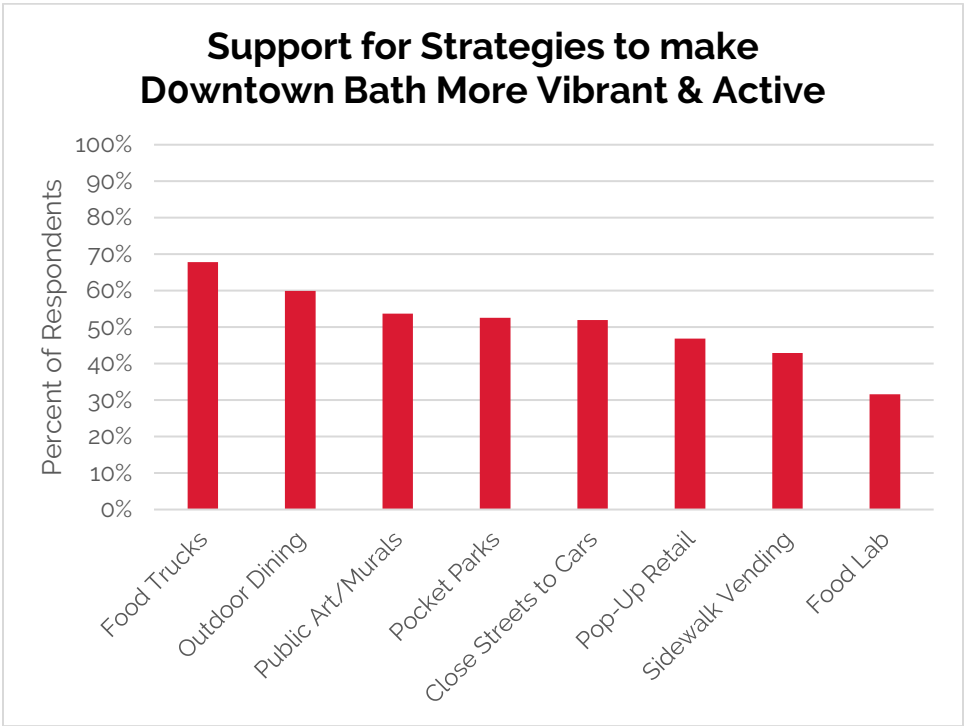


Downtown Bath

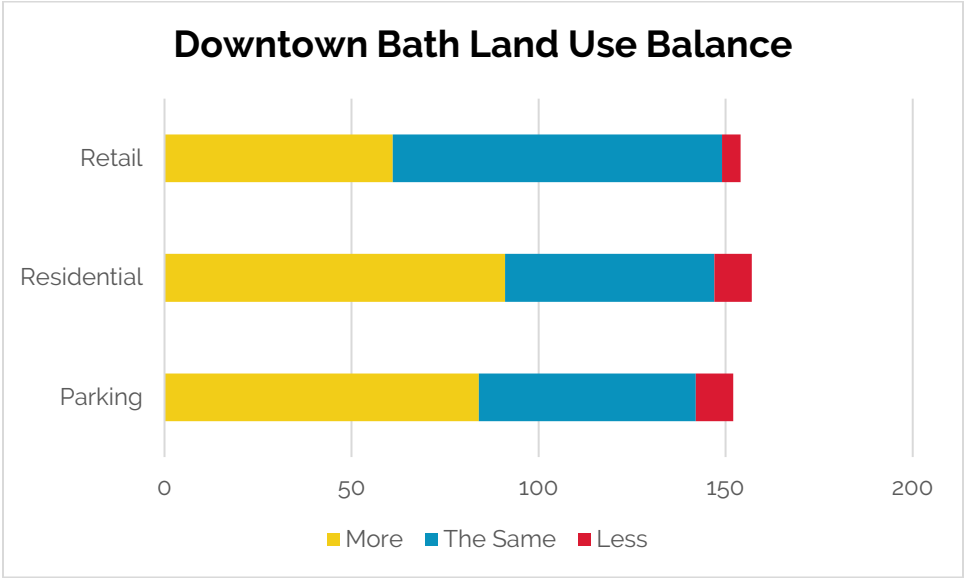
Bath's downtown is consistently mentioned as one of the City's best features. Questions about downtown Bath focused on strategies and use changes that would enhance the area.

Participants were asked what strategies should be used to make downtown Bath more vibrant. The most popular strategies were food trucks, outdoor dining, public art/murals, and pocket parks.

Strategy	Number of Responses
Food Trucks	120
Outdoor Dining	106
Public Art/Murals	95
Pocket Parks	93
Close Streets to Cars	92
Pop-Up Retail	83
Sidewalk Vending	76
Food Lab	56



Respondents were asked about the balance of land uses downtown: does downtown Bath need more/the same/less parking, retail, and residential development? Respondents indicated the need for more parking and residential, and the same amount of retail development.

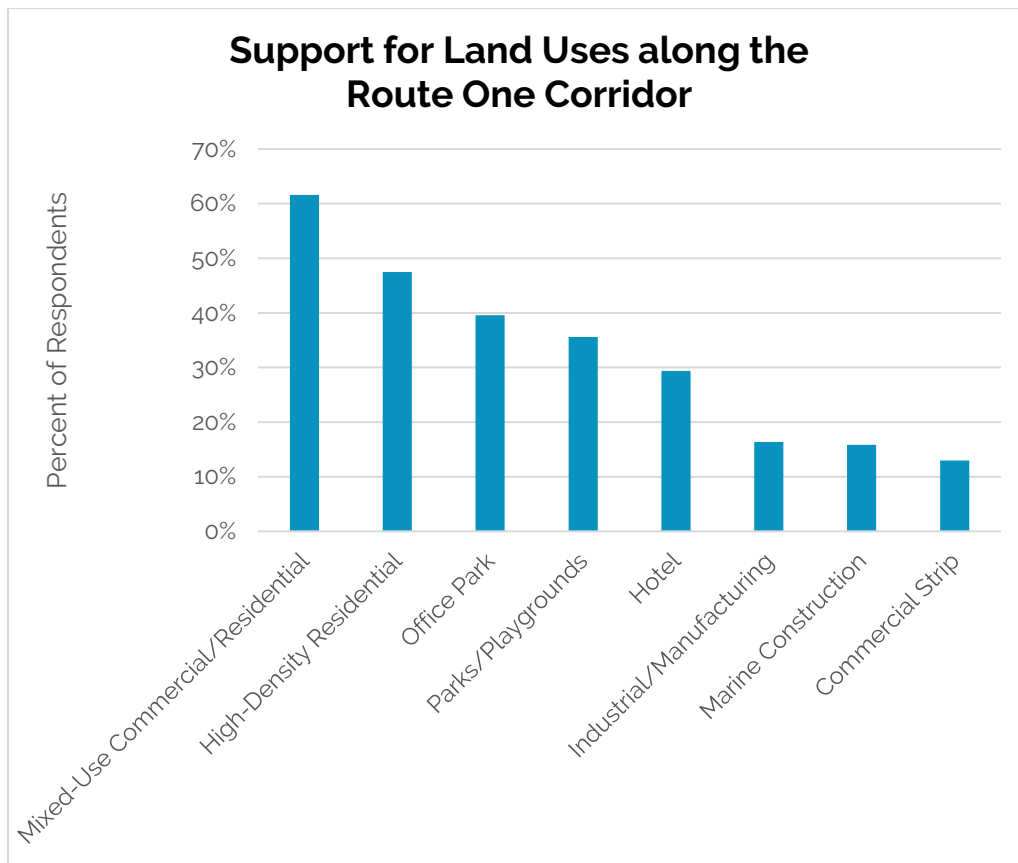


Route One Corridor

The Route One Corridor, where drivers enter Bath from the south through an area dominated by strip mall development, was cited in previous surveys as an area in need of change. Questions about the Route One corridor asked what kind of neighborhood people would like to see through strategies and use changes.

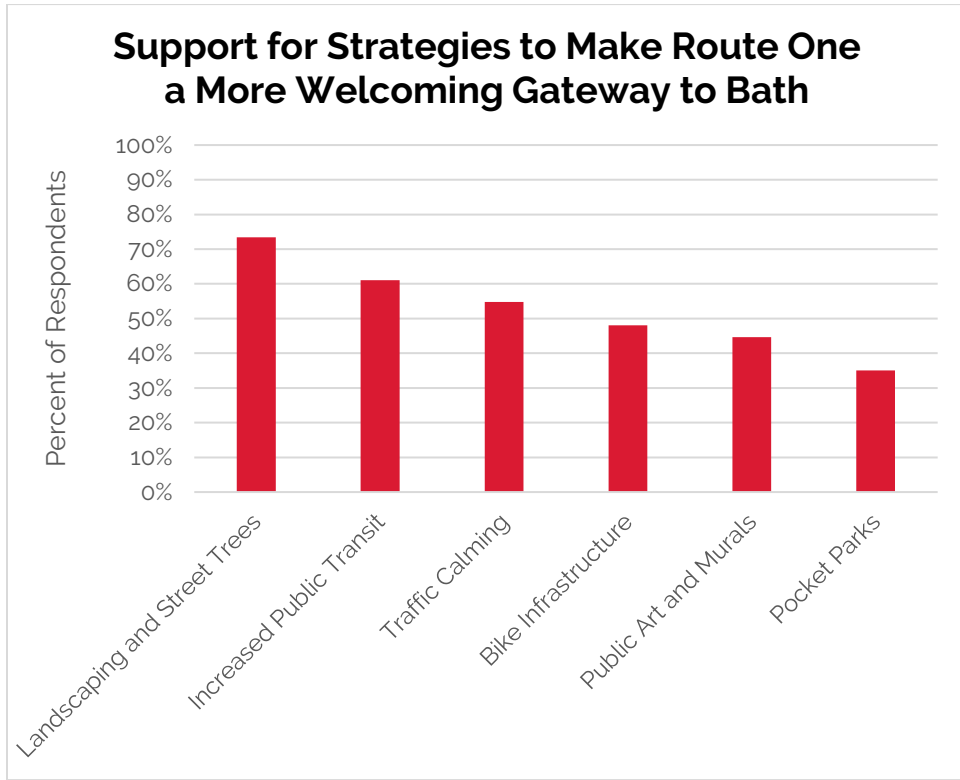
Participants were asked what uses are appropriate in the Route One Corridor area. The most supported uses were mixed-use commercial/residential development, and high-density residential. The least supported is the suburban commercial strip development that dominates the area today.

Land Use	Number of Responses
Mixed-Use Commercial/Residential	109
High-Density Residential	84
Office Park	70
Parks/Playgrounds	63
Hotel	52
Industrial/Manufacturing	29
Marine Construction	28
Commercial Strip	23



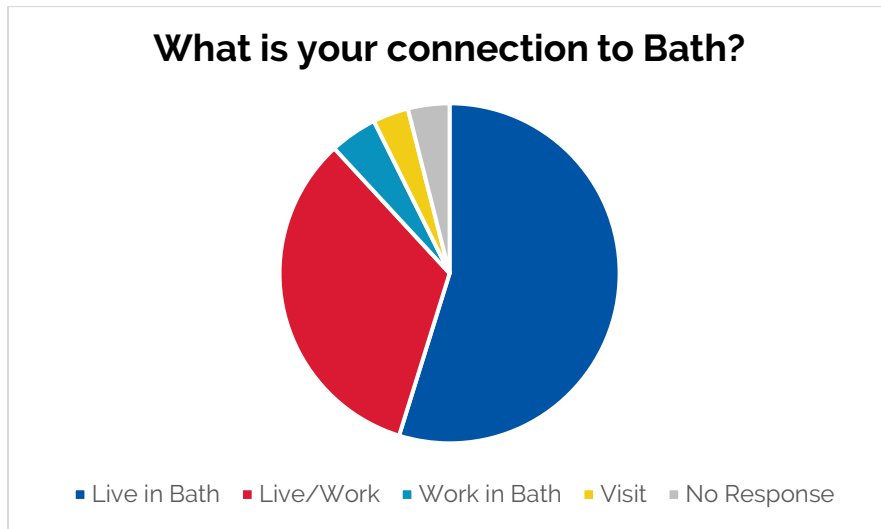
Respondents were asked what strategies should be used to make the Route One Corridor a more welcoming gateway to Bath. The most popular strategies were landscaping and street trees, and increased public transit.

Strategies	Number of Responses
Landscaping and Street Trees	130
Increased Public Transit	108
Traffic Calming	97
Bike Infrastructure	85
Public Art and Murals	79
Pocket Parks	62



Demographics

In-person attendees and online respondents were asked their connection to Bath. The majority of respondents (97) live in Bath, or both live and work in Bath (59). 8 respondents work in Bath and live elsewhere, 6 visit Bath, and 7 declined to answer.



Main Street Bath and City of Bath

Report of Findings from Downtown Visioning Meetings and Facebook

Prepared by Good Group Decisions
May 9, 2018



Good Group Decisions

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About

Main Street Bath has partnered with the City of Bath to gather input and develop a vision for downtown Bath. The City will use the vision to help guide the upcoming revision of the City's Comprehensive plan. Main Street Bath will use the vision to help guide development of its strategic plan.

The strategic planning process is being overseen by the Strategic Planning Committee of the Main Street Bath Board:

- Andrew Deci
- Mari Eosco
- Gretchen Jaeger
- Sally Johnstone
- Marc Meyers
- Will Neilson

Craig Freshley, Kerri Sands, and Amy Scott of Good Group Decisions in Brunswick were hired to assist with process design, stakeholder input gathering, meeting facilitation, and preparing a written draft of the strategic plan.

As part of the strategic planning process, Craig, Kerri, and Amy gathered input from a variety of stakeholders to help develop a vision for Downtown Bath. Input was gathered in the following ways:

1. Community Input Meeting, March 3

A 3-hour community meeting was held on March 3, 2018, to gather input from residents of Bath and surrounding towns. Approximately 160 people attended. Four main topics were addressed in the meeting:

- What We Love and Want to Keep
 - What do we love about downtown Bath; those things that want to be sure and preserve and grow? What do we like about our stores, our sidewalks, our events, our buildings? What about less tangible things like how our downtown “feels,” how we interact with each other, or how others think of us? What about our reputation do we want to maintain and grow?
- What We Want to Change
 - What do we wish were different or better; those things that we want to see improved? Would we like our downtown to look different? Function differently in terms of car, foot, or bike traffic? Would we like a different mix of stores? Restaurants? Services? How about people living in the downtown? Or visiting downtown? Or working downtown? What would we like to see change?
- A Draft Vision for Downtown Bath
- How to Drive the Vision

- What are the most important things that Main Street Bath should do in order to help achieve the vision? What is it most important for the City to do?

During the meeting, Craig and Amy captured notes on the screen to reflect participants' comments and identify themes.

2. Community Input Meeting – Written Comments

At the March 3 Community Input Meeting, small groups were given paper forms to provide written input about What We Love and Want to Keep, What We Want to Change, and How to Drive the Vision. Each small group identified several top ideas in response to each of the three questions. Main Street Bath board member Sally Johnstone transcribed the top ideas from the submitted forms.

3. Downtown Merchants Input Meeting, March 5

On March 5, a 1.5-hour meeting was held to gather input from downtown merchants. Approximately 25 people attended. The following questions were addressed in the meeting:

- a. What do you value most about downtown Bath?
- b. How would you like downtown Bath to change over the next ten years?
- c. What events do you think are best for bath?
- d. What would you like to change about downtown Bath events?
- e. Are there new types of events or specific events that you would like?
- f. What do you think about the mix of stores in the downtown?
- g. What do you think about the services available in downtown Bath?
- h. What about store hours? Would you like them to change? If so how?
- i. What about how downtown is promoted? What would you like to change?
- j. Any advice for Main Street Bath on how to better support downtown?

During the meeting, Craig and Kerri captured notes on the screen to reflect participants' comments and identify themes.

4. Bath Housing Input Meeting, March 5

On March 5, a 1.5-hour meeting was held to gather input from residents of Bath. Approximately 5 people attended. The following questions were addressed in the meeting:

- a. What do you value most about downtown Bath?
 - Why do you live here? Or visit here? Or work here?
- b. How would you like downtown Bath to change over the next ten years?
 - Would you like it to look different? If so, how?
- c. What events do you think are best for bath?
 - And why? What kinds of events do you like to go to in downtown Bath?

- d. What would you like to change about downtown Bath events?
- e. What do you think about the mix of stores in the downtown?
 - Are there kinds of stores you'd like to see opening? Or closing? Or different?
- f. What do you think about the services available in downtown Bath?
 - Are there additional services that you'd like to see offered?
- g. Any advice for Main Street Bath on how to better support downtown?

During the meeting, Craig and Kerri captured notes on the screen to reflect participants' comments and identify themes.

5. Bath Area Nonprofits Input Meeting, April 2

On April 2, a 1.5-hour meeting was held to gather input from Bath area nonprofit organizations. Approximately 25 people attended. The following questions were addressed in the meeting:

- a. What do you value most about downtown Bath?
- b. How would you like downtown Bath to change over the next ten years?
- c. What events do you think are best for bath?
- d. What would you like to change about downtown Bath events?
- e. Are there new types of events or specific events that you would like?
- f. What do you think about the mix of stores in the downtown?
- g. What do you think about the services available in downtown Bath?
- h. What about how downtown is promoted? What would you like to change?
- i. Any advice for Main Street Bath on how to better support downtown?

During the meeting, Craig and Kerri captured notes on the screen to reflect participants' comments and identify themes.

6. Individual Stakeholder Interviews, March 2-26

Between March 2 and March 23, Craig Freshley interviewed 9 individuals. The list of interviewees was developed by the Main Street Bath Strategic Planning Committee and each person was provided with the questions in advance. Most interviews were done by phone and some in person. Interviews lasted between 25 and 60 minutes. Craig asked the following interview questions:

- a. What do you value most about downtown Bath?
 - In other words, what's special about downtown Bath that we should be sure to maintain?
- b. What opportunities and challenges do you think the downtown faces?
- c. How would you like downtown Bath to change over the next ten years?
 - Specifically:
 - Would you like it to look different? If so, how?
 - What would you like to change about downtown Bath events?

Are there kinds of stores or services you'd like to see opening?
Or closing?

- d. In ten years from now, what would you like downtown Bath to be known for?
 - In other words, what should be our reputation? People would say, "Downtown Bath is the place where _____."
- e. If you are familiar with Main Street Bath, as an organization, do you have any advice for us on how we can better support the downtown?

The results of these interviews were shared with the Main Street Bath Board of Directors and are not included in this report. When comments were shared with the board they were organized by topic and all comments were provided anonymously with no attribution.

7. Facebook Downtown Tomorrow Page Comments

A Facebook Group called "Downtown Tomorrow" was established and attracted 389 members and over 600 comments. Comments were actively moderated and answers to specific questions were encouraged; questions similar to what was asked in the community input meeting, stakeholder input meetings, and telephone interviews. All comments made during January, February, and March, 2018 were analyzed and themes were discerned based on the most common types of comments. Click here to view all the comments:

<https://www.facebook.com/groups/DowntownTomorrow/>

8. Other Written Input

Throughout the process, all participants were encouraged to provide written input by email. As of the deadline of April 4, 2018, three individuals had provided comments.

Conclusions

There is a danger in trying to draw conclusions from such a vast amount of input. We have heard from so many people on so many different topics. And with so much passion! To pick just a few top themes or to draft just a few paragraphs is sure to leave things out.

Yet there is also value in picking themes and drafting conclusions. It lets everyone see what rises to the top; what seemed to be mentioned the most. So from a neutral perspective we have tried to identify the things we heard most often and with the most conviction; tempered with a dash of “what makes sense.” And we have tried to focus on assets and challenges that we have local influence over and have intentionally omitted state-wide and national assets and challenges. Here goes.

Assets

Bricks and Mortar

The enduring thing that Bath has going for it is the downtown buildings, the history they represent, and the river they overlook. These are the bones. The foundation. The structural elements of Bath that transcend generations. People love the look and feel of the downtown buildings and the way they are configured so close together. People love that they reflect the maritime history of the city. People love that the city is by the river.

Sense of Community

People love that Bath is welcoming, safe, and inclusive. “Newcomers get adopted quick,” someone said. “My eleven-year-old can ride his bike downtown,” someone else said. People in Bath know each other and help each other and volunteer. People show up and do stuff for the good of the community.

Mix of People

Bath is not just about tourists or just about residents. It’s not just a factory community or just a bedroom community. The people are not just natives or just newcomers. The housing is not just high priced or just affordable. The people of Bath are a rich mix of different types of people all sharing the same community. Bath does not put on airs. It is what it is. We are who we are. It is an authentic place with real people; all of us.

Economic Diversity

The Bath economy is supported in an impressive variety of ways. Of course BIW is a huge driver of economic activity and currently almost 500 BIW employees live in the City of

Bath. Yet the Maine Maritime Museum and other attractions draw thousands of visitors. Unique specialty stores delight visitors yet the downtown also has a grocery store, a drug store, and a department store where local people buy everyday goods. Shop downtown Bath for Tiffany diamonds and Carhartt jeans.

The City and Main Street Bath

People are looking out for the downtown; caring about its future and paying attention to preserving and growing the good things we have. Two institutions in particular are worthy of calling out. City Hall is located at the crossroads of downtown and city officials, both elected and appointed, are consistently supportive of pro-downtown initiatives. In addition, Bath has an organization whose very job it is to preserve, nurture, and develop the downtown: Main Street Bath.

Challenges

Building Ownership

Over $\frac{3}{4}$ of downtown buildings are owned and managed by a single owner. It's known that the owner plans to sell. Sagadahoc Real Estate Association has played a key role for many years by deliberately managing the types of tenants in downtown buildings. Further, the owner has not been burdened by mortgage interest and has intentionally kept rents affordable. It's hard to see how new owners will be able to maintain or replicate these conditions.

Taxes

Bath property taxes are high relative to surrounding communities. This serves as a detriment to people choosing Bath as a place to live and threatens long-time low-income residents with having to leave.

Misperceptions

While we heard no evidence that there is anything actually wrong with Bath schools – and we heard many good things about the schools – we heard many comments that add to a generally poor perception of the schools. Similarly, there seem to be misperceptions about other Bath institutions also. Whether real or imagined, negative misperceptions serve as a detriment to people moving to Bath and visiting Bath.

Coordination and Communications

There is a lot of nonprofit, community-based, and community-service activity going on in Bath! This makes it extra hard for someone to understand what's happening when, and for who. And it increases the risk of duplication, competition, and inefficiency. Currently, coordination of and communication about all such activities is lacking.

Vision

At the Community Input Meeting of March 3, facilitator Craig Freshley drafted a vision statement on the spot based on what he heard. You can find that draft later in the report. Below is a refined vision statement drafted by Craig based on all that he heard, designed to include a much wider range of opinions, many of which we heard in ways other than at the March 3 meeting. This statement is not designed to include everything that we hope Bath will become, but rather provide an ambitious yet realistic representation of our top aspirations; a vision, not a promise.

Imagine it's 10 years from now.

Downtown Bath looks much as is does today, much as it has looked for many years, yet even more vital and active.

Not only are the street-level retail spaces filled but people live upstairs. The upper floors of the old downtown buildings are largely renovated, handicap accessible, and filled with both residents and service businesses. Downtown Bath has become known as not only a great place to shop but a great place to live. Many people living downtown work nearby or take public transportation to jobs. They are okay with having a car parked a short distance away, or have no car at all.

Many properties in downtown Bath have changed ownership and the new owners are community-minded and in it for the long run. There is not wide scale redevelopment but rather thoughtful, incremental renovation and improvements to downtown properties. Retail rents have increased to support increased investment, but higher foot traffic supports higher levels of commerce and for the most part retail merchants stay and thrive.

Houses all around the downtown have become renovated or are being renovated by young families and by retirees. These are people who value living close to the downtown and are willing to invest in older, relatively affordable homes and fix them up. It's part of the "do-it-yourself" culture of Bath. Yet there is also new housing in and near downtown Bath that allows people to age in place. Although not necessarily subsidized, such new housing is relatively affordable, accessible, and low maintenance. The property of the old YMCA and soon to be available high school property might become such housing.

The do-it-yourself culture is part of the maker culture that Bath has become known for. There is shared maker space by the waterfront where artists and craftspeople of all types make and sell things to locals and through wholesale channels. Building things on the waterfront is nothing new for the City of Ships; yet it's now being done in new ways, called the creative economy. This culture attracts 25-40 year-olds and young families.

Waterfront Park remains a key downtown feature yet it is more active with events and might have a small playground; one of two new downtown playgrounds, with the other possibly being at Library Park. The properties between Waterfront Park and the bridge are newly developed and bustling with activity. People from neighboring towns visit Bath just to visit the waterfront. Waterfront Park food trucks have long lines on summer evenings; with live music in the air from a nearby stage.

Heritage Days continues as the largest and most successful event. Although it continues to draw select criticism it brings many people to the downtown and many people secretly love it, so it endures. There are also several new and smaller events for families such as movies in the park.

The new Bath High School has helped turn the tide of impressions about Bath Schools. A deliberate outreach campaign has also helped. Realtors are telling prospective home buyers how great the school system is and we increasingly hear of people moving here specifically for the schools. Misperceptions of other Bath institutions and organizations have also been corrected and there are no "lingering negative myths."

People visit downtown Bath from away because it has a history you can touch and feel. And it has a vibrancy you can experience. There is public art on the streets. There are friendly owners and staff in the stores. You don't just buy things or eat things or see things in Bath, you experience things.

People visit downtown Bath from nearby neighborhoods and from nearby towns because, in addition to providing a fun and warm experience, it has everything we need at affordable prices. And you can find a place to park and find your way around. It is extremely bike-friendly with bike lanes and bike racks and courteous drivers. The sidewalks and cross walks are safe for pedestrians.

The people of Bath are connected to each other. Newcomers are not just welcomed but adopted. Business owners don't just give money, they give heart. Nonprofit and community organizations are way more than a safety net; they are the community fabric supported by people who love to volunteer.

Downtown Bath continues to be well-known and cherished for how it looks; the historic buildings, the vibrant shops, the water views. And it continues to be well-known and cherished for how it feels; a community of authentic people who know each other, care for each other, and just do stuff for the downtown they love.

Input

Community Input Meeting, March 3

What We Love and Want to Keep

Themes

- Vibrant community
 - Friendly
 - Family Friendly
 - Lively family-friendly cultural scene
 - More venues to support that—economic and social stability
 - “You can live here like we did when we were kids”
 - Safe
- Economic diversity and vibrancy
- Uniqueness—BIW and quaint town existing together
- Walkable
- Embrace our History
 - City of Ships
 - Important, but this is a community-based city
 - Encourage involvement by the community in the community
 - Shipbuilding
 - Diverse architecture
- History of adopting outsiders
 - All people feel that they belong
 - Kind
- Green City
 - Maintain trees, new trees, keep parks
- Waterfront accessibility/River as focal point
 - Keep the downtown open to the river—preserve the view
 - Gathering space
 - Waterfront Park for all ages
 - A space for community gathering (freight shed and waterfront park)
 - More businesses that interact with the river
 - Boat launches
- Your destination in Maine.
 - What differentiates Bath from everywhere else
 - Gateway to Mid-Coast—via river or road
 - Maritime Museum
 - For day trips, too
- Affordability
 - You can live here within your means

- You can be part of the community no matter who you are
- Community and cultural organizations
 - Farmers Market
 - The Freight shed
- Working, year-round downtown
 - More businesses in general, more to do here/places to stay
 - General Store for the entire region—venue for whatever you need
 - Businesses offer Experiences AND Retail AND Social
 - Support community institutions—partnering
 - Nonprofit and For-Profit work well together
 - Mutual economic and social support
 - Greater community supports Bath—surrounding communities
- Diverse outdoor recreation opportunities

What We Want to Change

Themes

- Increase evening life downtown
 - Drop-in center
 - Coffee house
 - Adults and teenagers
 - “We work” space—cloud port—shared working space
 - Rent for one or two hours
 - Movies
 - Affordable events (Less than \$10)
 - New types of events that are more diverse for local community
- Variety of concerts in the waterfront park and other venues
- Be welcoming
 - Increase diversity
 - Attractive place for new Mainers
 - Attractive to young people
- Playground
- Library open on Sunday
- One Saturday per month, access city services, like the dump, get your tag, etc.
- Keep/increase affordable housing downtown
 - Higher density housing near downtown
 - Increase mid-income senior housing
 - Third floor housing in downtown—but where is the parking?
- Economic viability of downtown business/building owners
 - Community space on second floors—requires a director to manage something like that

- New businesses—Bakery, restaurant, Mexican, Italian, flower shop, food trucks
- Affordable shops
- Sports rental equipment (bikes, ice skates, affordable)
- Businesses open year-round and all week (Sundays, too)
- Transportation/Walkability/Bikes/Connectivity:
 - Shuttle bus to Popham Beach (no parking there)
 - Parking garage
 - Water Taxi
 - Improve sidewalks for safety
 - Walking mall without traffic (Summer St. and Elm St.)
 - Bike traffic—increase
 - Can connect cultural hubs in town via bike lanes/boulevards
 - Can encourage bike traffic
 - Route 209: move to Washington St., better link between South Bath and Downtown
 - Connect to system of trails—Downtown to other parts of Bath
 - Walkways and connection to condos
 - Corridor to connect high school to downtown
- Park above the water—highline opportunity (old train bridge turned into an above ground park)—Food trucks there
- Expanded definition of downtown—more regionalization of Bath as a service center
- Expand idea of what Main St. is—connection to organizations
- Increase medical services
- Include BIW in community organizations—good neighbor
- Better link between school system and community
- Energy and sustainability (heated sidewalks)
 - Accessible to everyone—transportation, affordable housing

Our Vision for Downtown Tomorrow

Draft Vision

Craig shared a draft vision on the screen for the group to consider, based on all the input heard so far today. He asked for people’s reactions to this first draft:

Imagine it’s 5-10 years from now

Downtown Bath thrives because her people love their little city. The fun, feel, and convenience of the downtown is one reason people live here. It’s the place we want to raise our kids. And our grand-kids.

People visit Bath because it's a perfect little Maine City by the sea with a history you can touch and feel. The historic buildings clustered and throughout the City, with water views, are snapshots of charm. The river anchors our past and our future.

There is so much to do in Bath for residents and visitors alike. You don't just buy things or eat things or see things in Bath, you experience things. Way more than shopping and eating, residents and workers experience cultural events in many ways; in our historic buildings and outside in our parks and on our trails.

Bath is a city for all ages and all incomes. Downtown housing encourages diversity. Downtown stores and events cater to all abilities and all tastes. And businesses thrive here on the foundation of a solid customer base. Our City is accessible with adequate parking, safe sidewalks, and friendly features for bikes.

The people of Bath are connected to each other. Newcomers are not just welcomed but adopted. Business owners don't just give money, they give heart. Nonprofit and community organizations are way more than a safety net; they are the community fabric supported by people who love to volunteer.

Craig made a few comments as he read the draft out loud to the group:

- Gender of the city—city of ships, which have genders
 - You can decide
- It's a little flowery. I know you're going to change these words.
 - Remember what visitors think.
 - Trying to capture the experience.

Discussion Comments

Participants offered the following comments on this first draft of a vision statement:

- Change "sea" to "river".
- Residents and "workers" is important—workers are not visitors but may not be living here.
- I like the first paragraph. It captured the kind of feel and safety of a place where you want live.
- Add to the second sentence: The fun, feel, and convenience of the downtown is one reason people live, work and establish their businesses here."
- Authenticity—not sure this captures it.
 - Focuses on visitors too much.
 - Focus on US instead—those characteristics that make it a great place to live are what will attract people here.
- Authentic—Almost "it's a wonderful life-esque." Really need to say that.
- Let's add in that this is a place we want to raise our kids because we're known for our top-rated schools in 5-10 years. That would be great.

- Maine Maritime relies on visitors. We need to include visitors to sustain all these great things we want to offer in the community. Investment is critical to keep all these things going.
- Raising kids is enough—don't include "grand kids"
 - Add—"live life and love life."
 - Expand inclusiveness and attitude beyond just through housing.
- Missing: Connectivity and accessibility of downtown area.
 - Walkways, bike paths, from downtown to HS, trails, YMCA, other parts of community, etc.
- Genuinely friendly. Genuinely inclusive. In addition to authentic.
- Cherish history. Don't lose that.
- Those of us here today represent a higher income population in the community. We have a huge low-income population here and we need to take needs of that population into consideration.
- We want to attract people to see the town that we live in. When driving up route 1, what makes us different?
 - Diversity of economy
 - BIW biggest industrial employee
 - More than just the shipyard—it's also the future of ship building
 - Unique and real—highlight those things
- Homogeneous group today. But the process includes other ways to get input:
 - Facebook group
 - Several small group meetings happening too
- Bath build on the days of sail, before railroads and cars and car separated zones
 - Have something to offer that more people want today
 - Mixed uses
- Bath has always been a steward of our community
 - Ownership of our downtown
- I want Bath to be the place where my kids come back to live and raise their families. I liked including the grandkids in the statement.
- Relationship to the River
 - Access to the city and the river. Not a lot of dock space. No commerce established for people to stop into Bath.
 - All this space here. Want to encourage boat traffic to stop in Bath.
- Bath is a working city. One of the economic engines of the state. More jobs here than residents. Authenticity. Recognized nationally.
- People chose to live here. They don't put up with living here.

How to Drive the Vision

Craig asked participants what they thought Main Street Bath and the City should do to help drive this vision. Below are comments captured on the screen:

- General
 - Downtown Bath is good!
 - Maintain good and open communications
 - Provide alternative transportation, bus routes, connectors
 - Better marked trolley and bus stops
 - Affordable housing
 - Be welcoming to the Downeaster
 - Make sure our train station is really welcoming, a gateway to Bath that we're proud of
 - Long-range
 - Be more involved in economic development
 - Take into account environmental planning
 - Sea level rise
 - Consider assets, such as bridge
 - As a city, be known for and plan to be a sustainable community, work toward energy independence
 - Hear from everyone—go to where people are to get their input
 - Use a human tone to show our identity and our values. Share our story and invite people to join us to build our community. Heart.
 - Work aspirational energy into the vision statement. Keep a doable pace of work but include big plans.
 - Embrace today's technology
 - City-wide wifi
 - Consider how people are actually working today
 - Start a youth chamber of commerce—get our youth into the downtown working with businesses
 - Have the opportunity to take risks, try new things, be innovators and early adopters
- Main Street Bath
 - It's all of us! Needs more participation—include surrounding communities.
 - Broaden its scope—community-wide model—maybe an auxiliary model
 - Keep a strong Main St. in Bath
 - Solicit more volunteers, stewards, support, resources to do all this work
 - Insist on partnership and input from RSU1, BIW—be active neighbors
 - Set priorities and a timeframe
 - Keep engagement going to be more inclusive, increase diversity, more ideas and voices

- We need to do a much better job of explaining what Main Street does and what we contribute to the community, regardless of our future vision and strategy.
- We also need to let people know that volunteers are welcome to step up and participate, but they have to volunteer their interest versus wait to be invited.
- The City of Bath
 - Liaison to BIW—they are part of our city
 - Communicate to the outside world—we're open for business, offer resources
 - Create a "Welcome to Bath," like we had for new residents
 - Ways to garner new revenues
 - Market to NY, Boston, bring more people here
 - Weekend/night hours to do city business

Community Input Meeting – Top Ideas from Written Comments

What We Love and Want to Keep

What do we love about Downtown Bath - those things that we want to be sure and preserve and grow? What do we like about our stores, our sidewalks, our events, our buildings? What about less tangible things like how our downtown feels, how we interact with each other, or how others think of us? What about our reputation do we want to maintain and grow?

- Preserve look and feel and walkability
- Keep downtown full and vibrant
- Year-round community and activities
- Fundamental philosophies!
- Variety of amenities; farmers market, shops for most needs, walkability
- Friendly and inviting atmosphere that allows for effortless interactions with fellow community members
- Walk ability and skill of downtown
- Business owners are friendly and care about the town
- Variety of stores
- Sidewalk/parks nearby
- Livability
- Embrace the river
- Community sense of spirit, volunteerism

- Shops are geared to year-round residents also appealed to tourists and visitors
 - Walkability
 - Community spaces - library, waterfront park, freight shed
 - Concert series on waterfront, at library and YMCA
- Welcoming nurturing community
 - Walkable
 - Good size
 - Another type of venue for movies,dance, theater
 - Bike rack
- Expand water front park (waterfront walkway plans?)
 - Genuine warmth
 - Family owned businesses working year round
 - Affordability (housing)
- Variety of businesses
 - Mutual economic and social support
 - Combination of architecture and green space
 - Variety of events
 - Walkability and drivability
- Walkable with good central parking clean and great features history nature the river
 - Accessible businesses scenic buildings
 - Friendliness engagement camaraderie
 - Even more community engagement/social opportunity
- Accessibility to all your needs.
 - Feeling of home and the ambience.
 - Focus on the river.
- A downtown experience that includes shops, parks, and historic centers, like the Winter Street Center
 - A Working year-round downtown
 - Maintain a clean authentic and functional focus
 - Maintain its historic character and inviting experience
- City has worked hard to improve public spaces
 - Walkability – human scale
 - People not cars
 - Businesses that have experiences and retail
 - Concerts at library and waterfront parks

- Friendly, sense of place, history
 - Safety walkable belonging
 - Stewards who care for the town
 - Adopting outsiders
 - Small shops
 - Compact
-
- Streetscape is beautiful
 - Walkability is key
 - Ability to access all services and needs
-
- Committees - Great organizations
 - Partners in life Bath and community
 - Architecture (traditional)
 - Trees and parks, river
 - Inviting atmosphere and traditions
 - Activities and events
 - Authenticity of city
-
- Music venue - waterfront
 - Expand on skate park - community center
-
- Authentic owner operated establishments
 - Community events
 - Palpable friendliness
 - Young families
-
- Avoid gentrification! Our top theme is community and we want to preserve the tightknit community feel and inclusiveness for all. Concerns about keeping affordable housing options and rising property taxes.
-
- Develop Commercial St., corridor
 - Extend the visitor experience
 - Free, outdoor places to hang out - pocket park, use existing spaces
 - Rail and bus transportation
 - Connect Bath to Brunswick
 - “Y” Parcel
-
- Maintain economic diversity of community
 - Variety of public events
 - Maintain sense of community
 - Pride of living in bath
 - Optimism about the future

- Keeping residents involved
- Events year-round
- Diversity - shops and services
- Look and feel of Bath – quaint, small, safe, historic, green space, places to sit
- Access to River
- Solid infrastructure, well-maintained
- Community and family friendly events
- Walkability and reliable public transportation until 6 PM
- Maintain economic diversity, walkability, safety, embrace of history and sense of community/familiarity
- Nature of downtown - historic, compact, charming, walkable
- Location on river, but also convenient to Portland, Lewiston, etc.
- Friendliness, community, community events - a feeling
- Economic diversity including BIW as part of our community
- Two degrees of separation
- Kindness
- Community character
- Family friendly

What We Want to Change

What do we wish were different or better; those things that we want to see improved? Would we like our downtown to look different? Function differently in terms of a car, foot, or bike traffic? Would we like a different mix of stores? Restaurants? Services? How about people living in the downtown? Or visiting downtown? Or working downtown? What would we like to see change?

- Be relevant not trendy
- Businesses that encourage activity social aspects
- More activity areas example playground, sports areas
- Events the drawl younger audiences also expand the diversity of events as at Chocolate Church
- Bath is Maine’s best kept secret. More needs to be done to promote the virtues a Bath.
- Increase evening offerings
- Co-working space

- Movie theater
- Playground downtown
- Dump open on Saturday
- Food trucks

- Affordable events under \$10.00
- After school activities for ages 9 to 14
- Evening life
- Workspace with a cloud port

- Downtown living
- Parking lot
- Zoning changes to increase density

- Transportation Central for the Mid Coast area

- Direct public access to water-walkway
- More kid oriented activities – playground
- Business open year-round, Sunday, late – library, restaurants, businesses
- Lower socioeconomic groups (affordable housing)

- Transport
- Keep historic charm
- Affordable middle income senior housing
- Bakery, movie theater, and medical services

- Parking - more parking, maybe a garage year-round retail and diversity of business, more clothing, shoes ,entertainment, downtown movie theater dance hall, club

- Interconnectivity of transportation services to all of Bath via bike paths, upgraded sidewalks, walking trails, bus services, even the other local attractions and towns

- Infrastructure - sidewalks, Rt. 209, Shoreline resilience

- Universal design of streets and parks
- Parking garage behind Reny's
- Play ground under route one
- Railroad track under route one to museum
- Food trucks

- Waterfront and outdoor areas: more water focused events, outside eating, activities, play areas
- Improved walkability north to south
- Involvement by a cross-section of people who want to be involved

- Economic realities and opportunities encourage folks to stay
- Big ships bus people to Bath, need to know ahead of time so we can prep and have tours maybe
- Realtors upstairs so businesses can be down
- More public seating
- More public art - playing music, art, etc. in different locations
- Add outdoor movies to Heritage Days
- Invite and accommodate young people in downtown with residences, activities, music, internships, employment, and playground
- Encourage small shops, protection of historic buildings
- Use multiple layers of buildings. Invite people to second and third floor
- Stores and city services open later and weekend options
- Better sidewalk structure, signage, clear
- Diversity in activities
- Programs for youth
- Library open six days a week
- More outdoor activities for locals - more access to river and river front, bike rentals, boat tours to Merrymeeting Bay and back run by the Maritime Museum but leaving from town dock
- Community events for the whole community
- Diverse housing downtown affordable to luxury
- Entrepreneurs incubate new businesses
- Accessible economic and physical no matter what form of ____
- Energy independence
- Heated sidewalk
- Higher density of housing downtown
- Kids activities (affordable)
- Expand engagement, more welcoming to new comers
- Link between community and school system
- Expand definition of downtown better signage
- Specific items - Mexican restaurant with margaritas, more variety of summer concerts, rental equipment
- Parking
- Affordable/diverse shopping
- BIW as better members of community
- Bike friendly path

- Connecting two sides of bath

How to Drive the Vision

What are the most important things that Main Street Bath should do in order to help achieve the vision? What is it most important for the City to do?

- Communication!
- The city could better position itself to be attractive and Philly to new businesses by communicating or marketing itself more – “Bath is open for business”
- Some direction to new business owners to what resources are available when needed. One idea - to have a welcome to Bath for new businesses like the recent one for residents, where new businesses can be connected to people they need to know.
- A review of some restrictions on businesses that could help businesses who want to be creative and gain other revenues.
- Long range planning economic and environmental - future flooding
- Focus on function - make this a city that works
- City Council be mindful of/seek out lower income residents - all stakeholders include all of Bath
- Be more involved with economic development and long-range planning
- Encourage volunteers more volunteers more people
- Strategic financial planning for the city to implement policies, using TIF, bonds ,etc.
- Encourage more diverse artists/art space
- City picks low hanging fruit and accomplishes key goals
- “Our City”
- Expand Main Street’s mission to promote all of Bath? Recognize interdependence between downtown and all town
- MSB: Keep engagement going , expand the circle of participants
- MSB: Work faster toward ideas that are viewed as desirable. Priority? Get it done!
- General - Build connectivity – physical, social
- General - Make Bath a better place to work, live, and visit
- Main Street: Expand/re-define scope or footprint; move to community-wide model, maintain downtown focus, support tourism
- City: Alternate transportation; connect bus routes, bikeways, fitness trail. Higher density affordable housing

- Keeping ideas moving forward i.e., playground in library park and affordable housing for downtown.
- This format works for meetings and discussions
- Communication: Constant w/city and residents; keep on track with progress; keep up a set priorities for work; liaison with BIW.
- Keep offering forms to express selves like for youth
- Promote explicit volunteer opportunities
- Keep communication open and transparent. Try new ways, more ways, social media

Downtown Merchants Input Meeting, March 5

What We Value About Downtown Bath

Themes

- Sense of community
 - Cooperation and mutual caring
 - Openness and compassion to newcomers
 - Caring about the future
 - We want to help each other succeed
 - We know each other
 - Volunteerism
- Diversity of events and businesses
 - Year-round community
- Change and growth
- Customers who shop small and local
- Supportive physical infrastructure
 - Walkability
 - Relationship to the river – important to protect this!
- Connectivity

All Comments

- Diversity of creative businesses and events
- Diverse shops
- Economic diversity including arts and year-round experience
- Diverse, year-round economic community
- Walkability
- Our customers care about our success – we are in a partnership
- “Shop local” minded customers
- Everyone proactively refers customers to local business

- Easy sense of connection with business owners
- Sense of community
- Community
- Tight-knit community
- Community spirit
- Community pride immediately felt in shops
- Sense of pride in working here and being here
- Collaborative spirit
- Collaboration with Main Street Bath
- City and neighbors are welcoming and cooperative
- Mutual concern and support rather than competition
- Sense of strength, mutual support, and enthusiasm
- Tangible sense of openness and compassion
- Downtown changes and grows
- Increasingly vibrant and cooperative, even in troubled times
- Concerned about its future – deliberate visioning
- We take the time for visioning

What We'd Like to Change

- Make more of our unique visual characteristics
 - Great images on social media; promote high quality of life
- Really listen and thoughtfully consider what people are saying and respond
- How it looks
 - Improved entrance from Route 1
 - Visitor center with promotion of local businesses
 - Better than just “the green sign”
 - Change the metal rail
 - Remove fence in middle of highway
 - Public artwork on pillars
 - Many ways to reflect our maritime history
 - A ship to visit
 - Walking path through historic sites (like Freedom Path)
 - Audio walking tour of Bath history
 - Playground tied to maritime history (like Providence ship climbing wall)
 - Public art with maritime themes
 - Make more of the river
 - River walk
 - A place to swim!
 - Demystify and elevate our relationship with the river
 - Walkability
 - Make a pedestrian mall

- Connecting to local trail system
 - Playground
- Connect the different parts of town
- Parking
 - Provide more parking for customers
 - Parking garage provides ease and convenience
 - Better parking management
 - Clean up parking signage
 - Better enforcement
 - Encourage merchants and employees to park further out
 - Better use of the archway ramp
 - Promote it esp. for those with less mobility
 - Concerns about more parking
 - Paying for a parking garage
 - Visual impact of lot, garage, or more cars
 - Satellite parking ideas
 - Parking out of town with trolley to downtown
 - Consider parking garage for BIW
 - Satellite lots for employees or for snowstorm parking
 - Zoning creates challenges not just on Front and Center
 - Parking issues will be complicated if there are more residents downtown
 - Encourage more walkability-friendly behaviors
 - Better connect to other public transportation
 - To Portland – to reduce need to have a car
 - Connect downtown to the Downeaster
 - Add charging stations for electric and hybrid cars
- Add recycling and returnable bins next to trash cans downtown
 - Convenient for all
 - Sends message about being green, and caring
- Would love to see Front Street crowded with families on Sunday morning

Events

- What we are doing well
 - Family friendly events
 - Older adult events
- Do more
 - Cultural, art and music events
 - Events to draw an adult crowd
 - Riverfront events
 - School bands playing downtown
 - Develop a regular schedule
 - Like the Friday Night Concerts in the street
 - Maine's First Ship

- Use as focal point
 - Use freight shed for events
 - Events for 15- to 30-year-olds
 - Such as
 - Music
 - Movies outdoors
 - Skateboarding and bike demos
 - Coffee house
 - Pop-up style
 - Acoustic music; poetry
 - Why
 - There's a vibrancy when young people are in town
 - When town looks busy, town gets busy
 - Help young people love the City, and stay
 - Give young people reasons to hang out here
 - Alternatives to bars
 - They bring their families
 - How
 - Incorporate Hyde School as well as public schools
 - Get young people involved in event creation
 - Offer volunteer opportunities
 - Promote at schools
 - Newsletters
 - Flyers
 - Announcements at assembly
 - City reps ask in person
 - Cooperate with local merchants
 - Event comes with a coupon to a local shop
 - Example: Beer and Bras!
 - Would be even better if merchants had more to offer this age group
 - Both products and experiences
 - Example: Geocache
 - More balanced number/type of events
 - Concerned about amount of resources into Heritage Days
 - Some merchants feel burden but less direct benefit; some merchants feel direct benefit
 - Event benefits Main Street which does benefit businesses
 - Events that are easy for merchants to get involved with
 - Themes events that bring people to stores
 - Chili and chowder festival
 - Chocolate tour
 - Toys and games tour
 - Drinks tour

Downtown Stores

- Hours
 - Support for increased hours
 - People will go elsewhere if stores not open on Sunday
 - One example – 22% of business comes from between 5 and 6 pm and on Sunday
 - Sundays are terrific!
 - We do same amount of business as a weekday, but with fewer staff
 - Fewer individual customers, but they come from farther away and spend more
 - Acknowledge challenge of finding available staff
 - Sends message about the town “being open”
 - Concern about increased hours
 - Life balance - need a day off
 - In winter, Sunday does not pay
 - If we decided to encourage uniform increased hours
 - We would need commitment and good promotion/publicity
 - Try a soft start
 - One night a month
 - Take it a half-hour at a time
 - We would need to “re-train” consumers, long term
- Future mix of stores
 - Capitalize on maker renaissance
 - Bread makers, soap makers, coffee roasters
 - Keep on being one big open-air department store
 - Bath is the place where the owners are in the shops
 - Recognize the challenge of life balance
 - Feels like an integrated unit – using each other’s products and services
 - We are doing a lot right:
 - “Bath is the happening place”
 - Young people want to move here
 - Need to support and encourage retail merchants to protect character of downtown
 - More specialty stores – you have to come to Bath for things you can’t get elsewhere
 - Develop retail clusters
 - We have a cluster of shops that appeal to women and children
 - Build on and leverage what’s here already

Promotion

- Bring cruise ship visitors here by bus
- Bring tour busses here
 - Requires deliberate work with tour company owners
- Consider how people from outside the community hear about events here
- Better signage about what's here
 - Interest-focused kiosks
 - Help people find their way to what's available here
 - Help people find their way from one part of town to another
 - No one should ever say "I didn't know you were here"

Advice for Main Street Bath

- Help with better marketing of what we have here
- Capitalize on strength of marketing together – a unified voice
- Mindful of how communications are changing

Bath Housing Input Meeting, March 5

What We Love and Value About Downtown Bath

- Not much there that I value now
- Excited that people are asking each other about what they want to see
- I feel like my opinion matters
- Waterfront park
 - Able to watch boats
 - Especially in good weather
 - Nice place to sit and eat lunch
- Heritage Days fair
- I love everything about downtown Bath
- A good town to live in
 - You can go to high school with your police chief!
- Brackett's
- Bath Iron Works provides good jobs
- Very safe
 - Kids can walk around and feel safe in the stores
 - You don't have to worry about being mugged
 - Everyone respects each other
- Driving to town works well

- Taking the bus to town works well

What We'd Like to Change About Downtown Bath

- Would love to have a movie theater again
- More stores
 - A second-hand store
 - Would like to have Italian food, like Olive Garden
 - Wish there was a hobby shop
 - Would like another bookstore
 - There are lots of bars and antique shops; not everyone wants those things
 - Marden's – for the low prices
 - Shoe repair
 - A Hannaford store
 - Current downtown grocery store is too crowded and too expensive
 - Attempts to bring in Hannaford have not worked in the past
 - A KFC near the new hotel
- Better transportation
 - Wish the bus would go to medical center downtown
 - (They do! You just have to ask.)
 - And would also like the bus to go to Wal-Mart
 - Would be great to have a bus running on Saturday morning until about 1:00pm
 - Make the bus easier to get on
 - Like a lift for less mobile people who don't have a wheelchair
 - Lack of transportation is a problem, especially on weekends
 - Transportation for medical appointments and errands is possible but takes a lot of planning
 - Hourly transportation to the hospital would be helpful
- More affordable rental / real estate prices for downtown buildings
- Something for young people to do
 - Especially in the evening
 - Plenty for little kids but need more for older kids
- Current restaurants downtown are too expensive
- Would be helpful to have an eye care clinic in town
- Put the hospital back where it used to be, in town

Events

- The Farmers Market is good
 - Would shop there more if they took credit
 - It would help if the bus ran on Saturdays

- The 2 for 1 deal with food stamps is very helpful
- Having prepared foods available would be helpful
- For Heritage Days
 - Ferris wheel is too close to highway
- How to tell people about events
 - Facebook works for some of us
 - Some of us don't have a computer or cell phone and don't know about events

How We Want the Downtown to Look and Feel

- Quiet streets at night
- Would love to see the downtown cleaned up and with more color
 - Flowers
 - Murals
- Add a pedestrian bridge across Route 1
- Fix the railroad tracks because they cause problems for drivers
- Fill in all the empty buildings
 - A mini-mall like in Topsham
- More, better, and safer sidewalks for walking
 - Especially on Lincoln Street
 - Sometimes the sidewalk just runs out and we don't want to walk in the street
 - Some sidewalks are too bumpy – need to be fixed
 - Between Reny's and Wilson's Drugstore
- Hard to cross the street when BIW workers are getting out
 - Lots of traffic moving in a hurry

Bath Area Nonprofits Input Meeting, April 2

What We Value About Downtown Bath

Themes

- Sense of community
 - Eleven-year old downtown on a bike is safe
 - All of this – the people
 - Welcoming to children
 - All walks of life
 - The people
 - Sense of community
 - Nodes of engagement
 - Welcoming community

- It's not hard to become involved
- Physical characteristics
 - Waterfront Park x2
 - I can walk down here
 - Historical architecture
- Shops
 - Eclectic and unique
 - Unique shops
 - I get to avoid Walmart and Target
 - Grocery store and pharmacy that deliver
- Effort to expand eco-friendliness
- Public events
- The River
- The history

All Comments

- Waterfront Park
- Eclectic and unique
- Sense of community – it's all inclusive
- My 11-year-old is safe on his own, on his bike, downtown
- Variety of stores that help me avoid Wal-Mart and Target
- Can walk to downtown from my house
- Effort to expand the eco-friendly products and community
- Waterfront Park
- Unique shops and restaurants – can't find anywhere else
- Year-round public events
- The cooperation over many years
- Very welcoming to children
- Sense of community from all walks of life – from kids to seniors, committed to the town
- The people
- Sense of community
- Bath has many nodes of engagement that open up people's worlds
- Bath still has a grocery store and pharmacy that deliver – very important especially for seniors
- Welcoming community
- Wonderful to walk downtown and be welcomed and greeted
- A place where you can easily become involved if you are interested
- Citizen involvement day – barrier-free community engagement
- Historical character of downtown and historical architecture - it feels obvious but we should name it
- The river
- The maritime history

What We Should Keep

- Historical architecture
- Green spaces
 - Such as
 - River walk
 - Library park
 - Trail system
- Access to the river
 - Views, walking along the river, launching boats
 - Not closed off by private ownership
- Variety
 - Something for everyone
 - The practical shops – essentials AND birthday gifts!
 - Shops
- Sense of community
 - Everyone welcome – a place for everyone
 - We have an opportunity to change kids' lives by welcoming them here
 - Opportunities for international exchange
 - Such as the Bath Tsugaru Exchange
- Keep the dog park

What Should Change

- Increase diversity
- Bath Tsugaru Exchange needs help
- Counter service / take-out restaurant open through dinner time
- Later hours for downtown businesses, one night per week
- Encourage young families to move here
 - Areas especially for kids to play
 - Walkable from downtown
 - Safe
 - With playground equipment
 - Perhaps one in the north end and one in the south end
 - Special promotions with downtown businesses on days of youth events
 - Like discounts at restaurants during swim meets
 - Continue Library and YMCA events that are already attracting young families
 - More family-oriented activities for working parents
 - Weekends and outside of working hours
 - Affordable, livable housing
 - Grants / loans for housing rehab
 - Address property taxes
 - Accessible housing, including rental homes

- Including strollers and walkers
 - Housing specifically for young adults
 - Some great housing rehab efforts already happening
- Living options for seniors and those with limited mobility
- More things to do for teens and young adults, especially outdoors
- Make better use of our public spaces and infrastructure
 - Library
 - City Hall
- Make better use of Winter Street Church annex
 - Could be a venue like the Chocolate Church
- Entertainment venues often are run by organizations with missions; that can sometimes be a barrier

Events

- Bath Heritage Days
 - Pros
 - Great to have rides for kids
 - Carnival rides bring revenue that supports Heritage Days
 - Composting and recycling
 - Cons
 - Seems expensive for families
- Do more composting and recycling at all events
- Love Old Fashioned Christmas in Bath
- Great variety of events for the entire community
- Love Citizen Involvement Day and kindness day – very unique
- Hope that Chocolate Church keeps doing events
 - Keep bringing in bigger names – “one notch up”
- Our unique events really highlight the personality of the community
- Community events help the area nonprofits collaborate
- Idea: nonprofits have a presence at the Farmers Market
 - Use empty tables when a vendor is not there
 - Expand market space if possible
- Job Fairs to help bring young families to the area

Ideas for Support

- Unified support for organizations to help prevent burnout
 - Technology support
 - Website support
 - Prevent institutional memory loss when board members depart
 - Troubleshooting and or central coordination of booking, calendars

- Potential model: Bethel Area Nonprofit Collaborative pools resources and pays for admin support
- Groups collaborate to “share specialties”
- Increase volunteers so that individual volunteers are not as stressed
- List of nonprofits
 - Centrally maintained and organized
 - What each organization does
 - What help is needed
 - How to get the word out
 - List of volunteer opportunities
 - Especially for retired people moving to the community
 - United Way of Midcoast example: generated new board members
- Make it easier to get involved
 - Keep opportunities “front of mind”
- More activities like the Citizen Involvement Day
- Make better use of the Maine Maritime Museum as a gateway to this community
- Revive regular meetings of the nonprofit community
 - Needs a champion
 - Potentially Main Street Bath?
 - Potentially form a new entity with a board-style leadership
 - Consider asking for a retired volunteer leader
 - Use existing structures / resources rather than starting new

Shops and Services Downtown

- Promotion
 - There’s a good mix now but we need to make them more visible, somehow
 - “I never knew this was here!”
 - St. Patrick’s Day event – “Pot of Gold” raised awareness of all the businesses that are here via a passport
- Accessibility
 - Some buildings are not accessible for those less mobile or with strollers
 - Steps, icy parking lots, and sloped parking are problems
 - How to reconcile that with our beloved historic architecture
 - Ask Freeport or other communities how they handled this
 - Review existing older studies
- Add more entertainment
 - Especially for young people
 - Dance
 - Roller rink
 - Family
 - All ages

- Bowling alley
- Movie theater
 - However, cost of renovating and cost of sustaining the business would be a concern
 - We don't have an "LL Bean" – level flow of people
- Something for teens to do, so they don't have to drive to other towns
 - Shops for teens
 - Comics and games
 - Arcades
 - Coffee shops - open late and do not serve alcohol
 - Restaurants offer specials (\$5 burgers) on early release days
- Caution about adding new things that make Bath feel overcrowded and change the feel of our community
 - There are times where downtown is underutilized, like evenings
 - Consider doing a movie in the park in the summer
- Better coordination of businesses' open hours
- We need a car wash
- Some entertainment venues, like a movie theatre, could go in the Shaw's complex
 - Rent prohibitive

Advice for Main Street Bath

- Doing a good job with the resources they have
- Love the Great American Main Street video
- Love the Downtown Bath Facebook page – great engagement
- Have a regular annual assessment of Bath area nonprofits
 - A questionnaire that would catch impending issues before it's too late
- Use full page ads and printed newsletters to reach people who don't use social media
 - And it might be unique and "retro"
- Don't over-rely on Facebook if trying to reach young families
- Market on Instagram
- Engage the school district as we consider the downtown
 - Involve high school students in planning the future of the downtown
 - Increase cultural and international diversity of engagement by reaching out to the Hyde School
- Thank you to Main Street Bath for including the nonprofit community in this process

Facebook Downtown Tomorrow Page Comments

Themes

Why We Really Like Downtown

- Walkability
 - Safe crosswalks
 - Proximate residences
- Convenience retail – it's everything you need
 - Reny's
 - Grocery store
 - Dry cleaner
 - Natural food store
- Safety
 - Okay for kids to walk downtown
- Appearance
 - Quaint, cozy
 - Authentic
 - Charming
 - Brick sidewalks
 - Beautiful buildings – preserved history
- Year round
 - Farmers market
- Sense of community
 - Community for people who live there
 - People know and care for each other
- Experiential Retail
 - Personality of the merchants

Needs/Wants

- Desire for things for children and families
 - Riverwalk
 - Playground
- Better store hours
 - Evenings and Sundays
 - And City hall and town offices
- Public art
 - Murals
 - Need to be done well
 - Flower boxes

- Christmas lights
- Opportunities for creating art
 - Knitting
 - Scrapbooking
 - Paint night
 - Art supplies
- Outdoor stage – More public performances
 - New stage at Waterfront Park
- Wider sidewalks
 - So merchants can sell on the sidewalks
- More parking

Process

- Good that Main Street Bath asked us

Other Written Input

Throughout the process, all participants were encouraged to provide written input by email. As of the deadline of April 4, 2018, three individuals had provided comments by email, either to Craig Freshley directly or to someone else who passed them on to Craig. The following comments were received:

Fix the railroad tracks, my car bottoms out.

I am personally ecstatic as a resident of Bath that this process is occurring. Bath is a true community with a downtown hub. My husband and I decided to move here the moment we drove through downtown and stopped at Café Crème. My two cents is that as we move Bath forward, let's remember everyone. I moved to Bath *for* socioeconomic diversity not in spite of it. During the ten years I have been here the issue of the “two Baths” seems to be increasingly pertinent. I hope that in making decisions for our downtown, we are able to promote an inclusive community. A few blocks where artisans, retirees, retail employees, shipbuilders, and summer residents can find a commonality.

Here are some suggestions:

1. If MSB doesn't already, I propose that MSB write for grant support for its projects. And, if MSB cannot perform all it has done or wants to do, every year, then it must, like other nonprofits, scale back. I believe there is and has been donor fatigue for our citizens and independent merchants for many years. I receive many requests

for donations, not only for each activity Main Street Bath coordinates, but from all the other nonprofits in Bath. It is impossible to support them all.

2. The revolving door of staff is concerning, and has in my opinion, has not helped with the stability and growth of the organization. How can that issue be addressed? Does the BOD understand the reasons for the turnover?
3. Bath is a "service center" for the surrounding communities of Arrowsic, Georgetown, Phippsburg, West Bath, and Woolich. (Days Ferry?) I understand that the City of Bath contributes some funds to support MSB operations. I propose that Main Street Bath request modest financial support from these communities.

Appendix A: Opening & Closing Remarks from March 3 Community Input Meeting

Recorder Amy Scott of Good Group Decisions captured the following remarks at the start and close of the Community Input Meeting of March 3, 2018.

Welcome and Opening Remarks

Will Neilson, President of Main Street Bath, offered the following welcome:

- Thank you all for coming today.
- Grateful to all of you, heartened to see so many community leaders here and so many people engaged in their community. This is a sign of a healthy community that people show up and care about the quality of life in the community.
- Grateful to great board of directors. Main Street model calls for municipal government, business community and the general population to participate.
- As I introduce our board members, please stand up so people can see you. Please, use this board as a resource. Seek us out and get involved.
 - Gretchen Jaeger, Vice President
 - Laurie Rainey, Treasurer
 - Anita Demetropoulos
 - Sally Johnstone, Economic Vitality Chair
 - Roberta Jordon
 - Tamara Lilly
 - Marc Meyers
 - Caelie Smith
 - Vicky Sprague, Organization Chair
 - Becky Welsh, Promotions Chair
 - Refreshments! Thanks!
- Thanks to Camille Kauffunger
 - Really keeps Main Street going
- This will be a great morning that will bear fruit for all of us.

Mari Eosco, Interim Director of Main Street Bath and Chair of Bath City Council also offered welcoming remarks:

- This is so amazing! This is what keeps me going! That this many people care about our community and show up for an event like this. That is a special thing.
- We are trying hard to go zero waste today. Please check out and use the labeled bins. If you want more information on Garbage to Gardens, we have some sign-up sheets here. It's a great program.

- The Main Street model calls for one third of the board to be made up of city officials, and those board members are here today as well:
 - Mark Meyers, Assistant City Manager
 - Andrew Deci, Director of Planning and Development
 - Aaron Park, City Council
 - Peter Owen, Interim City Manager
- Now our facilitator, Craig Freshley will introduce himself.

Craig Freshley of Good Group Decisions offered a brief introduction:

- Have you heard about the Facebook group? Raise your hand if you have. (About 1/3 of hands up.) Fantastic. This Downtown Bath Facebook group is an excellent resource and I encourage you to check it out.
 - Special thanks to Sally Johnstone for starting and moderating that.
- A little about myself.
 - I am thrilled to be back here in Bath. I was the founding director of the Maine Downtown Center. Seventeen years ago, I was in the right place at the right time when the program was being formed.
 - I've been a strong supporter of the program since and have worked with many downtowns in Maine and have gone to three national conferences.
 - I have a company called Good Group Decisions with an office on a main street in downtown Brunswick.
 - Today I am your facilitator. I am not going to tell you what your downtown should be. I'm going to help you talk about it.

Closing Remarks

Mari Eosco offered the following closing comments:

- Thank you to the Davenport Foundation for helping support this process for Main Street Bath.
- Huge thank you to everyone here, and everyone who is going to email me with comments.
- This was a very civil discussion. That's amazing, wonderful. We really are a city of kind people.

Andrew Deci, Bath Director of Planning and Development, offered the following closing comments:

- The fun doesn't have to stop today! We are beginning a review and update of our comprehensive plan this Fall. This process will contribute toward that process.

- If you want to be involved, let me know. We are going to need volunteer committee members.
- We want to hear your ideas and thoughts.
- Thank you!

Will Neilson offered the following closing comments:

- Andrew was one of the driving forces getting us to engage Craig, so thank you Andrew.
- Excited to hear all this today.
- If you want to get involved with Main Street Bath, there are some committees that meet monthly. We need continued engagement, so you are invited to join anytime.
- Thank you for being here today.
- We also need financial engagement. Your gifts to the annual fund make money available to pay staff. We are really beyond the limits of what our current staff can do. Please donate money—even a small gift helps a lot! We need broad financial support.
- Thank you to Craig.
- And thank you for coming out today!!

Mari added one more comment about a website:

- Another way to keep info going is through BathMaine.com
 - This is for everyone!
 - You can sign up for weekly emails there.
 - Great way to keep up with what's going on in town.

Appendix B: Ground Rules for Input Meetings

The following ground rules were explained at the start of the Community Input Meeting of March 3, 2018, and similar ground rules were explained at the start of all other input meetings.

- **All views heard**
 - In your small groups, make room to hear from everyone. Ask, “have we had a chance to hear from everyone?”
 - In the big group, wait for the mic and use it so that everyone can hear you.
 - Show me in the big group—you can applaud, show a thumbs up or down.
 - Make comments after today. Mari’s email address is at the bottom of the agenda. Please send her your comments.
 - The Facebook page is also open and you can comment there.
- **It’s ok to disagree, and agree.**
 - It’s ok to change your mind.
 - We’re moving toward consensus.
 - No final decisions today. Final decisions about the city will be made by the City Council.
- **Conversation towards consensus.**
 - This is more than just a survey of ideas. We’re working hard to understand each other this morning.
 - Imagine what’s best for all of us.
 - We’re looking for themes. We cannot implement every idea that we here today and at the FB page.
- **Ready to Move**
 - Move around this room today!
 - Great opportunity to get to know each other and hear different points of view.
 - Also means being ready to move philosophically.
 - Thanks for talking and listening.

Visits to Downtown Bath

- Residents visit downtown Bath frequently
 - Everyone shops downtown at least monthly for groceries, gifts, clothing
 - Everyone attends at least one event every year
 - Almost all parents attend children’s events
 - 4 of 5 use downtown professional services at least monthly
 - 3 of 4 attend a live music performance at least a couple of times a year
 - 2 of 3 attend plays and musical theater
 - And all respondents say they eat out in Bath... for 1/3 it’s weekly

Sources of Information About Downtown Bath and Main Street Bath

- Preferences driven by generation
 - Top sources for information about downtown Bath and Main Street Bath:
 - Social media (60%)
 - Newspaper (51%)
 - Main Street Bath Facebook page (47%)
 - Main Street Bath email or website (28%)
 - But, usage differs by age:
 - Age 65+ 2x more likely to rely upon newspapers, compared to respondents under 50 (68% vs. 32%)
 - Age 45 to 54 most likely to use email as their primary resource (43%)
 - Respondents under 50 far more likely to use social media than any other source (82%)
 - Parents even more dedicated to social media (85% social media, 34% newspapers, 20% MSB email)

What We’d Like to Have in Downtown Bath

- The ‘wish we had ___’ list hasn’t changed
 - Public space
 - More parking
 - More waterfront public use space
 - Playground downtown
 - Businesses
 - More restaurant(s)
 - Bakery
 - Movie theater

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Assessing

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Historic 3. Provide more resources for owners of historic buildings. 3e. Encourage adaptive reuse of existing historic buildings by informing property owners about the historical significance of their buildings, the benefits of the national historic district, and the incentives available for restoration and preservation.</p>	As needed	Local		
<p>Natural Resources 2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources. 2c. Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.</p>	ongoing	state		

Policy or Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>4. To support farming and forestry and encourage their economic viability.</p> <p>4a. Encourage owners of productive farm and forest land to enroll in the current use taxation programs.</p>	ongoing	state/local		
<p>Economy</p> <p>2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.</p> <p>2d. Update the City’s inventory of potential Brownfield sites in preparation for funding opportunities and future development.</p>	As needed	local		
<p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Bath Water District

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Water Resources 1. To protect current and potential drinking water sources. 1a. Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.</p>	By 2028			
<p>2. To protect significant surface water resources from pollution and improve water quality where needed. 2b. Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.</p>	Ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Public Facilities</p> <p>4. Plan for necessary public infrastructure improvements.</p> <p>4b. Study the possibility public water system upgrades, including new piping, looping the system, and a second main through Woolwich.</p>	By 2028	local		
<p>Land Use</p> <p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Community and Economic Development

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Historic 1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community. 1c. Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary, plan for, a comprehensive community survey of the community’s historic and archaeological resources.</p>	As needed	State		
<p>2. Increase education on Bath's history and historic built environment. 2a. Continue to review and upkeep the City-wide historical markers. Expand the reach of the marker program to include more areas of the city and more facets of Bath's history.</p>	Ongoing	Local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Historic 2b. Update local history resources to tell more inclusive stories about different parts of Bath's history, including a focus on workers and laborers, and the connection of Bath's shipbuilding heritage to slavery.	Ongoing	Local		
2c. Provide more local-history resources to schools and other educational programs.	As needed	Local		
3. Provide more resources for owners of historic buildings. 3c. Continue the façade loan program.	As needed	Local		
3d. Enact a delay on the demolition of historic resources.	As needed	Local		
3e. Encourage adaptive reuse of existing historic buildings by informing property owners about the historical significance of their buildings, the benefits of the national historic district, and the incentives available for restoration and preservation.	As needed	Local		
Natural Resources 4. To support farming and forestry and encourage their economic viability. 4c. Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	As needed	state		
5. Support agricultural, forest, and scenic resources appropriate to our urban context. 5a. Explore opportunities to develop and expand local food systems.	By 2030	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Natural Resources 5c. Support programs that increase healthy food access for all, including students in the RSU 1 and other City-run institutions.	Ongoing	local		
5d. Support and recognize Bath’s role as a thriving food economy in City codes and policies. Review land use code to advance more local food production capacity.	As needed	local		
6. Promote the importance and quality of Bath’s natural areas. 6a. Work with organizations to offer four-season, nature-based activities and programming for people of all ages and abilities.	ongoing	local		
6b. Work with aligned organizations to support development of natural resource-based tourism.	ongoing	local		
6c. Work regionally to develop branded marketing materials to showcase outdoor amenities, farms and local food and beverage.	ongoing	local		
Marine 2. To foster water-dependent land uses and balance them with other complementary land uses. 2a. Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Marine</p> <p>4. To protect, maintain and, where warranted, improve physical and visual public access to the community’s marine resources for all appropriate uses including fishing, recreation, and tourism.</p> <p>4a. Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).</p>	Ongoing	state		
<p>4b. Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.</p>	Ongoing	state		
<p>4c. Develop a Waterfront Plan plan that combines climate resilience strategies with connected public access along the Kennebec from the North End Boat Launch to Bath Iron Works.</p>	By 2025	local		
<p>4e. Update the Riverwalk plan to incorporate phased development of additional boardwalks and walking paths.</p>	By 2025	local		
<p>Population</p> <p>1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Population 1a. Encourage housing development different than what exists: for example, housing attractive to young professionals, loft space, and senior housing, and allow and encourage mixed-use, mixed-income, and mixed-age housing developments.	Ongoing	local		
1b. Develop publicly accessible young-family-friendly amenities.	By 2028	local		
1c. Continue to assess of the needs of Bath's growing senior population.	Ongoing	local		
1e. Create incentives to encourage post-secondary education facilities to locate in Bath.	By 2028	local		
1g. Assess and make available information about housing options available to lower-income families.	By 2025	local		
1j. Invest in the arts as a way of attracting new residents	Ongoing	local		
Housing 1. To encourage and promote adequate workforce housing to support the community's and region's economic development - anyone who works in Bath should have an affordable option to live in Bath. 1d. Create a housing production goal for Bath of new units and/or number of units to improve and bring up to code every year. Goal should include a variety of home sizes, from studio to 3+ bedroom.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Housing 1e. Develop incentive program for landlords bringing income-restricted rental units up to code.	By 2028	local		
2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing. 2b. Enact additional vacant building regulations, such as vacancy fees for bank-owned buildings, to encourage properties to be brought back into the housing market.	By 2028	local		
2f. Promote affordable housing through zoning changes such as an inclusionary zoning ordinance or density bonus.	As needed	local		
3. To encourage and support the efforts of the regional housing coalitions and public-private partnerships in addressing affordable and workforce housing needs. 3a. Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.	Ongoing	state		
3b. Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	Ongoing	state		
4. Work with proactive partners in the private, non-profit, quasi-governmental and public sectors to pursue housing goals. 4a. Create a local Housing Trust, supporting efforts of BHDC and other non-profits.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
4b. Create a Community Land Bank and/or Land Trust to acquire vacant or underused land and promote the development of affordable and workforce housing on behalf of the community.	By 2028	local		
4c. Work with developers to create cooperative housing projects that offer affordable ownership opportunities.	Ongoing	local		
5. Ensure production and maintenance of adequate deed-restricted housing. 5a. Adopt a policy to make terms of affordability of new deed-restricted housing as long as possible.	By 2025	local		
5b. Watch expiring use properties closely and be proactive in reaching out to property owners early to discuss extending the term of affordability restrictions.	Ongoing	local		
Economy 1. To support the type of economic development activity the community desires, reflecting the community's role in the region. 1b. Create an economic development strategic plan.	By 2028	local		
1c. Review and coordinate with Main Street Bath to update the 1999 downtown master plan.	By 2029	local		
1d. Increase transparency of economic development incentives on website and ensure information on how to apply, process, etc. is easily accessible.	As needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 1e. Engage in efforts to lower and eliminate barriers for workforce growth and development, such as the high costs of housing, childcare, and transportation	Ongoing	local		
1f. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes.	By 2028	local		
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements. 2c. Continue loan programs with favorable terms to provide small businesses access to capital needed to grow.	Ongoing	local		
2d. Update the City’s inventory of potential Brownfield sites in preparation for funding opportunities and future development.	As needed	local		
2e. Assess levels of broadband infrastructure available in Bath. Work with citizens and regional and state partners to bring broadband to all corners of Bath.	As needed	local		
3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development. 3b. Participate in any regional economic development planning efforts.	Ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 3c. Build relationships with statewide tourism groups, such as CruiseMaine, Maine Motorcoach Network, Maine Tourism Association, to advocate for and advance local tourism sector in Bath.	By 2026	local		
3d. Build relationships with statewide industry groups, such as the Retail Association of Maine.	By 2026	local		
3e. Collaborate on efforts for new use of Bath's existing rail lines through potential expansion of Amtrak Downeaster service or alternative rail service options.	As needed	local		
4. Support local property redevelopment and revitalization. 4a. Redevelop the old Morse High School property.	By 2030	local		
4b. Partner with area charter boat captains for a shared dock at the southern end of the Riverwalk.	Ongoing	local		
4c. Design and construct phase II of the Riverwalk.	By 2028	local		
4e. Property owners and businesses will be impacted by flooding and climate change. Provide support for solutions that mitigate the negative impacts of climate change on businesses, developers, and property owners.	Ongoing	local		
5. Encourage tourism that takes advantage of Bath's sense of place. 5a. Pursue the possibility of cruise ships docking at Waterfront Park.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 5d. Collaborate with local arts and cultural institutions to grow Bath’s reputation as a place for high quality arts and cultural experiences. Continue to make annual investments in free downtown summer concert series.	Ongoing	local		
5e. Continue to host and/or support Citizen Involvement Day and other events and annual celebrations (e.g., Heritage Days) that celebrate community and neighborhoods. Make sure these are well organized, supported, and publicized.	Annually	local		
6. Placemaking 6a. Create a public art fund to support placemaking, murals, and public events.	By 2028	local		
6b. Allow flexible uses of downtown spaces, like pop-ups in parking lots, temporary street closures, sidewalk vendors, and outdoor dining.				
6c. Design and install new wayfinding throughout the City. Develop city-wide “placemaking” plan including wayfinding, creative crosswalks, and other creative placemaking elements.	By 2025	local		
6d. Beautify the existing viaduct and area around Leeman Highway through public art and landscaping.	By 2030	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems. 1c. Support regional public transit services that provide transport for Bath's labor force.	ongoing	local		
1d. Coordinate with state and regional partners to develop multimodal transportation that ties the City effectively to the Midcoast Region and the rest of the State.	ongoing	local		
2. To safely and efficiently preserve or improve the transportation system. 2b. Work with MaineDOT to address deficiencies in the City's transportation systems—rail, bus, highway, and port—and any conflicts between the City's priorities and regional and state priorities	ongoing	local		
2c. Ensure wayfinding signage easily highlights points of interest, parking, and directions and is easily accessible and interfaced for all modes of transportation.	ongoing	local		
3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	By 2030	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 3d. Create incentives to spur transit-oriented, mixed-use development along corridors and in areas that can support high-quality transit service	By 2030	local		
6. Enhance public transit in Bath. 6c. Collaborate on efforts for new use of Bath's existing rail lines through potential expansion of Amtrak Downeaster service or alternative rail service options. (also econ 3e)	As needed	local		
7. Re-envision the Route 1 Corridor. 7a. Create a Route 1 Corridor Master Plan that incorporates future development, housing options, landscape changes, pedestrian improvements, and streetscapes.	By 2028	local		
7c. Beautify the existing viaduct and area around Leeman Highway through public art and landscaping.	By 2030	local		
8. Develop long-term, comprehensive strategies for parking 8c. Improve the appearance of City-wide parking lots and encouraging the beautification of private and public parking lots with maintenance and landscaping standards.	By 2030	local		
Public Facilities 5. Plan for necessary public facilities improvements.	By 2025	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 5a. Assess unutilized and underutilized City-owned public buildings to determine if they should be sold or redeveloped.	By 2025	local		
Fiscal 1. To finance existing and future facilities and services in a cost effective manner. 1b. Pursue new industrial and commercial development to diversify tax base	Ongoing	local		
2. To explore grants available to assist in the funding of capital investments within the community.	ongoing	local		
Land Use 2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision. 2d. Develop a Waterfront Plan plan that combines climate resilience strategies with connected public access along the Kennebec from the North End Boat Launch to Bath Iron Works. (also in Marine Resource goals)	By 2030	local		
2e. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes. (also in economy goals)	By 2028	local		
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas. 3a. Create a public art fund to support placemaking, murals, and public events.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Cemeteries

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Public Facilities 5. Plan for necessary public facilities improvements. 5d. Assess future needs for burial space in City cemeteries.</p>	Ongoing	local		
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Codes Enforcement

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Housing 2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing. 2c. Track conversion of multifamily rental units to condos and/or single-family homes to assess the need for a housing preservation ordinance</p>	Ongoing	local		
<p>2d. Assess the need to develop regulations to require short-term rental units to register with the City and/or be licensed. If there is a need, consider if license fees could be used to offset adverse impacts of short-term rental units.</p>		local		
<p>2e. Use the Dangerous Building statute to promote redevelopment of abandoned or dangerous buildings</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Transportation</p> <p>2. To safely and efficiently preserve or improve the transportation system.</p> <p>2a. "Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with:</p> <p>a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73);</p> <p>b. State access management regulations pursuant to 23 M.R.S.A. §704; and</p> <p>c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A."</p>	as needed	state		
<p>8. Develop long-term, comprehensive strategies for parking</p> <p>8c. Improve the appearance of City-wide parking lots and encouraging the beautification of private and public parking lots with maintenance and landscaping standards.</p>	By 2030	local		
<p>Climate</p> <p>2. Achieve carbon neutrality by 2045</p> <p>2a. Improve energy efficiency for municipal, residential, commercial, and industrial buildings.</p>	ongoing	Local		
<p>2b. Encourage electric vehicle use.</p>	ongoing	Local		
<p>Land Use</p> <p>2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.</p> <p>2a. Track new development in the community by type and location.</p>	Ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use</p> <p>4. To establish efficient permitting procedures, especially in growth areas.</p> <p>4a. Provide the code enforcement officers with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.</p>	As needed	state		
<p>4b. Review and update existing land use code to identify ways to improve permitting processes and ease of use.</p>	As needed	local		
<p>6. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to implement the plan.</p> <p>6c. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and</p>	Ongoing	state		
<p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: City Manager

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Marine 3. To maintain and, where warranted, improve harbor management and facilities. 3a. Provide sufficient funding for and staffing of the harbormaster and/or harbor commission.</p>	Ongoing	state		
<p>Economy 2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements. 2a. If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)</p>	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 2b. Make deliberate annual investments in Main Street Bath, with both financial and in-kind staff time.	Annually	local		
3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development. 3a. As appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community’s economic development director, a regional economic development initiative, or other).	Annually	state		
3b. Participate in any regional economic development planning efforts.	Ongoing	state		
Recreation 2. To preserve open space for recreational use as appropriate 2a. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Ongoing	state		
Public Facilities 1. To efficiently meet identified public facility and service needs.	Ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 1a. Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	Ongoing	state		
1b. Explore options for regional delivery of local services.	Ongoing	state		
2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas. 2a. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	As needed	state		
3. Improve sustainability and reduce greenhouse gas emissions of municipal operations. 3b. Assess municipal buildings to determine where energy efficiency could be improved.	By 2025	local		
3c. Develop a plan for electrification of the City's vehicle fleet.	By 2028	local		
5. Plan for necessary public facilities improvements. 5b. Develop a capital plan for upgrades to the public works garage and a public works vehicle replacement schedule.	By 2028	local		
5c. Develop a plan to replace or upgrade the police station.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 6. Prepare for closure of the Bath landfill. 6a. Create a plan for the future of trash collection and trash and sludge disposal when the landfill closes.	By 2030	local		
7. Ensure public safety departments are adequately staffed. 7b. Hire a full-time social worker to manage crisis intervention and alternatives to police response for calls involving mental health and substance use.	By 2025	local		
Fiscal 1. To finance existing and future facilities and services in a cost effective manner. 1a. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Ongoing	local		
1c. Involve elected officials and other residents in the budget processes for RSU1 and Sagadahoc County.	Ongoing	local		
1d. Look for ways to increase efficiency by not duplicating capital expenditures, administration, and services provided by Sagadahoc County.	Ongoing	local		
3. To reduce Maine’s tax burden by staying within LD 1 spending limitations.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use</p> <p>3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.</p> <p>3c. Include anticipated municipal capital investments needed to support proposed land uses in the Capital Investment Plan.</p>	Annually	state		
<p>3d. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.</p>	Ongoing	state		
<p>4. To establish efficient permitting procedures, especially in growth areas.</p> <p>4a. Provide the code enforcement officers with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.</p>	As needed	state		
<p>6. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to implement the plan.</p> <p>6a. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.</p>	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Facilities Maintenance

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Public Facilities 1. To efficiently meet identified public facility and service needs. 1c. Periodically review and update Public Works Facility master plan.</p>	As needed	local		
<p>7. Ensure public safety departments are adequately staffed. 7d. Periodically update Police Department facility Needs Assessment to ensure department requirements are met.</p>	As needed	local		
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Fire and Rescue

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Public Facilities 7. Ensure public safety departments are adequately staffed. 7c. Increase staffing of Bath Fire Department to nationally-recommended levels.</p>	Ongoing	local		
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Forestry

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Natural Resources 1. To conserve critical natural resources in the community. 1i. Collaborate with KELT on forestry management plans for Bath's forested lands.	By 2030	local		
Public Facilities 8. Maintain Bath's robust street tree program and significant urban canopy. 8b. Increase the urban tree canopy by 15% above current canopy coverage to benefit air quality, local climate, CO2 absorption, and aesthetics.	By 2033	local		
8c. Conduct a street tree equity survey of Bath neighborhoods to determine what areas lack trees, and update the 2018 Urban Street Tree Plan, with the goal increasing the urban tree canopy by 15%.				

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Human Resources

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Public Facilities 7. Ensure public safety departments are adequately staffed. 7b. Hire a full-time social worker to manage crisis intervention and alternatives to police response for calls involving mental health and substance use.</p>	By 2025	local		
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Marketing and Communications

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Population 1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds. 1f. Evaluate and improve as necessary City resources to translate information provided by the City, to ensure that non-English speaking community members are able to fully access necessary information and participate in the local government processes.</p>	Ongoing	local		
<p>Economy 1. To support the type of economic development activity the community desires, reflecting the community’s role in the region.</p>	As needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 1d. Increase transparency of economic development incentives on website and ensure information on how to apply, process, etc. is easily accessible.				
5. Encourage tourism that takes advantage of Bath's sense of place. 5b. Use the Bath brand consistently across platforms to create a unified City identity.	Ongoing	local		
Public Facilities 7. Ensure public safety departments are adequately staffed. 7a. Work with local and regional partners to find new ways to attract and retain police officers.	Ongoing	local		
Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Parks and Recreation

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Water Resources 5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources. 5b. Provide educational materials at appropriate locations regarding aquatic invasive species.</p>	Ongoing	state		
<p>Natural Resources 1. To conserve critical natural resources in the community. 1e. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.</p>	By 2028	local		
<p>1h. Explore recreational and open space impact fees for new development to ensure adequate open space exists for future residents</p>	By 2030	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources</p> <p>5. Support agricultural, forest, and scenic resources appropriate to our urban context.</p> <p>5b. Review the total number of community garden plots to provide equitable access and to align with residential demand.</p>	By 2030	local		
<p>5f. Model environmentally-sound landscape management practices, such as planting for pollinators, planting native species, and limiting the use of pesticides and fertilizers. Reflect these management practices in guidelines and ordinances.</p>	ongoing	local		
<p>6. Promote the importance and quality of Bath’s natural areas.</p> <p>6a. Work with organizations to offer four-season, nature-based activities and programming for people of all ages and abilities.</p>	ongoing	local		
<p>Marine</p> <p>4. To protect, maintain and, where warranted, improve physical and visual public access to the community’s marine resources for all appropriate uses including fishing, recreation, and tourism.</p> <p>4a. Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).</p>	Ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Marine 4b. Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.</p>	Ongoing	state		
<p>Population 1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds. 1i. Support open space as a way of attracting new residents</p>	By 2028	local		
<p>Recreation 1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs. 1a. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.</p>	By 2025	state		
<p>1b. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.</p>	Ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Recreation 2. To preserve open space for recreational use as appropriate. 2a. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Ongoing	state		
2b. Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine’s landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.	Ongoing	state		
2c. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028	local		
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns. 3a. Create a safe water access point for fishing and paddlecraft on Whiskeag Creek.	By 2033	local		
3b. Pursue increased points of recreational access to the Kennebec River and Merrymeeting Bay.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Recreation</p> <p>4b. Continue the work of Bath Trails to develop more multi-use trails to connect more locations in the City.</p> <p>4b. Continue the work of Bath Trails to develop more multi-use trails to connect more locations in the City.</p>	Ongoing	local		
<p>Transportation</p> <p>4e. Continue to work with KELT and other hikers, bike riders, community health advocates, historic preservationists, and motorized trail users as appropriate, to develop, maintain, and promote a local and regional trail system.</p> <p>4e. Continue to work with KELT and other hikers, bike riders, community health advocates, historic preservationists, and motorized trail users as appropriate, to develop, maintain, and promote a local and regional trail system.</p>	By 2030	local		
<p>6. Prepare for closure of the Bath landfill.</p> <p>6c. Develop a municipal compost program to require households and businesses to compost food waste.</p>	By 2028	local		
<p>8. Maintain Bath's robust street tree program and significant urban canopy.</p> <p>8a. Plan to fund additional parks/recreation/forestry staff to adequately manage Bath's urban forest.</p>	As needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Land Use 5b. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028	local		
5c. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the natural areas plan to inform protection.	By 2028	local		
5e. Explore recreational and open space fees for new development to ensure adequate open space exists for future residents	By 2028	local		
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Planning

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Historic 1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community. 1a. Regularly review local land use ordinances that require subdivision or non-residential developers to take appropriate measures to protect resources such as known historic archeological sites and areas sensitive to prehistoric archeology, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.</p>	Ongoing	State		
<p>1b. Regularly review land use ordinances that require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.</p>	Ongoing	State		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Historic 3. Provide more resources for owners of historic buildings. 3a. Develop easily understood and administered Historic District approval standards, which ensure that Bath maintains the authenticity of its historic buildings, structures, and landscape and also encourage contemporary, imaginative, and innovative design.</p>	By 2028	Local		
<p>3b. Develop a Historic District Guidance Document that provides examples of approvable facades and architectural types</p>	By 2025	local		
<p>3d. Enact a delay on the demolition of historic resources.</p>	As needed	Local		
<p>Water Resources 2. To protect significant surface water resources from pollution and improve water quality where needed.2a. Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program</p>	By 2028	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Water Resources 2c. Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Ongoing	state		
4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities. 4a. Minimize impacts to the city's waterways by reducing combined sewer overflows and implementing stormwater best management practices. Update zoning code or create technical guidelines to incorporate BMP's.	By 2028	local		
4b. Coordinate water and sewer infrastructure improvements with anticipated new growth areas. Monitor and adjust impact fees to accommodate and mitigate new development.	Ongoing	local		
6. Protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas.	Ongoing			
Natural Resources 1. To conserve critical natural resources in the community.	ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Natural Resources 1a. Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.				
1b. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	As needed	state		
1e. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028	local		
1f. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the opens space or natural areas plan to inform protection.	By 2030	local		
1g. Set up an acquisition fund to purchase open space identified in the open space/natural areas plan.	By 2030	local		
1h. Explore recreational and open space impact fees for new development to ensure adequate open space exists for future residents	By 2030	local		
2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Natural Resources 2b. Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.				
3. To safeguard lands identified as prime farmland or capable of supporting commercial forestry. 3a. Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.	ongoing	state		
3b. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	ongoing	state		
3c. Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.	As needed	state		
3d. Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	As needed	state		
4. To support farming and forestry and encourage their economic viability.	ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources 4b. Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.</p>				
<p>Marine 1. To protect, maintain and, where warranted, improve marine habitat and water quality. 1c. Review and update the 1993 Kennebec River Resource Management Plan with local, regional, and state partners.</p>	By 2028	local		
<p>4. To protect, maintain and, where warranted, improve physical and visual public access to the community’s marine resources for all appropriate uses including fishing, recreation, and tourism. 4c. Develop a Waterfront Plan plan that combines climate resilience strategies with connected public access along the Kennebec from the North End Boat Launch to Bath Iron Works.</p>	By 2025	local		
<p>4d. Implement ordinance changes to incentivize public waterfront access through easements or privately-owned public spaces.</p>	ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Population</p> <p>1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.</p> <p>1a. Encourage housing development different than what exists: for example, housing attractive to young professionals, loft space, and senior housing, and allow and encourage mixed-use, mixed-income, and mixed-age housing developments.</p>	Ongoing	local		
<p>1i. Support open space as a way of attracting new residents</p>	By 2028	local		
<p>1k. Assess restrictions on daycares in residential zones and mixed-use zones to reduce unnecessary barriers.</p>	By 2025	local		
<p>Housing</p> <p>1. To encourage and promote adequate workforce housing to support the community's and region's economic development - anyone who works in Bath should have an affordable option to live in Bath.</p> <p>1a. Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.</p>	By 2028	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Housing 1b. Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	By 2025	state		
1c. Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.	Ongoing	state		
1f. Support diversification of allowed housing types.	By 2028			
2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing. 2a. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	By 2025	state		
2b. Enact additional vacant building regulations, such as vacancy fees for bank-owned buildings, to encourage properties to be brought back into the housing market.	By 2028	local		
2f. Promote affordable housing through zoning changes such as an inclusionary zoning ordinance or density bonus.	As needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 1. To support the type of economic development activity the community desires, reflecting the community’s role in the region. 1a. Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.	By 2028	state		
1c. Review and coordinate with Main Street Bath to update the 1999 downtown master plan.	By 2029	local		
1f. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes.	By 2028	local		
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements. 2f. Identify challenges in existing infrastructure to future development and plan for future needs.	By 2025, and updated as needed	local		
4. Support local property redevelopment and revitalization. 4c. Design and construct phase II of the Riverwalk.	By 2028	local		
6. Placemaking 6d. Beautify the existing viaduct and area around Leeman Highway through public art and landscaping.	By 2030	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Recreation 2. To preserve open space for recreational use as appropriate. 2a. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.	Ongoing	state		
2c. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028	local		
2d. Pursue permanent conservation of large habitat blocks in North and South Bath.	By 2030	local		
Transportation 1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems. 1b. Initiate or actively participate in regional and state transportation efforts.	ongoing	state		
1c. Support regional public transit services that provide transport for Bath's labor force.	ongoing	local		
1d. Coordinate with state and regional partners to develop multimodal transportation that ties the City effectively to the Midcoast Region and the rest of the State.	ongoing	local		
2. To safely and efficiently preserve or improve the transportation system.	as needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Transportation</p> <p>2a. "Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with:</p> <p>a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73);</p> <p>b. State access management regulations pursuant to 23 M.R.S.A. §704; and</p> <p>c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A."</p>				
<p>2b. Work with MaineDOT to address deficiencies in the City's transportation systems—rail, bus, highway, and port—and any conflicts between the City's priorities and regional and state priorities</p>	ongoing	local		
<p>2d. Use traffic-calming measures, where needed, to ensure that vehicular speed is reduced.</p>	ongoing	local		
<p>3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.</p> <p>3a. Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.</p>	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 3b. To minimize impacts of new development on city streets and neighborhoods, explore a traffic impact fee program in targeted zoning districts that abut residential districts	By 2030	local		
3d. Create incentives to spur transit-oriented, mixed-use development along corridors and in areas that can support high-quality transit service.	By 2030	local		
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists). 4e. Continue to work with KELT and other hikers, bike riders, community health advocates, historic preservationists, and motorized trail users as appropriate, to develop, maintain, and promote a local and regional trail system.	By 2030	local		
7. Re-envision the Route 1 Corridor. 7a. Create a Route 1 Corridor Master Plan that incorporates future development, housing options, landscape changes, pedestrian improvements, and streetscapes.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 7b. Undertake Route 1 gateway changes such as a landscaped median, sidewalks, traffic-calming landscaping along the sides, and design standards.	By 2028	local		
7c. Beautify the existing viaduct and area around Leeman Highway through public art and landscaping.	By 2030	local		
9. Implement the City's Complete Streets policy. 9a. Conduct a robust Complete Streets Master Planning effort that identifies the City's system of shared use pathways, neighborhood trails, and protected/enhanced bike lanes in a useable and continuous network, and plan for the complementary infrastructure, such as bicycle parking and wayfinding, to support it.	By 2030	local		
9b. Ensure that all new transportation projects meet the requirements of the Complete Streets policy.	Ongoing	local		
9c. Make strategic investments in streets and street design to implement the existing Complete Streets policy to provide mobility, safety, and accessibility to all users.	Ongoing	local		
Public Facilities 2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.	As needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 2d. Coordinate water and sewer infrastructure improvements with anticipated new growth areas. Monitor and adjust impact fees to accommodate and mitigate new development.	As needed	local		
3. Improve sustainability and reduce greenhouse gas emissions of municipal operations. 3a. Analyze public works processes and equipment to determine where more environmentally friendly alternatives could be implemented.	By 2028	local		
3b. Assess municipal buildings to determine where energy efficiency could be improved.	By 2025	local		
3c. Develop a plan for electrification of the City's vehicle fleet.	By 2028	local		
6. Prepare for closure of the Bath landfill. 6a. Create a plan for the future of trash collection and trash and sludge disposal when the landfill closes.	By 2030	local		
Climate 2. Achieve carbon neutrality by 2045 2a. Improve energy efficiency for municipal, residential, commercial, and industrial buildings.	ongoing	Local		
2b. Encourage electric vehicle use.	ongoing	Local		
2d. Identify and protect natural resources for carbon sequestration and ecological value.	By 2028	Local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Climate 3. Commit to manage 1.5 feet and prepare to manage 3 feet of sea level rise by 2100 3a. Implement management strategies for high-risk (i.e., ‘commit to manage’) areas, such as ensuring only low impact development in high-risk areas or acquiring land in high-risk areas for conversion to resilient use.	By 2030	Local		
3b. Implement targeted shoreline hardening for selected high-risk existing developments and resilient shoreline protections for undeveloped areas.	By 2028	Local		
Land Use 1. To coordinate the community’s land use strategies with other local and regional land use planning efforts. 1a. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	By 2028	local		
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision. 2a. Track new development in the community by type and location.	Ongoing	state		
2b. Review and update existing land use code, including zoning updates that support the Future Land Use Plan.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Land Use 2c. Amend ordinances to allow rural-compatible uses like solar farms, farmer's markets, farmstands restaurants and entertainment venues, agritourism, and home occupations in designated rural areas.	By 2028	local		
2e. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes. (also in economy goals)	By 2028	local		
2f. Incorporate design standards for new development to require traditional materials, compatibility with Bath's historic landscape, and human-scale/pedestrian-friendly design.		local		
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas. 3b. Incorporate complete streets implementation into the City's Capital Improvement Plan.	Ongoing	local		
3c. Include anticipated municipal capital investments needed to support proposed land uses in the Capital Investment Plan.	Annually	state		
3d. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Ongoing	state		
4. To establish efficient permitting procedures, especially in growth areas.	As needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Land Use 4b. Review and update existing land use code to identify ways to improve permitting processes and ease of use.	As needed	local		
5. To protect critical rural and critical waterfront areas from the impacts of development. 5a. Develop resilience requirements for new structures within flood zones and/or predicted areas of sea level rise.	By 2028	local		
5b. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028	local		
5c. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the natural areas plan to inform protection.	By 2028	local		
5d. Set up an acquisition fund to purchase open space identified in the natural areas plan.	By 2028	local		
5e. Explore recreational and open space fees for new development to ensure adequate open space exists for future residents	By 2028	local		
6. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to implement the plan.	By 2028	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Land Use 6b. Clearly define the desired scale, intensity, and location of future development through future zoning updates	By 2028	state		
6c. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and	Ongoing	state		
6f. Implement ordinance changes to incentivize public waterfront access through easements or privately-owned public spaces. =	By 2030	local		
6g. Enact zoning changes to allow mixed-use, high-density development around a revitalized Route 1 Corridor.	By 2028	local		
6h. Enact zoning changes to encourage mixed-use development and neighborhood amenities in residential areas of Bath's central core.	By 2028	local		
6i. Along the waterfront, zoning updates should allow for working waterfront uses as well as waterfront recreation.	By 2028	local		
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Police and Harbor Master

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Marine 1. To protect, maintain and, where warranted, improve marine habitat and water quality. 1a. Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	Ongoing	state		
1b. Support implementation of local and regional harbor and bay management plans.	Ongoing	state		
3. To maintain and, where warranted, improve harbor management and facilities. 3a. Provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	Ongoing	state		
3b. Assess needs to protect City piers, docks, and boat launches from the impacts of climate change.	By 2025			

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 4. Support local property redevelopment and revitalization.4d. Work with property owners to address parking challenges.	Ongoing	local		
Transportation 2. To safely and efficiently preserve or improve the transportation system. 2d. Use traffic-calming measures, where needed, to ensure that vehicular speed is reduced.	ongoing	local		
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).4c. Continue to promote safe walking and biking to schools through coordination with the RSU.	Ongoing	local		
4d. Determine appropriate locations for additions of new bicycle improvements including bike lanes, sharrows, bike racks, and other infrastructure improvements. Consider the use of E-bikes as bike infrastructure is constructed.	By 2028	local		
8. Develop long-term, comprehensive strategies for parking 8a. Consider the addition of parking meters or other incentives to encourage more rapid turnover of parking spaces downtown.	as needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 8b. Employ various methods to increase the effective use of existing parking by developing signage to direct motorists to appropriate parking locations and by maintaining an accurate map of available parking that is easily accessible.	as needed	local		
8d. When deemed necessary, develop new parking locations with appropriate time limits. Consider expansion of residential permit parking program to new areas in the South End including the Richardson Street and Western Avenue Corridor and in Downtown.	as needed	local		
8e. Evaluate the effectiveness of the winter parking ban. Determine if a change to the winter parking policy is appropriate.	as needed	local		
Public Facilities 5. Plan for necessary public facilities improvements. 5c. Develop a plan to replace or upgrade the police station.	By 2028	local		
7. Ensure public safety departments are adequately staffed. 7a. Work with local and regional partners to find new ways to attract and retain police officers.	Ongoing	local		
7b. Hire a full-time social worker to manage crisis intervention and alternatives to police response for calls involving mental health and substance use.	By 2025	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 7d. Periodically update Police Department facility Needs Assessment to ensure department requirements are met.	As needed	local		
Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

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Work Planning Period (year ahead):

Responsible Party: Public Works

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Water Resources 2. To protect significant surface water resources from pollution and improve water quality where needed. 2a. Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program</p>	By 2028	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Water Resources</p> <p>4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.</p> <p>4a. Minimize impacts to the city’s waterways by reducing combined sewer overflows and implementing stormwater best management practices. Update zoning code or create technical guidelines to incorporate BMP’s.</p>	By 2028	local		
<p>4b. Coordinate water and sewer infrastructure improvements with anticipated new growth areas. Monitor and adjust impact fees to accommodate and mitigate new development.</p>	Ongoing	local		
<p>Natural Resources</p> <p>5. Support agricultural, forest, and scenic resources appropriate to our urban context.</p> <p>5f. Model environmentally-sound landscape management practices, such as planting for pollinators, planting native species, and limiting the use of pesticides and fertilizers. Reflect these management practices in guidelines and ordinances.</p>	ongoing	local		
<p>Marine Resources</p> <p>1. To protect, maintain and, where warranted, improve marine habitat and water quality.</p> <p>1d. Continue to pursue eventual removal of Bath's overboard discharge sites.</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Economy</p> <p>1. To support the type of economic development activity the community desires, reflecting the community’s role in the region.</p> <p>1f. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes.</p>	By 2028	local		
<p>2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.</p> <p>2f. Identify challenges in existing infrastructure to future development and plan for future needs.</p>	By 2025, and updated as needed	local		
<p>Recreation</p> <p>4. Maintain and upgrade Bath's sidewalks, bicycle infrastructure, and trails to support recreational users.</p> <p>4a. Continue to improve sidewalk and cycling infrastructure along City streets.</p>	Ongoing	local		
<p>Transportation</p> <p>1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.</p> <p>1a. Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community’s transportation network.</p>	ongoing	state		
<p>1b. Initiate or actively participate in regional and state transportation efforts.</p>	ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Transportation</p> <p>2. To safely and efficiently preserve or improve the transportation system.</p> <p>2d. Use traffic-calming measures, where needed, to ensure that vehicular speed is reduced.</p>	ongoing	local		
<p>3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.</p> <p>3c. To improve health and safety, develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.</p>	By 2028	local		
<p>4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).</p> <p>4a. Develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.</p>		local		
<p>4c. Continue to promote safe walking and biking to schools through coordination with the RSU.</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 4d. Determine appropriate locations for additions of new bicycle improvements including bike lanes, sharrows, bike racks, and other infrastructure improvements. Consider the use of E-bikes as bike infrastructure is constructed.	By 2028	local		
4f. Create a plan for capital improvement requests and budget maintenance of benches and other pedestrian improvements along major walking routes within the City.	ongoing	local		
5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	As needed	state		
7. Re-envision the Route 1 Corridor. 7a. Create a Route 1 Corridor Master Plan that incorporates future development, housing options, landscape changes, pedestrian improvements, and streetscapes.	By 2028	local		
7b. Undertake Route 1 gateway changes such as a landscaped median, sidewalks, traffic-calming landscaping along the sides, and design standards.	By 2028	local		
8. Develop long-term, comprehensive strategies for parking 8e. Evaluate the effectiveness of the winter parking ban. Determine if a change to the winter parking policy is appropriate.	as needed	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 9. Implement the City's Complete Streets policy. 9a. Conduct a robust Complete Streets Master Planning effort that identifies the City's system of shared use pathways, neighborhood trails, and protected/enhanced bike lanes in a useable and continuous network, and plan for the complementary infrastructure, such as bicycle parking and wayfinding, to support it.	By 2030	local		
9b. Ensure that all new transportation projects meet the requirements of the Complete Streets policy.	Ongoing	local		
9c. Make strategic investments in streets and street design to implement the existing Complete Streets policy to provide mobility, safety, and accessibility to all users.	Ongoing	local		
Public Facilities 1. To efficiently meet identified public facility and service needs. 1c. Periodically review and update Public Works Facility master plan.	As needed	local		
2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas. 2a. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 2d. Coordinate water and sewer infrastructure improvements with anticipated new growth areas. Monitor and adjust impact fees to accommodate and mitigate new development.	As needed	local		
3. Improve sustainability and reduce greenhouse gas emissions of municipal operations. 3a. Analyze public works processes and equipment to determine where more environmentally friendly alternatives could be implemented.	By 2028	local		
4. Plan for necessary public infrastructure improvements. 4a. Continue assessment of the performance of the wastewater collection and treatment system and consider capacity needs of future development. with the goal of reducing of the number of CSOs and SSOs.	By 2028	local		
4c. Complete a “phase two” ten-year plan to identify capital investments and maximize future efficiency within the wastewater treatment plant and collection system.	By 2028	local		
4d. Create a capital plan for street improvements including sidewalk maintenance and expansion, bike infrastructure, and to address the street repair backlog.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 4e. Periodically review and update CSO Master Plan as needed.	As needed	local		
4f. Consider the possible benefits of creating a separate stormwater utility as the stormwater infrastructure continues to be separated from the wastewater infrastructure.	Ongoing	local		
4g. Consider creating new revenue streams for maintaining existing and making future stormwater infrastructure improvements and/or providing incentives for landowners that utilize best management practices to improve stormwater capture and infiltration onsite.	Ongoing	local		
5. Plan for necessary public facilities improvements. 5b. Develop a capital plan for upgrades to the public works garage and a public works vehicle replacement schedule.	By 2028	local		
6. Prepare for closure of the Bath landfill. 6a. Create a plan for the future of trash collection and trash and sludge disposal when the landfill closes.	By 2030	local		
6b. Increase rates of waste diversion through education and incentives for homeowners and businesses.	Ongoing	local		
6c. Develop a municipal compost program to require households and businesses to compost food waste.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use 2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision. 2e. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes. (also in economy goals)</p>	By 2028	Local		
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Sustainability and Environment

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Water Resources 2. To protect significant surface water resources from pollution and improve water quality where needed. 2d. Support best practices for integrated pest management to limit pesticide application.</p>	By 2030	local		
<p>3. To protect water resources in growth areas while promoting more intensive development in those areas. 3a. Amend local land use ordinances, as applicable, to incorporate low impact development standards.</p>	By 2030	state/local		
<p>3b. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.</p>	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Water Resources 3c. Support reduction in impervious surfaces and implement green infrastructure in local codes, through incentives, and in infrastructure investments where appropriate.	By 2028	local		
5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources. 5a. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Ongoing	state		
5c. Collaborate with local nonprofits, research organizations, private property owners, and surrounding communities to achieve cleaner waters.	Ongoing	local		
Natural Resources 1. To conserve critical natural resources in the community. 1c. Regularly review local land use ordinances that require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources</p> <p>1d. Regularly review local land use ordinances that require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.</p>	ongoing	state		
<p>1e. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.</p>	By 2028	local		
<p>1f. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the opens space or natural areas plan to inform protection.</p>	By 2030	local		
<p>2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.</p> <p>2a. Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.</p>	By 2030	state		
<p>2b. Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.</p>	ongoing	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources</p> <p>5. Support agricultural, forest, and scenic resources appropriate to our urban context.</p> <p>5d. Support and recognize Bath’s role as a thriving food economy in City codes and policies. Review land use code to advance more local food production capacity.</p>	As needed	local		
<p>5e. Increase the urban tree canopy by 15% above current canopy coverage to benefit air quality, local climate, CO2 absorption, and aesthetics.</p>	By 2033	local		
<p>5f. Model environmentally-sound landscape management practices, such as planting for pollinators, planting native species, and limiting the use of pesticides and fertilizers. Reflect these management practices in guidelines and ordinances.</p>	ongoing	local		
<p>Marine</p> <p>1. To protect, maintain and, where warranted, improve marine habitat and water quality.</p> <p>1c. Review and update the 1993 Kennebec River Resource Management Plan with local, regional, and state partners.</p>	By 2028	local		
<p>3. To maintain and, where warranted, improve harbor management and facilities.</p> <p>3b. Assess needs to protect City piers, docks, and boat launches from the impacts of climate change.</p>	By 2025	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Population</p> <p>1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.</p> <p>1i. Support open space as a way of attracting new residents</p>	By 2028	local		
<p>Economy</p> <p>4. Support local property redevelopment and revitalization.</p> <p>4e. Property owners and businesses will be impacted by flooding and climate change. Provide support for solutions that mitigate the negative impacts of climate change on businesses, developers, and property owners.</p>	Ongoing	local		
<p>Recreation</p> <p>2. To preserve open space for recreational use as appropriate.</p> <p>2c. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.</p>	By 2028	local		
<p>2d. Pursue permanent conservation of large habitat blocks in North and South Bath.</p>	By 2030	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Recreation 4. Maintain and upgrade Bath's sidewalks, bicycle infrastructure, and trails to support recreational users. 4a. Continue to improve sidewalk and cycling infrastructure along City streets.</p>	Ongoing	local		
<p>Transportation 4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists). 4b. Explore Bike Share Programs that may align with existing transit system.</p>	By 2030	local		
<p>4c. Continue to promote safe walking and biking to schools through coordination with the RSU.</p>	Ongoing	local		
<p>4d. Determine appropriate locations for additions of new bicycle improvements including bike lanes, sharrows, bike racks, and other infrastructure improvements. Consider the use of E-bikes as bike infrastructure is constructed.</p>	By 2028	local		
<p>6. Enhance public transit in Bath. 6a. Review Bath's bus service to frequency, on-time reliability, geographic scope of transit service, bus stops, accessibility, payment options, and ease of use to identify needs.</p>	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 6b. Plan for multi-modal public transit connections through bike storage, timetable coordination, or other measures that facilitate ease of transitions between modes of travel.	Ongoing	local		
8. Develop long-term, comprehensive strategies for parking 8f. Promote the 2019 Climate Action Plan goals by installing electric vehicle charging stations at public parking areas throughout the City. Encourage or mandate the installation of E.V. charging stations in private lots.	Ongoing	local		
9. Implement the City's Complete Streets policy. 9a. Conduct a robust Complete Streets Master Planning effort that identifies the City's system of shared use pathways, neighborhood trails, and protected/enhanced bike lanes in a useable and continuous network, and plan for the complementary infrastructure, such as bicycle parking and wayfinding, to support it.	By 2030	local		
Climate 1. 80% reduction of greenhouse gas emissions by the year 2050. Eliminate hydrocarbon energy use and promote or transition to renewable sources of energy		Local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
1a. Develop an ongoing greenhouse gas emissions inventory and monitoring program.	ongoing	Local		
1b. Electrify everything - from large targets like residential/commercial/industrial use and transportation, to lawn care, snow removal, boating, and more.	ongoing	Local		
1c. Provide up-to-date information for residents on best ways to reduce carbon emissions.	ongoing			
2. Achieve carbon neutrality by 2045 2a. Improve energy efficiency for municipal, residential, commercial, and industrial buildings.	ongoing	Local		
2b. Encourage electric vehicle use.	ongoing	Local		
2c. Encourage diverse transportation options.	ongoing	Local		
2d. Identify and protect natural resources for carbon sequestration and ecological value.	By 2028	Local		
3. Commit to manage 1.5 feet and prepare to manage 3 feet of sea level rise by 2100 3a. Implement management strategies for high-risk (i.e., 'commit to manage') areas, such as ensuring only low impact development in high-risk areas or acquiring land in high-risk areas for conversion to resilient use.	By 2030	Local		
3b. Implement targeted shoreline hardening for selected high-risk existing developments and resilient shoreline protections for undeveloped areas.	By 2028	Local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
3c. Develop a long-term plan for managing development in moderate risk (i.e., 'prepare to manage') areas.	By 2026	Local		
4. Update and unify City climate planning efforts 4a. Complete a vulnerability study of Bath's coastline.	By 2024	Local		
4b. Update the City's Climate Action Plan.	By 2025	Local		
4c. Create a roadmap for short- and long-term implementation for the Climate Action Plan.	By 2025	Local		
Land Use 2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision. 2d. Develop a Waterfront Plan plan that combines climate resilience strategies with connected public access along the Kennebec from the North End Boat Launch to Bath Iron Works. (also in Marine Resource goals)	By 2030	local		
5a. Develop resilience requirements for new structures within flood zones and/or predicted areas of sea level rise.	By 2028	local		
5b. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
5c. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the natural areas plan to inform protection.	By 2028	local		
6. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to implement the plan. 6d. Clearly define protective measures for critical natural resources and, where applicable, important natural resources.	Ongoing	state		
6e. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	As needed	state		
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Wastewater Treatment

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 4. Plan for necessary public infrastructure improvements. 4e. Periodically review and update CSO Master Plan as needed.	As needed	local		
4f. Consider the possible benefits of creating a separate stormwater utility as the stormwater infrastructure continues to be separated from the wastewater infrastructure.	Ongoing	local		
4g. Consider creating new revenue streams for maintaining existing and making future stormwater infrastructure improvements and/or providing incentives for landowners that utilize best management practices to improve stormwater capture and infiltration onsite.	Ongoing	local		

<p>Land Use</p> <p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	<p>Annually</p>	<p>local</p>		
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Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Bath Development Corporation

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Economy 2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements. 2c. Continue loan programs with favorable terms to provide small businesses access to capital needed to grow.</p>	Ongoing	local		
<p>4. Support local property redevelopment and revitalization. 4a. Redevelop the old Morse High School property.</p>	By 2030	local		
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Bath Housing Board

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Population 1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds. 1g. Assess and make available information about housing options available to lower-income families.</p>	By 2025	local		
<p>Housing 1. To encourage and promote adequate workforce housing to support the community’s and region’s economic development - anyone who works in Bath should have an affordable option to live in Bath.</p>		local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Housing 1d. Create a housing production goal for Bath of new units and/or number of units to improve and bring up to code every year. Goal should include a variety of home sizes, from studio to 3+ bedroom.</p>		local		
<p>2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing. 2a. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).</p>	By 2025	state		
<p>5. Ensure production and maintenance of adequate deed-restricted housing. 5b. Watch expiring use properties closely and be proactive in reaching out to property owners early to discuss extending the term of affordability restrictions.</p>	Ongoing	local		
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Bike and Pedestrian Committee

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 5. Encourage tourism that takes advantage of Bath's sense of place. 5f. Collaborate regionally and with state agencies to connect Bath bicycle and pedestrian trails to other community trails, such as the A2K Trail.	Ongoing	local		
Recreation 4. Maintain and upgrade Bath's sidewalks, bicycle infrastructure, and trails to support recreational users. 4a. Continue to improve sidewalk and cycling infrastructure along City streets.	Ongoing	local		
4b. Continue the work of Bath Trails to develop more multi-use trails to connect more locations in the City.	Ongoing	local		
Transportation 2. To safely and efficiently preserve or improve the transportation system.	ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 2d. Use traffic-calming measures, where needed, to ensure that vehicular speed is reduced.	ongoing	local		
3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled. 3c. To improve health and safety, develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.	By 2028	local		
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists). 4a. Develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.				
4b. Explore Bike Share Programs that may align with existing transit system.	By 2030	local		
4c. Continue to promote safe walking and biking to schools through coordination with the RSU.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Transportation</p> <p>4d. Determine appropriate locations for additions of new bicycle improvements including bike lanes, sharrows, bike racks, and other infrastructure improvements. Consider the use of E-bikes as bike infrastructure is constructed.</p>	By 2028	local		
<p>9. Implement the City's Complete Streets policy.</p> <p>9a. Conduct a robust Complete Streets Master Planning effort that identifies the City's system of shared use pathways, neighborhood trails, and protected/enhanced bike lanes in a useable and continuous network, and plan for the complementary infrastructure, such as bicycle parking and wayfinding, to support it.</p>	By 2030	local		
<p>Land Use</p> <p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Climate Action Commission

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Water Resources 3. To protect water resources in growth areas while promoting more intensive development in those areas. 3a. Amend local land use ordinances, as applicable, to incorporate low impact development standards.</p>	By 2030	state/local		
<p>Marine 3. To maintain and, where warranted, improve harbor management and facilities. 3b. Assess needs to protect City piers, docks, and boat launches from the impacts of climate change.</p>	By 2025			
<p>Recreation 4. Maintain and upgrade Bath's sidewalks, bicycle infrastructure, and trails to support recreational users. 4a. Continue to improve sidewalk and cycling infrastructure along City streets.</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Recreation 4b. Continue the work of Bath Trails to develop more multi-use trails to connect more locations in the City.	Ongoing	local		
Transportation 8. Develop long-term, comprehensive strategies for parking 8f. Promote the 2019 Climate Action Plan goals by installing electric vehicle charging stations at public parking areas throughout the City. Encourage or mandate the installation of E.V. charging stations in private lots.	Ongoing	local		
Climate 1. 80% reduction of greenhouse gas emissions by the year 2050. Eliminate hydrocarbon energy use and promote or transition to renewable sources of energy 1a. Develop an ongoing greenhouse gas emissions inventory and monitoring program.	ongoing	Local		
1b. Electrify everything - from large targets like residential/commercial/industrial use and transportation, to lawn care, snow removal, boating, and more.	ongoing	Local		
1c. Provide up-to-date information for residents on best ways to reduce carbon emissions.	ongoing			
2. Achieve carbon neutrality by 2045 2a. Improve energy efficiency for municipal, residential, commercial, and industrial buildings.	ongoing	Local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Climate 2b. Encourage electric vehicle use.	ongoing	Local		
2c. Encourage diverse transportation options.	ongoing	Local		
2d. Identify and protect natural resources for carbon sequestration and ecological value.	By 2028	Local		
3. Commit to manage 1.5 feet and prepare to manage 3 feet of sea level rise by 2100 3c. Develop a long-term plan for managing development in moderate risk (i.e., 'prepare to manage') areas.	By 2026	Local		
4. Update and unify City climate planning efforts 4a. Complete a vulnerability study of Bath's coastline.	By 2024	Local		
4b. Update the City's Climate Action Plan.	By 2025	Local		
4c. Create a roadmap for short- and long-term implementation for the Climate Action Plan.	By 2025	Local		
Land Use 5. To protect critical rural and critical waterfront areas from the impacts of development. 5a. Develop resilience requirements for new structures within flood zones and/or predicted areas of sea level rise.	By 2028			

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Community Development Committee

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources 5. Support agricultural, forest, and scenic resources appropriate to our urban context. 5c. Support programs that increase healthy food access for all, including students in the RSU 1 and other City-run institutions.</p>	Ongoing	local		
<p>5d. Support and recognize Bath’s role as a thriving food economy in City codes and policies. Review land use code to advance more local food production capacity.</p>	As needed	local		
<p>Population 1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Population 1a. Encourage housing development different than what exists: for example, housing attractive to young professionals, loft space, and senior housing, and allow and encourage mixed-use, mixed-income, and mixed-age housing developments.	Ongoing	local		
1b. Develop publicly accessible young-family-friendly amenities.	By 2028	local		
1c. Continue to assess of the needs of Bath's growing senior population.	Ongoing	local		
1f. Evaluate and improve as necessary City resources to translate information provided by the City, to ensure that non-English speaking community members are able to fully access necessary information and participate in the local government processes.	Ongoing	local		
1h. Support zoning changes that allow more manufactured and multifamily housing options.	By 2025	local		
Housing 2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing. 2a. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).	By 2025	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Housing 2b. Enact additional vacant building regulations, such as vacancy fees for bank-owned buildings, to encourage properties to be brought back into the housing market.	By 2028	local		
2f. Promote affordable housing through zoning changes such as an inclusionary zoning ordinance or density bonus.	As needed	local		
3. To encourage and support the efforts of the regional housing coalitions and public-private partnerships in addressing affordable and workforce housing needs. 3a. Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.	Ongoing	state		
3b. Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.	Ongoing	state		
4. Work with proactive partners in the private, non-profit, quasi-governmental and public sectors to pursue housing goals. 4b. Create a Community Land Bank and/or Land Trust to acquire vacant or underused land and promote the development of affordable and workforce housing on behalf of the community.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Housing 5. Ensure production and maintenance of adequate deed-restricted housing. 5a. Adopt a policy to make terms of affordability of new deed-restricted housing as long as possible.	By 2025	local		
Economy 1. To support the type of economic development activity the community desires, reflecting the community’s role in the region. 1e. Engage in efforts to lower and eliminate barriers for workforce growth and development, such as the high costs of housing, childcare, and transportation	Ongoing	local		
1f. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes.	By 2028	local		
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements. 2e. Assess levels of broadband infrastructure available in Bath. Work with citizens and regional and state partners to bring broadband to all corners of Bath.	As needed	local		
6. Placemaking 6a. Create a public art fund to support placemaking, murals, and public events.	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use</p> <p>2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.</p> <p>2e. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes. (also in economy goals)</p>	By 2028			
<p>3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.</p> <p>3a. Create a public art fund to support placemaking, murals, and public events.</p>	By 2028	local		
<p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Economic Development Committee

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Historic 3. Provide more resources for owners of historic buildings. 3c. Continue the façade loan program.	As needed	Local		
Natural Resources 4. To support farming and forestry and encourage their economic viability. 4c. Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.	As needed	state		
6. Promote the importance and quality of Bath’s natural areas. 6b. Work with aligned organizations to support development of natural resource-based tourism.	ongoing	local		
6c. Work regionally to develop branded marketing materials to showcase outdoor amenities, farms and local food and beverage.	ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Population</p> <p>1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.</p> <p>1e. Create incentives to encourage post-secondary education facilities to locate in Bath.</p>	By 2028	local		
<p>1j. Invest in the arts as a way of attracting new residents</p>	Ongoing	local		
<p>Economy</p> <p>1. To support the type of economic development activity the community desires, reflecting the community's role in the region.</p> <p>1b. Create an economic development strategic plan.</p>	By 2028	local		
<p>1c. Review and coordinate with Main Street Bath to update the 1999 downtown master plan.</p>	By 2029	local		
<p>1e. Engage in efforts to lower and eliminate barriers for workforce growth and development, such as the high costs of housing, childcare, and transportation</p>	Ongoing	local		
<p>1f. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes.</p>	By 2028	local		
<p>4. Support local property redevelopment and revitalization.</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 4b. Partner with area charter boat captains for a shared dock at the southern end of the Riverwalk.	Ongoing	local		
5. Encourage tourism that takes advantage of Bath's sense of place. 5a. Pursue the possibility of cruise ships docking at Waterfront Park.	Ongoing	local		
5b. Use the Bath brand consistently across platforms to create a unified City identity.	Ongoing	local		
5c. Make annual investments in tourism marketing efforts (e.g. annual Downeast magazine ad), highlighting the City's waterfront, downtown, and arts, historic, and recreational amenities.	Annually	local		
5d. Collaborate with local arts and cultural institutions to grow Bath's reputation as a place for high quality arts and cultural experiences. Continue to make annual investments in free downtown summer concert series.	Ongoing	local		
5e. Continue to host and/or support Citizen Involvement Day and other events and annual celebrations (e.g., Heritage Days) that celebrate community and neighborhoods. Make sure these are well organized, supported, and publicized.	Annually	local		
5f. Collaborate regionally and with state agencies to connect Bath bicycle and pedestrian trails to other community trails, such as the A2K Trail.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Economy 6. Placemaking 6a. Create a public art fund to support placemaking, murals, and public events.	By 2028	local		
6b. Allow flexible uses of downtown spaces, like pop-ups in parking lots, temporary street closures, sidewalk vendors, and outdoor dining.				
6c. Design and install new wayfinding throughout the City. Develop city-wide “placemaking” plan including wayfinding, creative crosswalks, and other creative placemaking elements.	By 2025	local		
6d. Beautify the existing viaduct and area around Leeman Highway through public art and landscaping.	By 2030	local		
6e. Activate the downtown area under and around the Leeman Highway overpass by allowing its use as a space for events, outdoor markets, seasonal cafes and other public gatherings.				
Transportation 2. To safely and efficiently preserve or improve the transportation system. 2c. Ensure wayfinding signage easily highlights points of interest, parking, and directions and is easily accessible and interfaced for all modes of transportation.	ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Transportation 7. Re-envision the Route 1 Corridor. 7a. Create a Route 1 Corridor Master Plan that incorporates future development, housing options, landscape changes, pedestrian improvements, and streetscapes.	By 2028	local		
Fiscal 1. To finance existing and future facilities and services in a cost effective manner. 1b. Pursue new industrial and commercial development to diversify tax base	Ongoing	local		
Land Use 2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision. 2d. Develop a Waterfront Plan plan that combines climate resilience strategies with connected public access along the Kennebec from the North End Boat Launch to Bath Iron Works. (also in Marine Resource goals)	By 2030	local		
2e. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes. (also in economy goals)	By 2028			

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Municipal Facilities Committee

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Public Facilities 1. To efficiently meet identified public facility and service needs. 1c. Periodically review and update Public Works Facility master plan.	As needed	local		
7. Ensure public safety departments are adequately staffed. 7d. Periodically update Police Department facility Needs Assessment to ensure department requirements are met.	As needed	local		
Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Community Forestry Committee

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Water Resources 2. To protect significant surface water resources from pollution and improve water quality where needed. 2d. Support best practices for integrated pest management to limit pesticide application.</p>	By 2030	local		
<p>5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources. 5b. Provide educational materials at appropriate locations regarding aquatic invasive species.</p>	Ongoing	state		
<p>Natural Resources 1. To conserve critical natural resources in the community.</p>	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources</p> <p>1e. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.</p>	By 2028	local		
<p>1i. Collaborate with KELT on forestry management plans for Bath's forested lands.</p>	By 2030			
<p>2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.</p> <p>2b. Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.</p>	ongoing	state		
<p>5. Support agricultural, forest, and scenic resources appropriate to our urban context.</p> <p>5e. Increase the urban tree canopy by 15% above current canopy coverage to benefit air quality, local climate, CO2 absorption, and aesthetics.</p>	By 2033	local		
<p>5f. Model environmentally-sound landscape management practices, such as planting for pollinators, planting native species, and limiting the use of pesticides and fertilizers. Reflect these management practices in guidelines and ordinances.</p>	ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Population</p> <p>1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.</p> <p>1i. Support open space as a way of attracting new residents</p>	By 2028	local		
<p>Recreation</p> <p>2. To preserve open space for recreational use as appropriate.2c. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.</p>	By 2028	local		
<p>2d. Pursue permanent conservation of large habitat blocks in North and South Bath.</p>	By 2030	local		
<p>Public Facilities</p> <p>8. Maintain Bath's robust street tree program and significant urban canopy.</p> <p>8b. Increase the urban tree canopy by 15% above current canopy coverage to benefit air quality, local climate, CO2 absorption, and aesthetics.</p>	By 2033	local		
<p>8c. Conduct a street tree equity survey of Bath neighborhoods to determine what areas lack trees, and update the 2018 Urban Street Tree Plan, with the goal increasing the urban tree canopy by 15%.</p>				

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use</p> <p>5. To protect critical rural and critical waterfront areas from the impacts of development.</p> <p>5b. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.</p>	By 2028			
<p>5c. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the natural areas plan to inform protection.</p>	By 2028			
<p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Planning Board

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

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Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Historic 1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community. 1a. Regularly review local land use ordinances that require subdivision or non-residential developers to take appropriate measures to protect resources such as known historic archeological sites and areas sensitive to prehistoric archeology, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.</p>	Ongoing	State		
<p>3. Provide more resources for owners of historic buildings.</p>	By 2028	Local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Historic 3a. Develop easily understood and administered Historic District approval standards, which ensure that Bath maintains the authenticity of its historic buildings, structures, and landscape and also encourage contemporary, imaginative, and innovative design.	By 2028	Local		
3b. Develop a Historic District Guidance Document that provides examples of approvable facades and architectural types	By 2028	Local		
3d. Enact a delay on the demolition of historic resources.	As needed	Local		
Water Resources 2. To protect significant surface water resources from pollution and improve water quality where needed. 2a. Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program	By 2028	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Water Resources 2c. Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.	Ongoing	state		
4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities. 4a. Minimize impacts to the city's waterways by reducing combined sewer overflows and implementing stormwater best management practices. Update zoning code or create technical guidelines to incorporate BMP's.	By 2028	local		
4b. Coordinate water and sewer infrastructure improvements with anticipated new growth areas. Monitor and adjust impact fees to accommodate and mitigate new development.	Ongoing	local		
6. Protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas.		Ongoing		
Natural Resources 1. To conserve critical natural resources in the community.	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Natural Resources 1b. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	As needed	state		
1c. Regularly review local land use ordinances that require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Ongoing	state		
1d. Regularly review local land use ordinances that require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.	ongoing	state		
1f. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the opens space or natural areas plan to inform protection.	By 2030	local		
3. To safeguard lands identified as prime farmland or capable of supporting commercial forestry.	As needed	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources 3c. Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.</p>	As needed	state		
<p>3d. Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.</p>	As needed	state		
<p>4. To support farming and forestry and encourage their economic viability. 4b. Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.</p>	ongoing	state		
<p>Population 1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds. 1k. Assess restrictions on daycares in residential zones and mixed-use zones to reduce unnecessary barriers.</p>	By 2025	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Housing</p> <p>1. To encourage and promote adequate workforce housing to support the community's and region's economic development - anyone who works in Bath should have an affordable option to live in Bath.</p> <p>1a. Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.</p>	By 2028	state		
<p>1b. Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.</p>	By 2025	state		
<p>1c. Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.</p>	Ongoing	state		
<p>1f. Support diversification of allowed housing types.</p>	By 2028			
<p>Economy</p> <p>1. To support the type of economic development activity the community desires, reflecting the community's role in the region.</p> <p>1a. Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.</p>	By 2028	state		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Transportation</p> <p>3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.</p> <p>3a. Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.</p>	As needed	state		
<p>Land Use</p> <p>2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.</p> <p>2b. Review and update existing land use code, including zoning updates that support the Future Land Use Plan.</p>	Ongoing	local		
<p>2c. Amend ordinances to allow rural-compatible uses like solar farms, farmer’s markets, farmstands restaurants and entertainment venues, agritourism, and home occupations in designated rural areas.</p>	By 2028			
<p>2f. Incorporate design standards for new development to require traditional materials, compatibility with Bath's historic landscape, and human-scale/pedestrian-friendly design.</p>				

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use</p> <p>6. Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to implement the plan.</p> <p>6b. Clearly define the desired scale, intensity, and location of future development through future zoning updates</p>	By 2028	state		
6f. Implement ordinance changes to incentivize public waterfront access through easements or privately-owned public spaces.	By 2030			
6g. Enact zoning changes to allow mixed-use, high-density development around a revitalized Route 1 Corridor.				
6h. Enact zoning changes to encourage mixed-use development and neighborhood amenities in residential areas of Bath's central core.				
6i. Along the waterfront, zoning updates should allow for working waterfront uses as well as waterfront recreation.				
<p>7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.</p> <p>7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Recreation Commission

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Natural Resources 1. To conserve critical natural resources in the community. 1e. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.</p>	By 2028	local		
<p>6. Promote the importance and quality of Bath’s natural areas. 6a. Work with organizations to offer four-season, nature-based activities and programming for people of all ages and abilities.</p>	ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Population 1. Support incremental population growth by drawing new people to Bath and supporting existing residents, with a diverse mix of ages, income levels, race, and backgrounds.	By 2028	local		
1i. Support open space as a way of attracting new residents	By 2028	local		
Recreation 1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs. 1a. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	By 2025	state		
2c. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028	local		
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.	By 2033	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Recreation 3a. Create a safe water access point for fishing and paddlecraft on Whiskeag Creek.	By 2033	local		
3b. Pursue increased points of recreational access to the Kennebec River and Merrymeeting Bay.	Ongoing	local		
Transportation 4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists). 4e. Continue to work with KELT and other hikers, bike riders, community health advocates, historic preservationists, and motorized trail users as appropriate, to develop, maintain, and promote a local and regional trail system.	By 2030	local		
Land Use 5. To protect critical rural and critical waterfront areas from the impacts of development. 5b. Develop a comprehensive Open Space Plan for the City that identifies locally valued natural areas, assesses long-term needs for recreation and open space, and prioritizes land to conserve, access needs, and viewsheds.	By 2028			

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
5c. Update the zoning code to require developers building projects of a certain scale within the rural districts to protect high quality open space. Use the natural areas plan to inform protection.	By 2028			
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Transportation Committee

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Economy 1. To support the type of economic development activity the community desires, reflecting the community’s role in the region. 1f. Create a Route 1 Corridor Master Plan that incorporates future development, landscape changes, pedestrian improvements, and streetscapes.</p>	By 2028	local		
<p>4. Support local property redevelopment and revitalization. 4d. Work with property owners to address parking challenges.</p>	Ongoing	local		
<p>5. Encourage tourism that takes advantage of Bath's sense of place. 5f. Collaborate regionally and with state agencies to connect Bath bicycle and pedestrian trails to other community trails, such as the A2K Trail.</p>	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Recreation 4. Maintain and upgrade Bath's sidewalks, bicycle infrastructure, and trails to support recreational users. 4a. Continue to improve sidewalk and cycling infrastructure along City streets.</p>	Ongoing	local		
<p>Transportation 1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems. 1c. Support regional public transit services that provide transport for Bath's labor force.</p>	ongoing	local		
<p>2. To safely and efficiently preserve or improve the transportation system. 2d. Use traffic-calming measures, where needed, to ensure that vehicular speed is reduced.</p>	ongoing	local		
<p>3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled. 3c. To improve health and safety, develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.</p>	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Transportation</p> <p>4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).</p> <p>4a. Develop and implement a plan for improved winter maintenance of sidewalks to schools, the downtown, and other activity centers for pedestrians of all ages.</p>				
<p>6. Enhance public transit in Bath.</p> <p>6a. Review Bath’s bus service to frequency, on-time reliability, geographic scope of transit service, bus stops, accessibility, payment options, and ease of use to identify needs.</p>	By 2028	local		
<p>6b. Plan for multi-modal public transit connections through bike storage, timetable coordination, or other measures that facilitate ease of transitions between modes of travel.</p>	Ongoing	local		
<p>7. Re-envision the Route 1 Corridor.</p> <p>7a. Create a Route 1 Corridor Master Plan that incorporates future development, housing options, landscape changes, pedestrian improvements, and streetscapes.</p>	By 2028	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
8. Develop long-term, comprehensive strategies for parking 8a. Consider the addition of parking meters or other incentives to encourage more rapid turnover of parking spaces downtown.	as needed	local		
8c. Improve the appearance of City-wide parking lots and encouraging the beautification of private and public parking lots with maintenance and landscaping standards.	By 2030	local		
8d. When deemed necessary, develop new parking locations with appropriate time limits. Consider expansion of residential permit parking program to new areas in the South End including the Richardson Street and Western Avenue Corridor and in Downtown.	as needed	local		
8e. Evaluate the effectiveness of the winter parking ban. Determine if a change to the winter parking policy is appropriate.	as needed	local		
9. Implement the City's Complete Streets policy. 9c. Make strategic investments in streets and street design to implement the existing Complete Streets policy to provide mobility, safety, and accessibility to all users.	Ongoing	local		
Land Use 3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Ongoing	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Land Use 3b. Incorporate complete streets implementation into the City's Capital Improvement Plan.	Ongoing	local		
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7. 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.	Annually	local		

Comprehensive Plan Implementation Annual Reporting Form and Work-planning Worksheet

The purpose of this is to assess the status of the comprehensive plan implementation and consider the resource needs required to advance the plan implementation over the coming year.

Reporting Period (prior year):

Work Planning Period (year ahead):

Responsible Party: Water District Board

Instructions: The “Status/Update” and “Plan for Year Ahead” column fields of this form are to be filled-in annually with the most recent information and submitted to the City Manager’s Office for compilation by January 15th.

*Note about state goals – they may not be applicable to the community at this time but should be periodically reviewed to ensure they are being met as needed.

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
Water Resources 5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources. 5c. Collaborate with local nonprofits, research organizations, private property owners, and surrounding communities to achieve cleaner waters.	Ongoing	local		
Public Facilities 4. Plan for necessary public infrastructure improvements. 4b. Study the possibility public water system upgrades, including new piping, looping the system, and a second main through Woolwich.	By 2028	local		
Land Use 7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Annually	local		

Policy and Strategy	Timeframe	State or Local	Status/Update	Plan for Year Ahead & What Resources Are Needed
<p>Land Use 7a. Follow the Implementation Plan to fill out annual report forms and work plans at the close of each fiscal year to report progress on goals to City Council.</p>				

City of Bath: 2019 Climate Action Plan



2018 Greenhouse Gas Emissions and Energy Use Inventory and Recommended Climate Action Plan

Report Researched and Prepared by:

Emma Kyzivat, Bowdoin College student and City of Bath Climate Action Plan Intern

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I. Climate Change Background

Climate change has become a global crisis affecting communities around the world. Individuals, businesses, and government agencies are becoming more aware of the consequences of our decisions and are setting stricter goals for our future. Throughout history, the Earth's climate has always been experiencing periods of high and low atmospheric carbon dioxide levels. However, prior to human civilization, most of the earth's climate variations have been due to slight orbital variations altering the amount of solar energy received by the Earth, or by natural disasters such as volcanic eruptions. The Intergovernmental Panel on Climate Change (IPCC), an intergovernmental body of the United Nations committed to providing an objective, scientific view on climate change stated in their most recent report:

“Anthropogenic greenhouse gas emissions have increased since the pre-industrial era, driven largely by economic and population growth, and are now higher than ever. This has led to atmospheric concentrations of carbon dioxide, methane and nitrous oxide that are unprecedented in at least the last 800,000 years. Their effects, together with those of other anthropogenic drivers, have been detected throughout the climate system and are extremely likely to have been the dominant cause of the observed warming since the mid-20th century.”¹

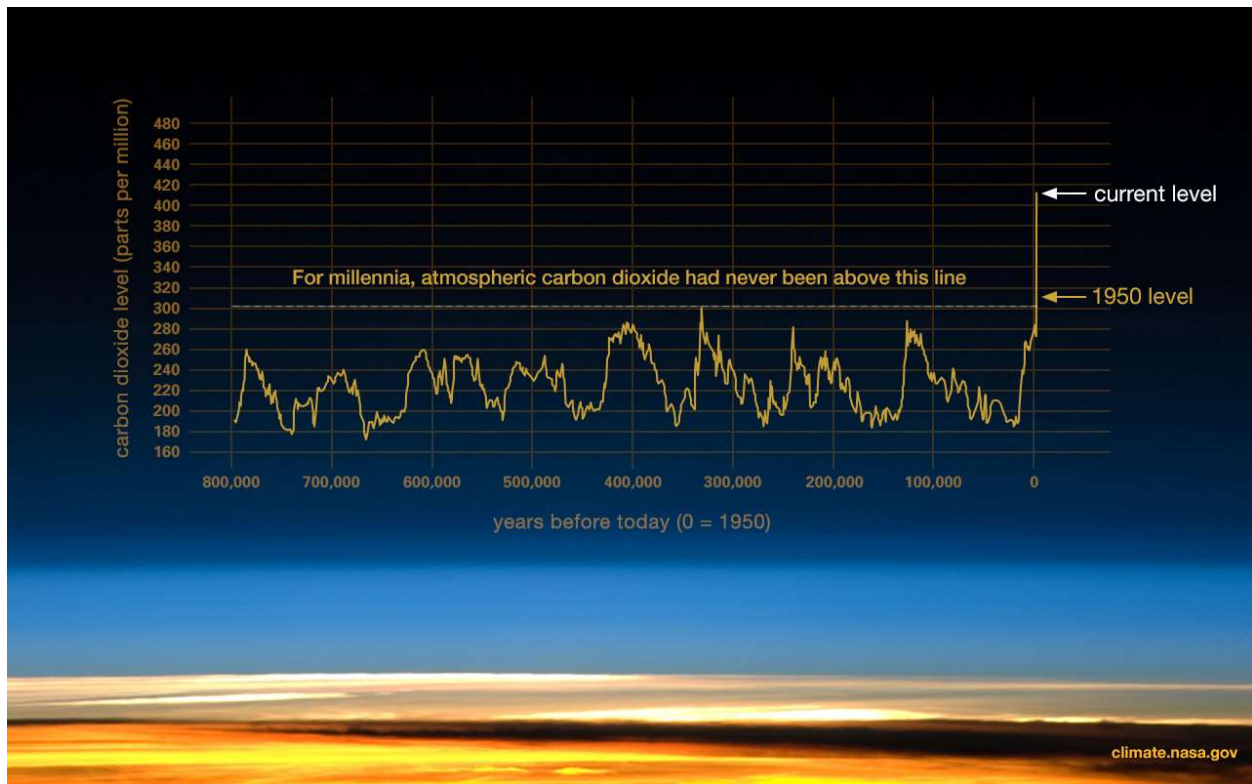


Figure 1. Data from the past 800,000 years on atmospheric carbon dioxide concentrations in parts per million (ppm) based on ice core data. The high and low dips in CO₂ values show the cycle of ice ages (low CO₂ levels) and warmer interglacial periods (higher levels of CO₂). The highest previous CO₂ concentration was around 300ppm, 350,000 years ago. In 2017, the average level was 405ppm. This graph shows that CO₂ levels have been on the rise ever since the industrial revolution. Climate.nasa.gov, (Credit: Luthi, D., et al. 2008; Etheridge, D.M., et al. 2010; Vostok ice core data/J.R. Petit et al.; NOAA Mauna Loa CO₂ record.)^{2,3}

Scientists are attributing the severe effects of global warming to human activities that increase the amount of greenhouse gases found in the atmosphere. The greenhouse gas effect is the process that occurs when the combustion of fossil fuels like coal, oil, and gas release high amounts of carbon dioxide and other greenhouse gases into the atmosphere, and these gases trap heat coming from the sun causing the earth to heat up. The main greenhouse gases are as follows: carbon dioxide, methane, nitrous oxide, water vapor, ozone, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride. For the purposes of this report, only carbon dioxide, methane, and nitrous oxide were accounted for. The following definitions are based off information from NASA and the EPA.^{4,5}

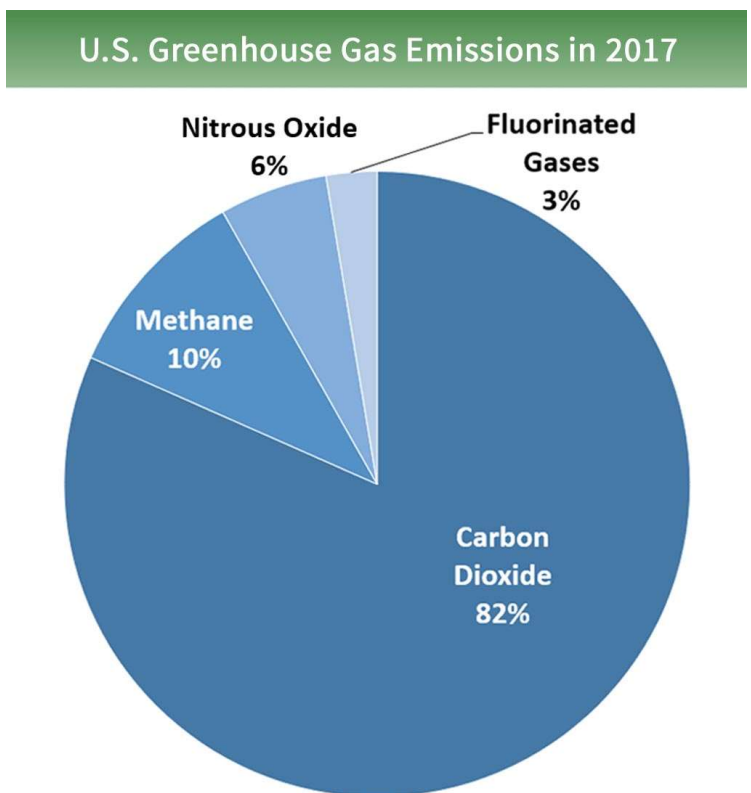
Carbon Dioxide (CO₂): Carbon dioxide enters the atmosphere through the burning of fossil fuels such as coal, oil, and natural gas, and through other human activities such as deforestation and land use changes. Atmospheric carbon dioxide can be absorbed by plants and trees as part of the carbon cycle, therefore removing it from its hazardous role in the atmosphere. For reference, about 200 pounds of CO₂ are produced per 1 MMBtu of coal, 160 pounds of CO₂ are produced per 1 MMBtu of distillate fuel oil, and 117 pounds of CO₂ are produced per 1 MMBtu of natural gas.⁶

Methane (CH₄): Methane is mostly emitted during the generation and transportation of coal, oil, and natural gas. Other causes of methane emissions include livestock and agricultural practices, as well as the breakdown of organic waste in landfills. Methane is a much more potent greenhouse gas than carbon dioxide, but it is much less abundant in the atmosphere. Releasing 1kg of CH₄ into the atmosphere is equivalent to 25kg of CO₂.⁷

Nitrous Oxide (N₂O): Nitrous Oxide is mostly released through agricultural practices, as well as through fuel combustion, industrial practices, and wastewater management. Releasing 1kg of N₂O into the atmosphere is equivalent to 298kg of CO₂.⁸

All greenhouse gas emissions in this report are compared in terms of carbon dioxide equivalents (CO₂e). Since all fuels release different combinations of greenhouse gases, carbon dioxide equivalents are a way to standardize units when portraying the global warming affect of a specific activity. The burning of a certain fossil fuel may release carbon dioxide, methane, and nitrous oxide, and combining those into one standard unit makes it easier to understand and compare.

Figure 2. Chart comparing relative abundance of greenhouse gases in the atmosphere as a result of emissions in the U.S. Total emissions in 2017 were 6,457 Million Metric Tons of CO₂e. Data from the EPA's "Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2017."⁹

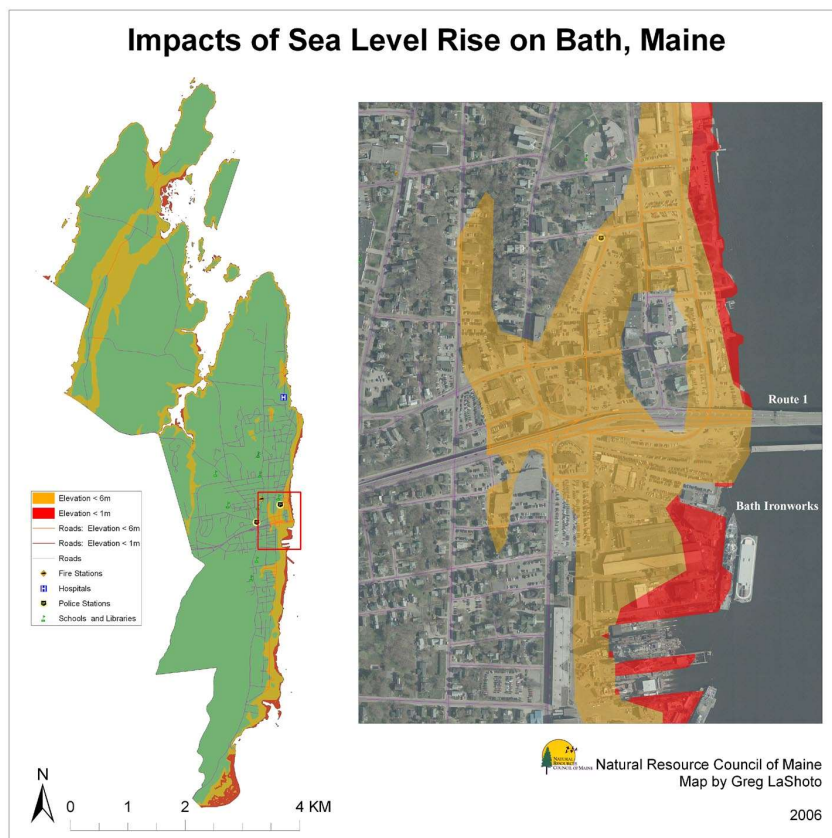


U.S. Environmental Protection Agency (2019). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2017

1.) Climate Change - Affects on Maine

Climate change has been, and will continue to be, a severe threat to the coastal and mountainous regions of Maine. As a state that prides itself on its natural beauty and depends on its natural resources and wildlife to sustain its economy and provide jobs, Maine must continue implementing climate adaptation and mitigation strategies. The following list discusses a fraction of the changes Maine is experiencing as a result of climate change.^{10,11}

- Rising sea level erodes beaches and wetlands, and increases the severity of coastal damage from storms. Tidal wetlands are extremely vulnerable to climate changes because of their low elevations, and shoreline development prevents them from migrating towards areas of higher elevation. These wetlands provide habitats for species such as the osprey, heron, and many fish. Losing these coastal wetlands means harming ecosystems and local food chains.
- Many Maine ecosystems are experiencing new disruptions because of climate threats. Rising temperatures are causing deer populations to increase, simultaneously causing a decline in forest underbrush which provides a place of safety for many animals. Warmer temperatures are also allowing invasive species to expand their range and destroy habitats.
- As ocean acidity rises, lobsters and shellfish lose their ability to properly build shells. Many fish species are also migrating northward to maintain a normal temperature range greatly affecting the seafood market in Maine.
- Warmer weather is increasing the occurrence of insect born disease and respiratory health problems. As the weather stays warmer for longer periods of time, tick season also becomes extended. Higher temperatures also amplify ground-level ozone contributing to respiratory problems like asthma.



- Warmer weather affects the quintessential snowy Maine winter and the local economies that depend on it.
- 90% of Maine is covered in forests and forestry provides over 19,000 jobs for Mainers. Suitable climate conditions for these forests are expected to decline greatly impacting the industries that rely on these forests.

Figure 3. Bath is listed as one of the top 20 Maine towns affected by sea-level rise by the Natural Resources Council of Maine. The impact on Bath is shown on the map below. Red shows elevation <1m, yellow shows elevation <6m. Map found on bangordailynews.com and was created by Greg LaShoto¹².

II. Executive Summary

This study was created for the City of Bath through collaboration with Bowdoin College's Environmental Studies Fellowship Program. The study used a software called ClearPath, which is provided by *ICLEI: Local Governments for Sustainability*, and is designed for greenhouse gas emissions inventory on the local level. The software used a baseline year of 2018 for calculating all emissions and energy use within the government and community as a whole. Energy use and emissions were determined by entering data such as annual fuel use and type, building square footage, annual vehicle miles traveled within Bath, etc. Data was obtained through talking to City departments and employees, state agencies such as the Maine Department of Transportation and Maine Department of Environmental Protection, local companies such as Central Maine Power, City of Bath budgets from the Finance Department, and average household energy use determined by U.S. Census data from the 2018 Population Estimate. The software computes this data into total energy use and emissions, and provides preliminary graphs and charts. With this data, the City can determine which areas create the most emissions and use the most energy, and where the City should focus its energy for the next ten years.

The original City of Bath Climate Action Plan was created as an alternative to the signing of the U.S. Mayor's Agreement for Climate Protection in hope that the goals and reduction strategies would be more feasible and achievable for the City of Bath. This updated report is based off the same theory.

All recommendations made in this report are general measures the government and community can take. With the data and methods outlined in this report, the City will be able to maximize energy efficiency while minimizing emissions.

III. Research Summary

Data for the greenhouse gas emissions inventory were gathered from several different sources at community, municipal, and statewide levels for the baseline year 2018. The data collected were then entered into the ClearPath inventorying software provided by *ICLEI: Local Governments for Sustainability*. This software calculates the total energy consumption in MMBtu (Million British Thermal Units) and the greenhouse gas emissions in metric tonnes of carbon dioxide equivalents (CO₂e). Energy use information is plugged into the software, which then uses the global warming potential of each greenhouse gas to calculate the average amount of CO₂e produced by the mixture of greenhouse gases in each type of energy use. The software calculates emissions in tonnes of carbon dioxide equivalents since CO₂ is the most common greenhouse gas, although it is not the most potent.

The analysis portion of the inventory is divided into the Community Track and the Government Track. The Community section accounts for the total emissions from the entire city while the Government sections only accounts for emissions from municipally managed sources. It is important to note that government emissions are included in the community section, but analyzing government emissions separately gives the municipality more leadership and responsibility in reducing the City's emissions. The year 2018 was used since it was the most recent year from which the most complete and reliable data was available. In some cases Fiscal Year (FY) 17-18 was used, and in a few special instances earlier years were used because there was no complete data for 2018.

1.) Community Analysis:

The ClearPath software breaks the community track into six main sections: Residential Energy, Commercial Energy, Industrial Energy, Transportation and Mobile Sources, Solid Waste, and Waste and Wastewater. Other sections such as Agriculture, Process and Fugitive Emissions, Upstream Impacts of Activities, and Consumption Based were also available but not used for the purpose of this inventory.

Data collected for the **Residential** sector included Bath's total electricity usage in kilowatt hours (kWh), as provided by Central Maine Power (CMP); heating fuel use in gallons calculated by using data on the types of household heating fuel used in Bath, as provided by the U.S. Census; and statewide average consumption per household for Maine, as provided by the Energy Information Administration (EIA). Liquid Propane (LP) gas and fuel oil/kerosene were the two most popular residential house heating fuels in 2017 (2018 data was not yet available). "All other fuels" was the third highest, and was assumed to encompass wood, wood chips, and pellets. Since the EIA data was based on consumption estimates for the state of Maine, U.S. Census data on the entire state of Maine was used to calculate the average fuel consumption per household. This number was then multiplied by the number of households in Bath that used each type of heating fuel.

Total Residential Sector Energy Consumption: 463,354 MMBtu

Total CO₂ Equivalents: 28,174 MT

Data collected for the *Commercial* sector included the total electricity use provided by CMP and estimated heating fuel use calculated using state averages, also provided by the EIA. Information regarding all commercial buildings in Bath was obtained through the Assessor’s Office. Commercial buildings were then split up by fuel type and building usage. Based on these two factors, the annual fuel usage for these buildings was calculated using the specific fuel’s average energy intensity factor per square foot in the New England region (provided by the EIA).

Total Commercial Sector Energy Consumption: 234,486 MMBtu

Total CO₂ Equivalents: 12,442 MT

Data collected for the *Industrial* sector included total electricity provided by CMP and heating fuel use calculated using the average energy intensity per square foot provided by the EIA. Bath Iron Works (BIW) accounts for the majority of industrial emissions and their emissions were reported directly from the Maine Department of Environmental Protection (MDEP). Since emissions were reported directly, BIW’s energy use from fuel consumption was not included. The total industrial sector energy consumption seen below is a result of overall industrial electricity usage and fuel consumption in industrial properties excluding BIW. The total industrial electricity usage provided by CMP included BIW and the other few industrial properties in Bath (Gagne Foods, Custom Composite Technologies, Kennebec Company). The exact electricity attributable to BIW was not available. However, BIW’s fuel usage emissions accounted for 99% of the industrial fuel use emissions.

Total Industrial Sector Energy Consumption: 338,581 MMBtu

Total CO₂ Equivalents: 30,965 MT

Data collected for the *Transportation* sector included the total vehicle-miles traveled – or “VMT” - inside the city based on traffic survey estimates provided by the Maine Department of Transportation (MDOT). This includes travel by vehicles passing through the city, but does not include travel by Bath residents outside of the city. Denise Cormier at the MDEP was able to compile a list of registered vehicles in Bath for the year 2018, and Ed Beckwith at the MDOT was able to provide the annual vehicle miles traveled within Bath during 2018. Based on this data, total VMT for each vehicle type in Bath was able to be calculated.

Total Transportation Sector Energy Consumption: 259,455 MMBtu

Total CO₂ Equivalents: 17,749 MT

Data collected for the *Solid Waste* sector included the total amount of waste (in tons) coming from Bath and contained in the Bath Landfill, as well as the total amount of compost collected by Garbage to Garden. Emissions associated with the landfill were found by using a few different calculators provided by ICLEI. One calculator helped compute downstream landfill emissions from landfill destined waste generated by the community. This calculator estimates all future methane emissions from the tons of waste sent to the landfill in 2018. Another calculator estimated the emissions that resulted from the flaring of landfill gas. A final calculator computed emissions associated with the use of landfill equipment.

Total Solid Waste Energy Consumption: 2,983 MMBtu

Total CO₂ Equivalents: 3,181 MT

Data collected for the *Water and Wastewater* sector included the heating and electricity usage at the treatment plant and its pump stations. Energy use from the Bath Water District was included in the community track since its operations are not controlled by the City. Bath Water District provided an estimate of how much of their electricity and water was being used in only Bath since they serve a much larger community. The calculators provided by ICLEI calculated emissions associated with the supply of potable water, private septic systems, N₂O emissions from the effluent, and overall emissions from the use of WWTP equipment.

Total *Water and Wastewater* Energy Consumption: 7319 MMBtu

Total CO₂ Equivalents: 379 MT

2.) Government Analysis:

The ClearPath software breaks the government track into seven main sections: Buildings and Facilities, Street Lights and Traffic Signals, Vehicle Fleet, Transit Fleet, Employee Commute, Solid Waste Facilities, and Water and Wastewater Treatment Facilities. Other sections such as Electric Power Production and Process and Fugitive Emissions were also available but not used for the purpose of this inventory.

Data collected for the *Buildings and Facilities* sector included total electricity and fuel usage for buildings owned and operated by the City of Bath. Total municipal electricity usage was provided by CMP, and fuel types and usage were provided by the Office of Finance.

Total Buildings and Facilities Energy Consumption: 14,691 MMBtu

Total CO₂ Equivalents: 814 MT

Data collected for the *Vehicle Fleet* sector included the total gallons of gasoline and diesel fuel used by City-owned vehicles. This information was provided by the Public Works Department, who maintains the municipal fuel storage. Average VMT for each vehicle was calculated by multiplying each vehicle's annual fuel usage by the vehicle's average MPG.

Total Vehicle Fleet Energy Consumption: 7,645 MMBtu

Total CO₂ Equivalents: 639 MT

Data collected for the *Transit Fleet* sector included the total gallons of gasoline and diesel fuel used by the two City buses and trolley. This information was provided by the Public Works Department and Maintenance Department. Emissions from the *Transit Fleet* are included in the *Vehicle Fleet* category on all future graphs and charts.

Total Transit Fleet Energy Consumption: 852 MMBtu

Total CO₂ Equivalents: 60 MT

Data collected for the *Employee Commute* sector included the total annual vehicle-miles traveled to and from work by City employees in each department. Type of car was not accounted for.

Total Employee Commute Energy Consumption: 2,043 MMBtu

Total CO₂ Equivalents: 145 MT

Data collected for the *Streetlights* sector included the total energy use for the 645 CMP- owned City streetlights. Number of streetlights and total electricity usage was provided by CMP.

Total Streetlight Energy Consumption: 1,252 MMBtu

Total CO₂ Equivalents: 145 MT

Data for the *Solid Waste* sector included the total tons of waste produced in Bath and entering the Bath Landfill. Because the landfill is owned and operated by the City, methane emissions from decaying waste were calculated in the government track. Data regarding the Bath Landfill was provided by the Public Works Department. The calculators provided under the solid waste section in the government and community tracks are slightly different. As a result, there is a discrepancy between the way in which solid waste emissions are calculated and the final emissions.

Total Waste Energy Consumption: 5,814 MMBtu

Total CO₂ Equivalents: 3,062 MT

Data for the *Water and Wastewater* sector included the electricity and heating fuel used at the treatment facility and pump stations within Bath, as well as nitrogen emissions from naturally occurring nitrification/denitrification and effluent discharge to the river. Energy use from the Bath Water District is not included in the government inventory since their operations are not controlled by the City.

Total Water and Wastewater Energy Consumption: 4,936 MMBtu

Total CO₂ Equivalents: 376 MT

IV. Data Results and Analysis

This section outlines the results of the inventory in more specific detail. It is important to note that the data presented in this report are estimates and that the precision of these estimates is limited by the following:

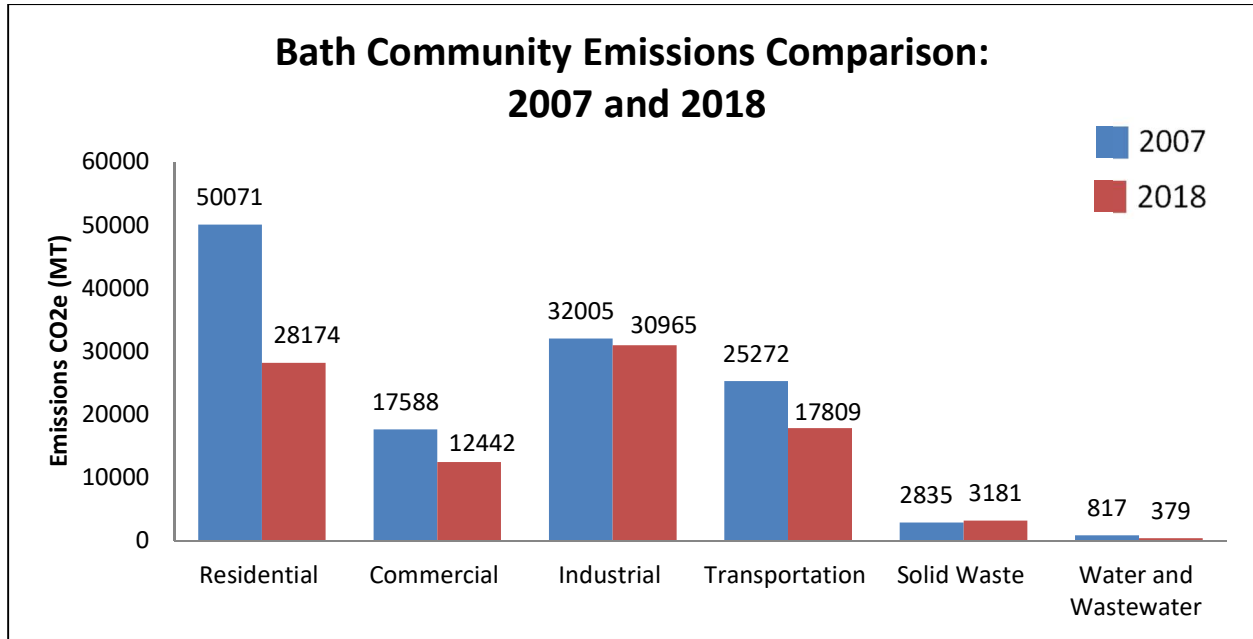
1. In some cases, important data were not attainable for a variety of reasons. Some organizations were not able to disclose energy use information because of strict protocol or the limited time available to obtain necessary data.
2. Not all greenhouse gases were accounted for in this inventory. Carbon dioxide, methane, and nitrous oxide are the most abundant and easiest to collect data on because of their direct relationship with human activities. Emissions from perfluorocarbons (PFCs) and hydrofluorocarbons (HFCs) are difficult to calculate because the use of chemicals that release them are not well recorded.
3. The data collected varies between being regional/state averages and specific to Bath. Data specific to Bath were used whenever possible and state averages and estimations were used to fill in the blanks. For example, the electricity usage was obtained through information from Central Maine Power and invoices from the Finance Department that were all specific to Bath. On the other hand, heating fuel consumption for the community track was estimated using the average fuel use per square foot of buildings in the Northeast.
4. The time periods for which the data were collected varied based on the availability of information. Most data were compiled from the 2018 calendar year or 2017-18 fiscal year. Data from the census were based on their 2018 population estimate as of July 1, 2018. Occasional data were used from earlier years only if that was the most recent option.
5. Human error must always be taken into account. Gathering data on the collection end is extremely difficult, and transferring that information to another party to analyze and report may very well include some sort of human error or miscalculation.
6. This inventory and report is an update to the *City of Bath Energy Inventory and Climate Action Plan* created in 2008. Although the main reason for conducting this inventory ten years later was for the purpose of comparing 2007 to 2018 emissions levels, it is important to note the factors that complicate the comparison:
 - a. *ICLEI – Local Governments for Sustainability* provided the software for both inventories, but over the ten years there have been many updates as to how information is recorded and presented.
 - b. Precise steps and methods were not always included in the 2008 report making it difficult to standardize collection techniques over the ten years.
 - c. Graphs and charts created by the software are not the same and do not present information in the same way between the two years.

Despite the many deficiencies and difficulties, the data presented in this report represents the most recent, available, and complete data to the best knowledge of all parties involved.

1.) Community Emissions and Energy Use

The Community Track accounts for the emissions and energy use for the entire City of Bath. This includes all emissions from the government, heating and electricity use in residential, commercial, and industrial buildings, fuel use from transportation within the community, and emissions associated with the landfill and water and wastewater treatment facilities.

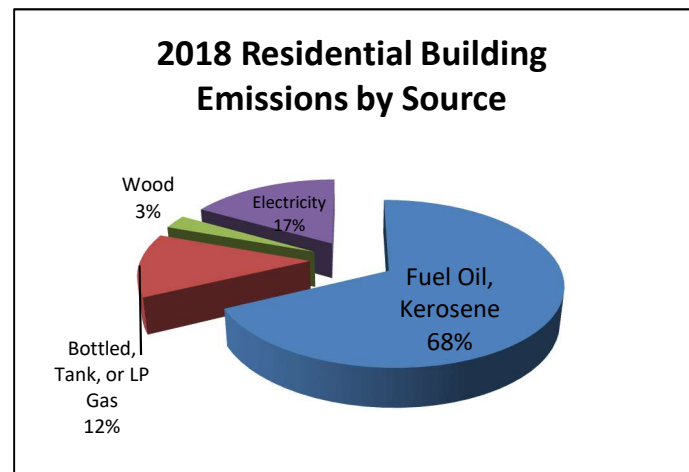
In 2018, Bath emitted **92,950 MT of CO₂e**, and consumed **1,306,178 MMBtu** of energy. The Community Track analysis provides a good estimate of the total emissions released by the City of Bath, however it is less precise than the analysis of the government track because the community inventory relies more on regional and state averages, and therefore may be less accurate. Overall, the entire Bath community saw a 27% reduction from 2007 emission values. (In 2007, Bath emitted 127,772 metric tonnes of CO₂e and consumed 1,284,423 MMBtu of energy.)



Residential

In 2018, Bath residents emitted approximately 28,174 MT of CO₂e, accounting for 31% of the total emissions from the City. The residential sector also consumed 463,354 MMBtu of energy, accounting for 36% of overall City consumption. The residential sector was the second largest contributor to Bath’s overall community emissions falling right behind the industrial sector.

The U.S. Census estimates Bath’s 2018 population to be 8,329 (as of July 1, 2018), which is a 185-person decrease from the 8,514 estimate in the 2010 census. The 2013-2017 American Community Survey 5-Year Estimates provided data on the number of Bath residential buildings using which type of heating fuel in 2017. The residential heating fuels were: utility gas; bottled, tank or LP gas; electricity; fuel oil, kerosene, etc; all other fuels; and no fuels used. The top three heating fuels were fuel oil/kerosene (68% of residential building emissions), LP gas (12%), and all other fuels which were assumed to be wood, wood chips, and pellets (3%). Electricity use emitted 4,771 MT of CO₂e and consumed 106,515 MMBtu of energy. There are some residential homes in Bath that have their own solar panels and are contributing to the offset of carbon emissions, however that information was not able to be obtained and recorded in this report.

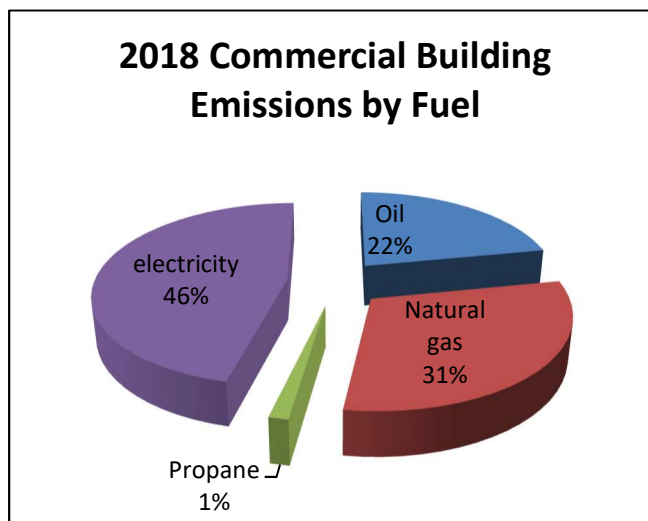


Commercial

According to the U.S. Census' 2012 Survey of Business Owners, there are 1,147 companies within the City of Bath. Commercial businesses accounted for 12,442 MT of CO₂e, 13% of the City's total. The commercial sector consumed 234,486 MMBtu of energy, 18% of total City consumption. The municipal government's building emissions are contained in the commercial sector and account for 8% of the total commercial building emissions.

Industrial

The emissions from the industrial sector amounted to 30,695 MT of CO₂e, accounting for 34% of all community emissions. Industries (excluding BIW) consumed 338,581 MMBtu of energy, 27% of City energy use. Bath Iron Works is the largest industrial emitter in the Bath, accounting for 99% of emissions from fuel use within the industrial sector. Because BIW's emissions were received directly from the MDEP in terms of MT of CO₂, methane, and nitrous oxide, BIW's energy usage was not able to be calculated since



there was no data on fuel type and fuel usage. The industrial electricity usage provided by CMP includes BIW and all other industrial properties (Gagne Foods, Custom Composite Technologies, Kennebec Company) making it difficult to separate just BIW's electricity usage.

Transportation

Transportation within the City produced 17,749 MT of CO₂e, accounting for 19% of the total community emissions. The transportation sector also consumed 259,455 MMBtu of energy, 20% of total City energy consumption. Gasoline fueled cars accounted for 96% of these emissions, diesel 3%, and hybrid 1%. These calculations account for transportation within the City boundaries and do not include travel outside of the City of Bath.

Water and Wastewater Treatment

Operating the Water Pollution Control Facility and pumping stations resulted in 379 MT of CO₂e, accounting for less than 1% of the overall City emissions. The plant consumed 7,319 MMBtu of energy, accounting for 1% of government energy use. Emissions associated with the Bath Water District were included in the community sector. Because the Bath Water District serves surrounding towns in addition to Bath, and the water treatment plant is not in Bath itself, emissions were difficult to calculate. However, it is important to still include these emissions since Bath is using a portion of the water that is treated at the facility. The Bath Water District was able to provide an estimate of the amount of electricity used for the City of Bath, as well as the volume of water that is sent to Bath. Emissions from supplying potable water accounted for 109 MT of CO₂e. Emissions from private septic systems were also included in this section, but were very minimal in comparison to all other emissions.

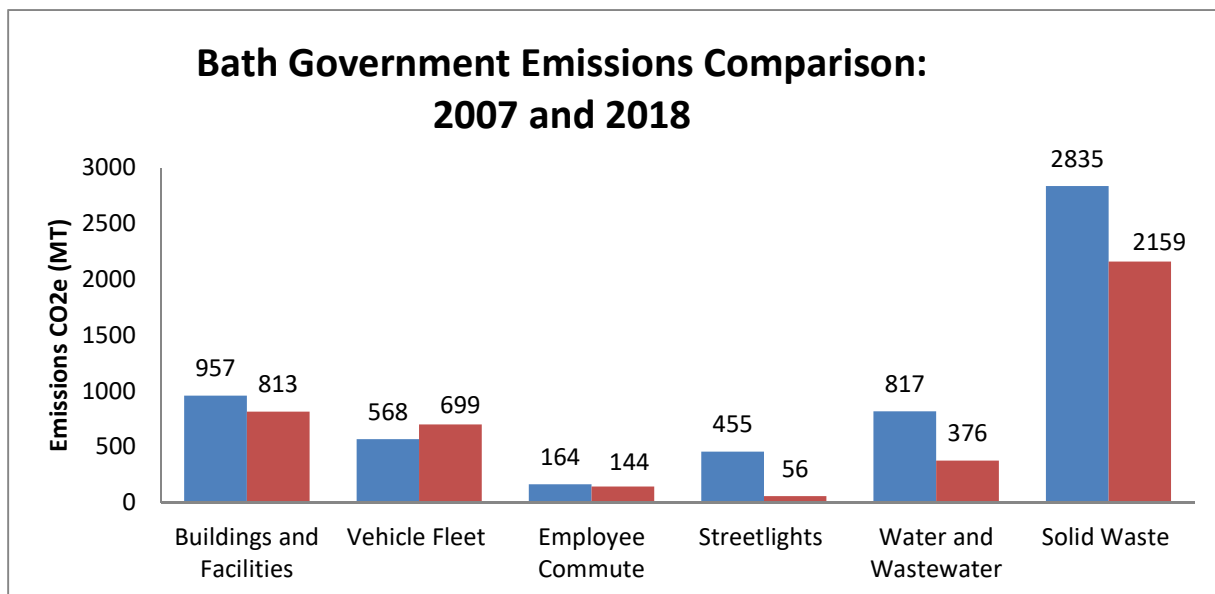
Solid Waste

Emissions from solid waste within the community sector accounted for 3,181 MT of CO₂e, 3% of the total community emissions. The calculators provided under the solid waste section in the government and community tracks are slightly different. As a result, there is a bit of discrepancy between the way in which solid waste emissions are calculated and the final emissions. Methane from decaying solid waste is the biggest emitter of greenhouse gases at the landfill. The landfill currently flares its gas, reducing emissions significantly. The City has looked into harnessing the landfill’s gas to create renewable energy, but this project was not economically feasible for the city at the time.

2.) Government Emissions and Energy Use

The Governmental Analysis accounts for the emissions and energy use from all operations of the municipal government. This includes electricity and heating fuel use in all municipal buildings, gasoline and diesel fuel use by the City’s vehicle fleet, fuel use from City employee commuting, electricity for streetlights, electricity for water and waste management, and process emissions and methane emissions from the Bath Landfill. The municipal buildings included in this inventory are: City Hall, Public Works Department, Fire Department, Cemetery (office and garage), Police Department, Landfill, Water Pollution Control Facility, Recreation Department, Train Station, 2 Town Landing, Armory, and Lambert Park Community Center.

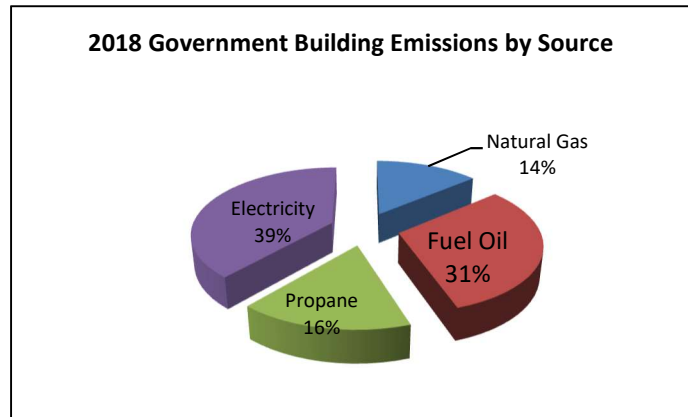
In 2018, the City of Bath government was responsible for emitting **4,251 MT of CO₂e**, 4.6% of the total Bath community emissions. The City government also consumed **38,470 MMBtu of energy**, 3% of the total Bath Community energy consumption. Overall, the City of Bath government saw a 27% reduction from 2007 emissions values (excluding Bath School data in 2007). With the Bath School emissions included in the 2007 data, the City of Bath government saw a 49% reduction from 2007 emissions values. In 2007, the Bath government emitted 5,796 metric tonnes of CO₂e excluding Bath Schools, and 8,408 metric tonnes of CO₂e including Bath Schools. The City also consumed 63,573 MMBtu of energy.



Note: Bath School emissions were subtracted from 2007 values for comparison purposes because the Bath Schools are now a part of RSU1 and included in the community track only.

Buildings and Facilities

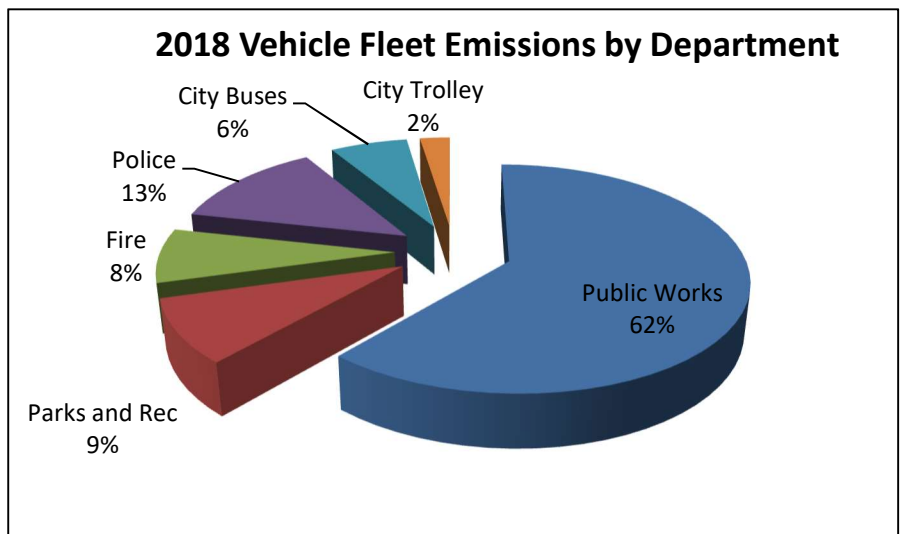
Emissions from the government buildings amounted to **814 MT of CO₂e** and accounted for approximately 19% of the total municipal emissions. Buildings were the second highest emitter in the government track, falling behind the landfill. Buildings used 14,691 MMBtu of energy, approximately 39% of the total community consumption. Within the buildings, electricity was the most significant source, accounting for 39% of emissions. Fuel oil was second highest, accounting for 31% of emissions. Natural gas and propane together accounted for the remaining 30% of



government building emissions. The Bath Schools were included in the *Buildings and Facilities* section of the government track in the 2008 report, but are included in the community section of the 2018 report since they are now a part of RSU1. As a result of this, the emissions associated with the *Buildings and Facilities* section of the 2008 report are much higher. In some cases, Bath school emissions were subtracted from 2007 values in the government track to perform more accurate comparisons.

Vehicle Fleet (Including Transit Fleet)

Bath's municipal vehicle fleet is comprised of vehicles from the following departments: Public Works, Parks and Recreation, Police, and Fire. Although the ClearPath software inventories the City's vehicle and transit fleet in two separate sections, they are combined into one section in all graphs found in this report. The City's vehicle and transit fleet together produced 699 MT of CO₂e emissions, accounting for 17% of the total government emissions. The fleet consumed 8,497 MMBtu of energy, 23% of the total government consumption. The biggest emitter within the City's vehicle fleet was the Public Works Department, emitting 431 MT of CO₂e, accounting for 62% of total government vehicle emissions. Gasoline fuel contributed to 65% of emissions with diesel contributing to the other 37%. School buses were included in the *Vehicle Fleet* section of the government track in the 2008 report, but are included in the community section of the 2018 report since they are now a part of RSU1.



fleet consumed 8,497 MMBtu of energy, 23% of the total government consumption. The biggest emitter within the City's vehicle fleet was the Public Works Department, emitting 431 MT of CO₂e, accounting for 62% of total government vehicle emissions. Gasoline fuel contributed to 65% of emissions with diesel contributing to the other 37%. School buses were included in the *Vehicle Fleet* section of the government track in the 2008 report, but are included in the community section of the 2018 report since they are now a part of RSU1.

Employee Commute

Employee commuting by municipal workers produced 144 MT of CO₂e, accounting for 3% of total government emissions. Commuting consumed 2,043 MMBtu of energy, accounting for 6% of the total government energy consumption. Calculations were based off average City of Bath employee commute mileage data.

Streetlights

Streetlights in the city produced 56 MT of CO₂e, accounting for 1% of the total emissions. Powering the lights consumed 1,252 MMBtu of energy and accounted for 3% of government energy consumption. Streetlight emissions were substantially lower in 2018 than in 2007. The reasoning for this is still unknown, but there have been some changes that are responsible for a portion of the drastic decrease. All of the City's downtown streetlights are now LEDs. In 2007, the streetlights provided by CMP were mercury vapor bulbs which lose about 50% of their light upward. Over the past ten years there has been a transition to the use of high pressure systems and cut-off fixtures which retain more light and are therefore more efficient.

Water and Wastewater Treatment

Operating the Water Treatment Control Facility and pumping stations resulted in 376 MT of CO₂e, accounting for 9% of the total government emissions. The plant consumed 4,936 MMBtu of energy, accounting for 13% of government energy use.

Solid Waste

The Bath Landfill was the largest emitter within the government, releasing 2,159 MT of CO₂e, accounting for 51% of the government emissions. The landfill consumed 5,815 MMBtu of energy which accounted for 16% of total government energy use. Emissions and energy from transporting the waste was not accounted for.

V. Achievements

The Bath Government, Bath Schools, businesses, and residents in the community have all taken steps to address energy use and lower emissions values since 2007 levels. The City of Bath has implemented a number of conservation measures over the years and some departments have done significant building renovations with energy efficiency in mind. As energy costs rise and concerns about climate change drastically increase, many individuals are making personal changes in their daily lives to address energy issues. The following list gives an overview of the many actions that have been taken since the 2007-2008 Climate Action Report.

1.) Community Achievements

Residential

Although it is difficult to attain data on steps residents have taken to reduce their emissions, the residential sector saw a large decrease in emissions from 2007 values. Data from the U.S. Census showed that more residents are using alternative heating sources, and some residents have installed personal solar panels on their homes. Over the past ten years, residents have been making more conscious decisions about saving energy through the better insulation in their homes, more energy efficient appliances, conscientious water usage, etc.

Commercial

Currently, 13 businesses within the City of Bath use Garbage to Garden for composting, and many have switched to natural gas or electricity for heating. As a part of the community track, the Bath Schools have also made many changes to reduce their emissions.

- Morse High School replaced all windows with double panes to reduce the amount of heat being lost, all lighting was switched from T-12 to T-8 fixtures, heating controls were automated for better control and efficiency, and single stream recycling was implemented in 2009.
- Bath Middle School replaced all lighting from T-12 to T-8 fixtures and T-5 fixtures in the gym, in 2017 all lighting was upgraded to LEDs, heating controls were update to natural gas in 2019, and single stream recycling started in 2009.
- Dike Newell School replaced all T-12 fixtures with T-8 fixtures, heating controls were replaced in 2010, heat is currently being upgraded from steam to a hot water system, and single stream recycling was implemented in 2009.
- Fisher Mitchell School got a new boiler in 2017, heating controls were updated in 2010, lighting switched from T-12 to T-8 in 2009 and then to LEDs in 2016, a new hot water boiler was installed in 2016, and single stream recycling began in 2009. Parking lots at all schools have installed LED lights.
- RSU1 has reported that fuel usage, as well as electrical costs, have dropped significantly over the past ten years.

Industrial

BIW accounts for close to 99% percent of industrial emissions, and they have been taking many steps to reduce their emissions despite increasing in size since 2007. Through their partnership with Efficiency Maine, Bath Iron Works is in the midst of a multi-year program to replace metal halide and high pressure sodium lighting with more efficient LEDs for use in temporary fixtures on ships under construction, and for fixed lighting at its several production buildings leading to a significant reduction in electricity use.

Transportation

The transportation sector saw a large reduction in emissions largely due to the growing popularity of hybrid and electric vehicles. Over the past ten years, many cars have also seen increasingly better mileage per gallon of fuel. The City still continues to provide a bus service throughout the city as a way to decrease individual car emissions. Sidewalks were added to North Street and Congress Street, Whiskeag Trail was built for biking and hiking, and bike lanes have been added to many streets.

Solid Waste

Currently, 160 households within the City of Bath use Garbage to Garden for composting. With single stream recycling and curbside pickup, it is extremely easy for residents to recycle at their homes. Both composting and recycling substantially reduce the amount of solid waste that would otherwise go to the landfill.

Water

Bath Water District has done a lot to decrease their emissions. Electric motors that are variable frequency driven are used at the plant, lighting upgrades are constantly happening to keep up with the most efficient lighting, a project to increase insulation is currently taking place, solar panels are used at a couple remote sites on tanks as backup options, and the office building in Bath is fueled by natural gas.

2.) Government Achievements

Buildings

As suggested in the 2008 plan, many municipal buildings had energy audits completed in 2011 to address the ways in which buildings could be reducing their emissions. As a result of these audits, City Hall, the Police Department, and the Train Station all switched to natural gas, and insulation/window updates took place in many municipal buildings. Lighting in all municipal buildings has progressively become more and more LEDs, and controls and thermostats have been installed in buildings for better heating control.

Streetlights

As mentioned before, the streetlight sector saw a substantial reduction from 2007 levels, but the exact reasoning for this drastic reduction is still unclear. All downtown streetlights within the City have been upgraded to LEDs. In 2007, CMP still used mercury vapor bulbs which lost 50% of the light upwards. The transition to high pressure systems and cut off fixtures have allowed for more efficient electricity generation.

Vehicle Fleet

The municipal vehicle fleet saw the lowest improvement out of all the government sectors. The 2008 report suggested the use of hybrid vehicles for the police fleet. The City looked into this option, but hybrid cars are not able to perform the tasks police vehicles must be able to do. As technology continues to improve, hybrid municipal fleet vehicles may become a feasible option again.

Solid Waste

The City has continued to put an emphasis on recycling with single stream recycling bins in all City offices. Compost has also become more popular within the City. City Hall has its own compost bin, and the City partners with Garbage to Garden during Bath Heritage Days where 90% of the generated waste

during the festival was put toward compost or recycling this past year. The landfill has also upgraded to a more energy efficient compactor.

Water and Wastewater Treatment

The Water Pollution Control Facility has seen many upgrades over the past 10 years at the plant and its pumping stations. One of the larger pump stations which used high energy motors has been upgraded to more energy efficient motors. Many lights have been changed to fluorescents and all parking lots lights are LEDs. There is a new high efficiency boiler that has the ability to take natural gas if needed, new efficient aeration blowers were installed and the office uses seven heat pumps. On “high demand” days when CMP increases their electricity cost and generation, the WPCF shuts down all electricity usage and only uses a generator. Although the generator still has its own emissions, this method decreases the overall amount of electricity CMP has to generate. A new storm water separation project was implemented to decrease the amount of treatment rainwater must go through after every storm. Storm water is now separated from sewage water so that during big rain events, the abundance of storm water does not have to go through the same extensive treatment process as the sewage water.

VI. Action Plan – Next Steps

Through the greenhouse gas emissions inventory, it is clear which areas produce the most emissions and consume the most energy, and which areas should be top priorities for the next ten years. This section concentrates on possible reduction strategies for the future, and is divided into government and community sections. It is important to note that some of these strategies are the same as the ones mentioned in the 2007-2008 Climate Action Plan. There were many recommended measures that the government looked into, but was not able to follow through with for a variety of reasons. These recommendations have been included in this plan in the hope that they will become possible in the next ten years as technologies become more advanced and available.

1.) Recommended Measures for the Community

Recommendations for the community sector are harder to enforce because it is up to individual citizens to take action. The City and other organizations should work together to share information with the public and to create educational campaigns so that Bath residents are aware of their impact on the environment, the choices they have, and alternative options. As more energy-related funding becomes available from state and federal sources, the City might serve as a conduit for loans, grants, services, and information.

Residential

The residential sector accounts for 30% of the City's emissions, the second largest emitter behind the industrial sector, and 36% of overall energy consumption. Within the residential sector, it is up to individual citizens to take initiative and reduce their own carbon footprint. Some residents have already become leaders in terms of using alternative energy and have purchased solar panels for their home. The largest emitter within the residential sector is the use of heating fuel oil. Residential emissions could be lowered by turning toward natural gas, electric heating pumps, better insulation, and of course alternative sources such as solar. Emissions associated with electricity use can be reduced by purchasing all LED lights, energy efficient appliances, and by shutting off appliances when not in use.

Commercial

It is advised that businesses follow the same guidelines as outlined in the residential section above. Electricity is the biggest emitter within the commercial sector, and switching to LEDs and the use of natural light whenever possible can have large impacts on the emissions related to electricity use. It is also advised that more commercial buildings switch to natural gas as it becomes more available. The commercial sector also includes emissions from the Bath Schools. 77% of the Bath School emissions come from the use of heating fuel oil. As a large emitter within the City, it is advised that the schools switch to natural gas when available, as well as begin to look into alternative energy sources for the future. The schools are a great place to promote sustainable practices and educate residents about our impact on the environment. The younger generation is the hope for the future, and providing resources and education at this age is extremely important.

Transportation

Transportation accounted for 19% of overall Bath emissions. 96% of those emissions came from the use of gasoline. Increasing the number of residents driving hybrid and electric vehicles would decrease emissions substantially. Incentivizing the use of these vehicles with more charging stations around town, as well as special parking could increase the number of residents that invest in these structural changes. Public transportation is also available and should be utilized more frequently. There are two city-run

buses that have regular routes and schedules within the City. Finally, through increased sidewalk and bike lane construction, walking and biking should become more utilized forms of transportation for shorter distances. Economic incentives for walking/biking to work or to shop could be a possible option for private businesses or the city as a whole.

Solid Waste

Residents have done a great job incorporating the use of compost in their everyday lives over the past ten years. Currently, 160 residents within the City use Garbage to Garden for composting. Increasing that number would have immense impacts on the amount of waste being transported to the landfill. If Bath were to double the number of residents that use compost from 160 to 320, the City of Bath could divert 3,600 tons of organic waste from entering the landfill over the next ten years.

Water and Wastewater

Pledging to never use plastic water bottles and installing more water stations around the downtown would limit the amount of waste associated with buying these bottles. The Bath Water District is providing clean, local water that has very minimal transportation costs. Increasing the use of water provided by the BWD instead of buying plastic water bottles and jugs would have huge benefits in terms of emission reductions. Not only are plastic water bottles increasing the amount of plastic in the City, but they are also adding to the emissions associated with producing and transporting these bottles. Water from the BWD is just as clean with a substantially smaller carbon footprint.

2.) Recommended Measures for Bath Government

Buildings and Facilities

Municipal buildings accounted for 19% of government emissions and 39% of government energy use. In the building analysis, electricity accounted for 39% and fuel oil accounted for 31% of those emissions. There are several ways to address electricity and fuel use within the city.

- Continue to update all municipal lights to LEDs
- As the natural gas lines expand within Bath, continue to increase the number of municipal buildings using natural gas. This means that any municipal building heating upgrades should be selected with the ability to take in natural gas.
- Perform a cost-benefit analysis of using solar energy in municipal buildings. Options for this could include investing in solar panels directly on municipal buildings, or investing in a solar farm that would allow the City to receive offset credits.
- Transition the Public Works equipment fleet to natural gas, hybrid, or electric as technology allows.
- Use of alternative materials to pave streets to turn away from fossil-fuel based asphalt as technology allows.

Streetlights

The reasoning for why streetlight emissions decreased at such an alarming rate is still unclear. However, based on this data, streetlights accounted for only 1% government emissions. Despite being the smallest

emitter within the government track, switching all streetlights to LEDs would allow for large energy savings.

Municipal Vehicle Fleet

Bath's municipal vehicle and transit fleet produced 17% of the total government emissions and was the only section that saw a slight increase from 2007 values. All city vehicles today are powered by gasoline or diesel. Looking into hybrid or electric vehicles for the municipal fleet should be considered as technologies become more advanced.

Employee Commute

The employee commute accounted for 6% of total government emissions. Although it is hard to reduce these emissions since employees are able to use whatever mode of transportation they chose, the City could consider implementing an incentive program to encourage government employees to walk, bike, carpool, or use more forms of public transportation for their daily commute.

Waste

Operating the Bath Landfill accounted for 51% of all government emissions, and 16% of government energy use. In 2008, the City began burning landfill gases to minimize the amount being released into the atmosphere, and this process is still being continued today. The City discussed the option of harnessing landfill gas to use as energy, but the costs associated with this project were not feasible at the time. This suggestion should still remain an option in case it becomes more attainable in the next ten years. Other options for reducing emissions associated with solid waste within the City include:

- A broader acceptance and use of composting city-wide to reduce the tons of organic waste being transported to the landfill
- Opening of a solar farm on the south facing slopes once the landfill has closed
- Continue using the flare to reduce methane and other greenhouse gases that escape into the atmosphere

Water and Wastewater Treatment

Water and wastewater treatment accounted for 9% of government emissions and 13% of government energy use. This includes all emissions associated with operations at the Bath Water Pollution Control Facility. Steps to reduce emissions at the WPCF include:

- Continue the transition to all LEDs at the plant
- Invest in new dewatering equipment that is able to draw more water out of the biosolids, subsequently reducing the amount of biosolids going to the landfill
- Consider the use of an anaerobic digester that will reduce sludge production by 40-60%, subsequently reducing the amount going to the landfill. This method produces a biogas consisting of methane, carbon dioxide, and other gases which can then be used as fuel.
- Continue updating all pump stations to increase efficiency and effectiveness of cleaning the water.

VII. Final Conclusions

Change starts at the local level, and the City of Bath has the opportunity to become a leader in climate action. This report gives the City of Bath Government and citizens the information needed to take action and commit to reduce energy consumption and overall emissions. All recommendations in this report are suggestions based off the 2007-2008 Bath Climate Action Plan, as well as results from the greenhouse gas inventory process.

Large, structural changes may be associated with some upfront costs, but most of these measures will see a timely return and will save money in the long-term. As technologies advance, the possibility of investing in large-scale changes will hopefully become more available and feasible for the City and community.

The 2007-2008 Climate Action Plan set a 2% reduction goal per year for an overall 20% reduction in emissions by the year 2018. Based on the data in this year's inventory, the City and community of Bath saw a 27-28% reduction in emissions from 2007 values. Based on this data, and the expectation that the City of Bath and its residents will continue to reduce energy use and make climate change a prominent issue, this plan recommends that the City attempt to reduce emissions by 40% from 2018 levels by the year 2030.

City of Bath Resolution on Energy Conservation and Climate Protection

WHEREAS, A scientific consensus has arisen that a continual release of greenhouse gases into the atmosphere will have a profound effect on the earth's climate, including rising sea levels, melting of Arctic ice sheets, extreme temperature changes, habitat disruption, human health concerns, and overall climate disruption; and

WHEREAS, Energy consumption, specifically the burning of fossil fuels, such as coal, oil, and gas, are one of the largest emitters of U.S. greenhouse gas emissions; and,

WHEREAS, State and local governments have an immense influence on their community's energy consumption by exercising key powers over land use, transportation, building construction, waste management, and protection of green space; and,

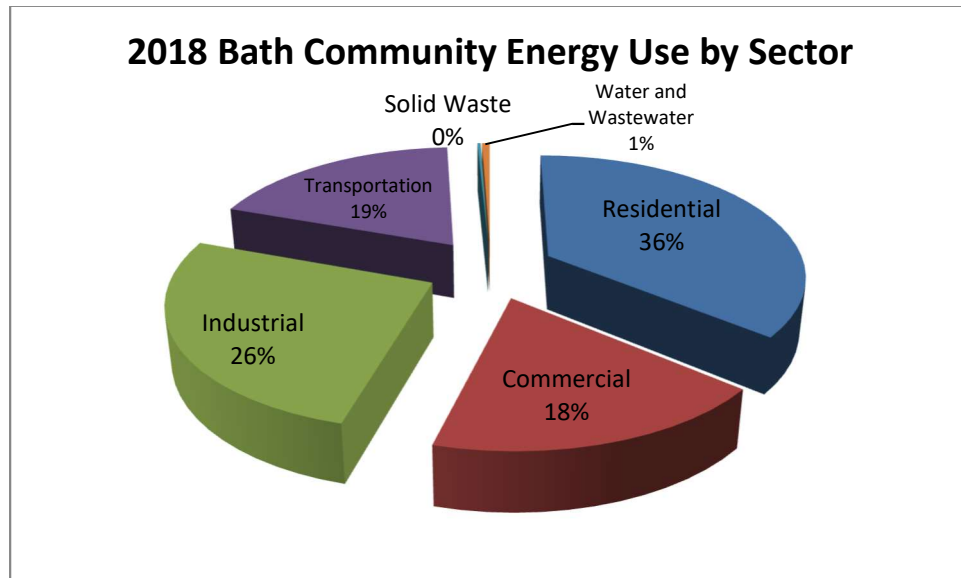
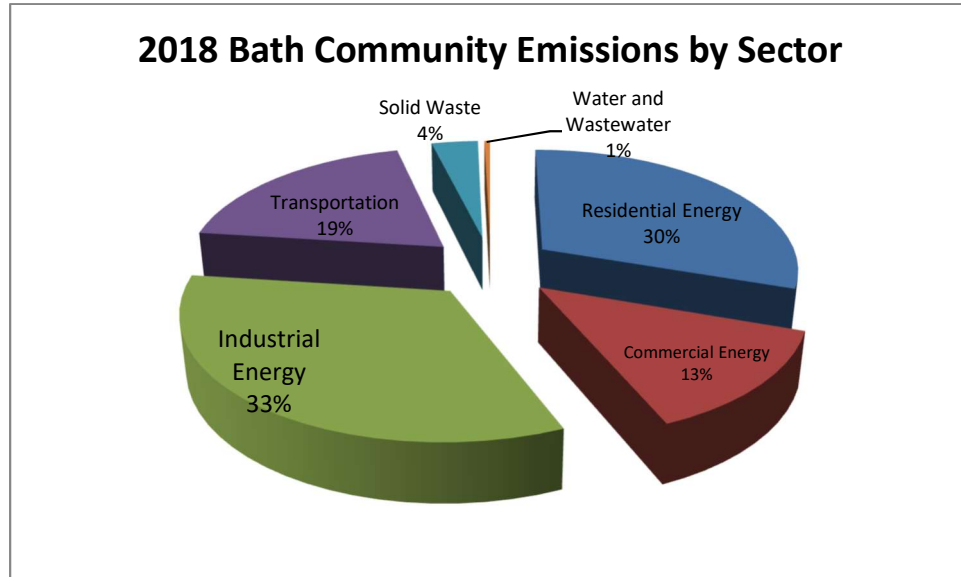
WHEREAS, State and local governments throughout the nation and the world are reducing climate change pollutants through national and local programs and resolutions that provide economic and quality of life benefits such as reduced traffic congestion, improved transportation choices, economic development and job creation through energy conservation strategies that provide economic and environmental incentives for the City government, its businesses, and its citizens;

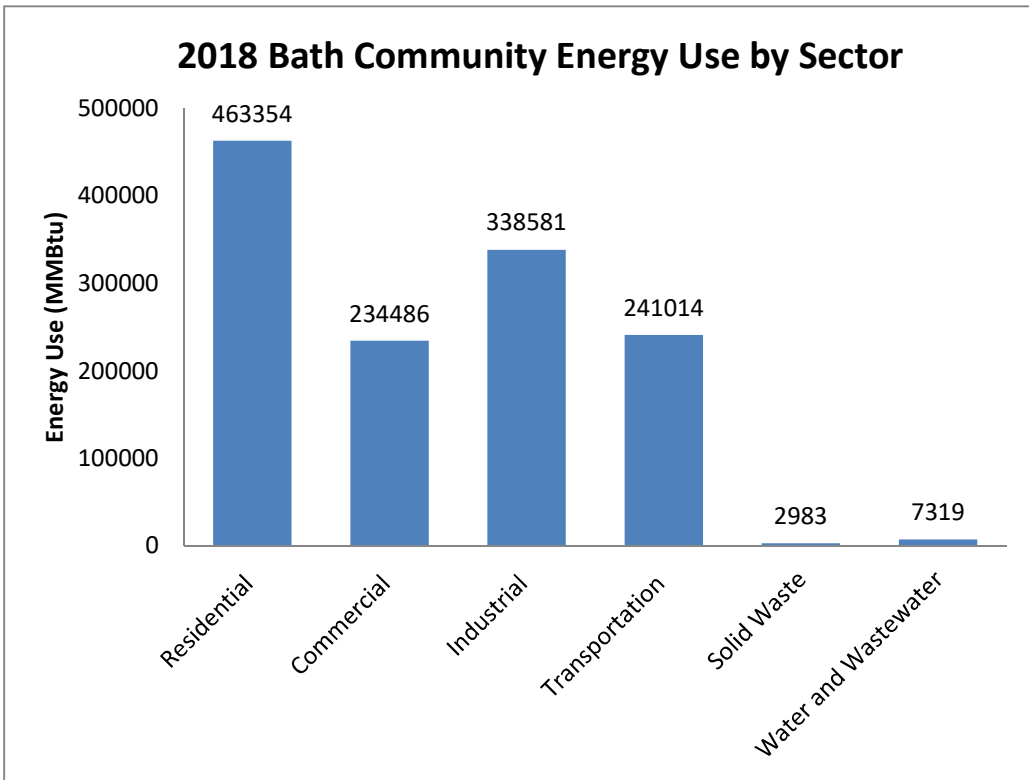
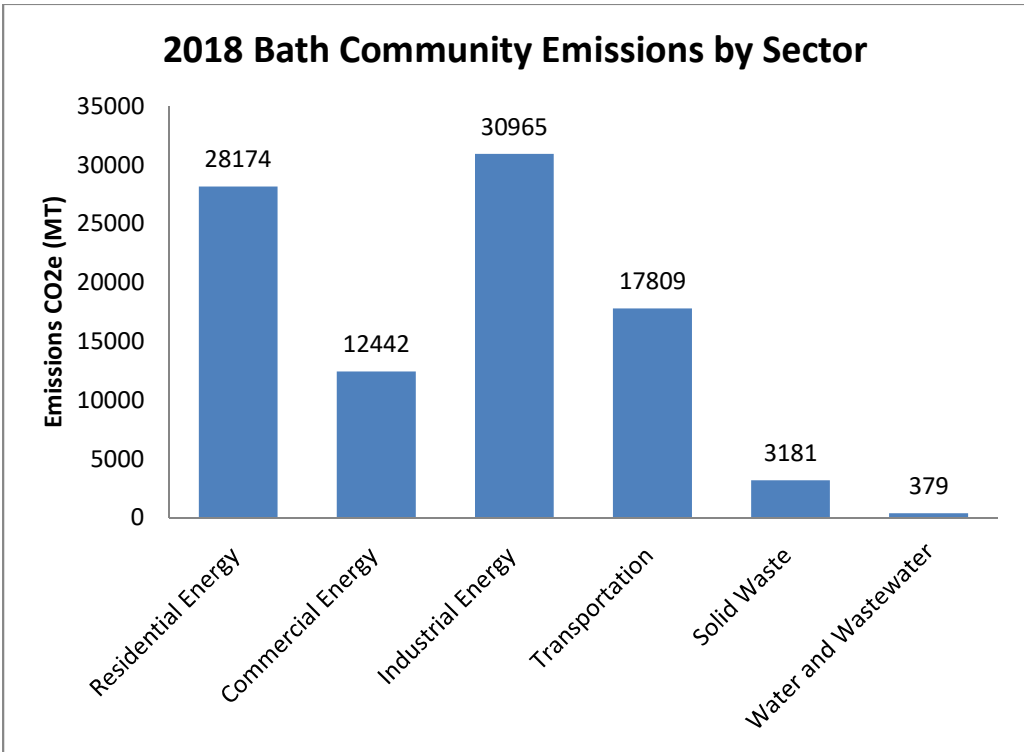
NOW, THEREFORE, BE IT RESOLVED that the City of Bath pledges to take a leadership role to minimize the City's energy use and emissions and maximize efficiency and sustainability through the following measures:

1. Reduce overall City emissions by at least 40% from 2018 values by the year 2030.
2. Support public education on structural and lifestyle changes that must take place in order for the City to make meaningful strides in energy reduction.
3. Maintain and expand a healthy tree population within the City, as well as preservation and expansion of green space.
4. Increase composting and recycling rates within City buildings, businesses and private households, to decrease waste sent to the landfill.
5. All City funded new construction and renovations should meet the U.S. Green Building Council's LEED certification program.
6. Convert all City streetlights to LEDs.
7. Continue exploring alternative energy sources including the use of biofuels, hybrid vehicle fleets as technology advances, landfill gas recovery system, natural gas, and solar energy.
8. Incentivize the use of alternative transportation by continuing to make the City walkable and bikeable with the addition of sidewalks and bike lanes wherever needed.
9. Adjust City ordinances, codes, and policies to make sustainable, energy efficient lifestyles more attainable.
10. Explore the use of tax credits and financial incentives as they become more available at the state and federal level.

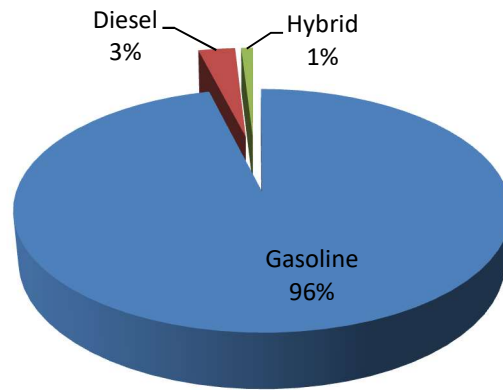
Appendix 2: Charts and Graphs

1.) Community Sector

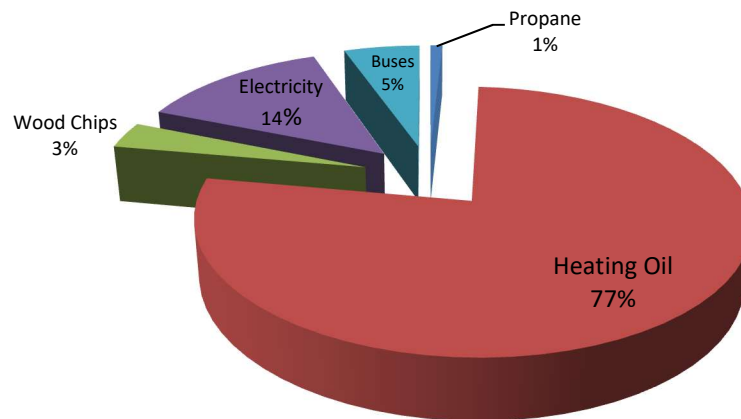




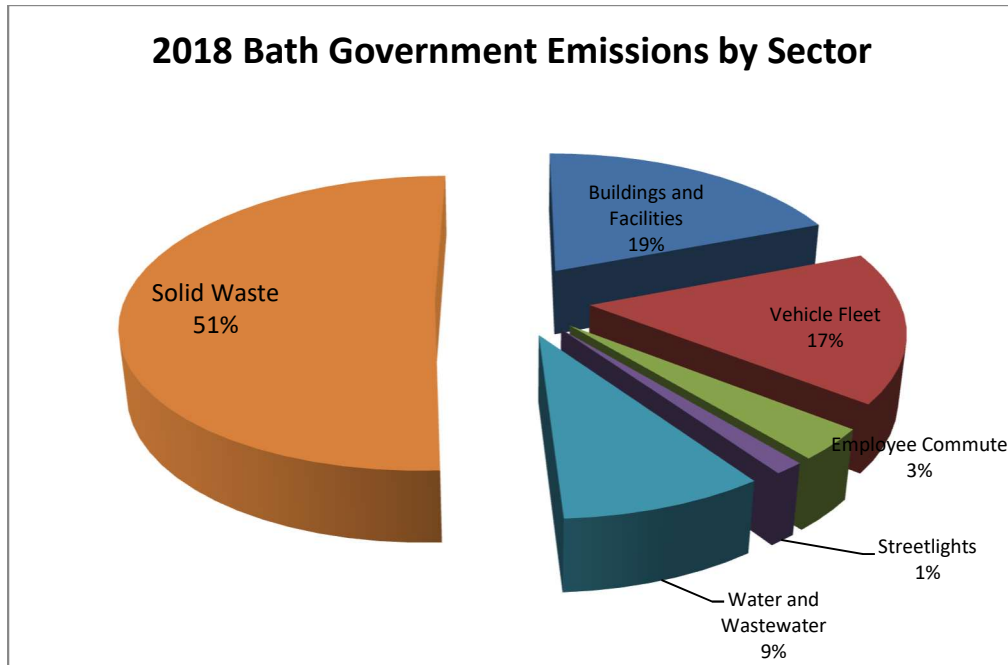
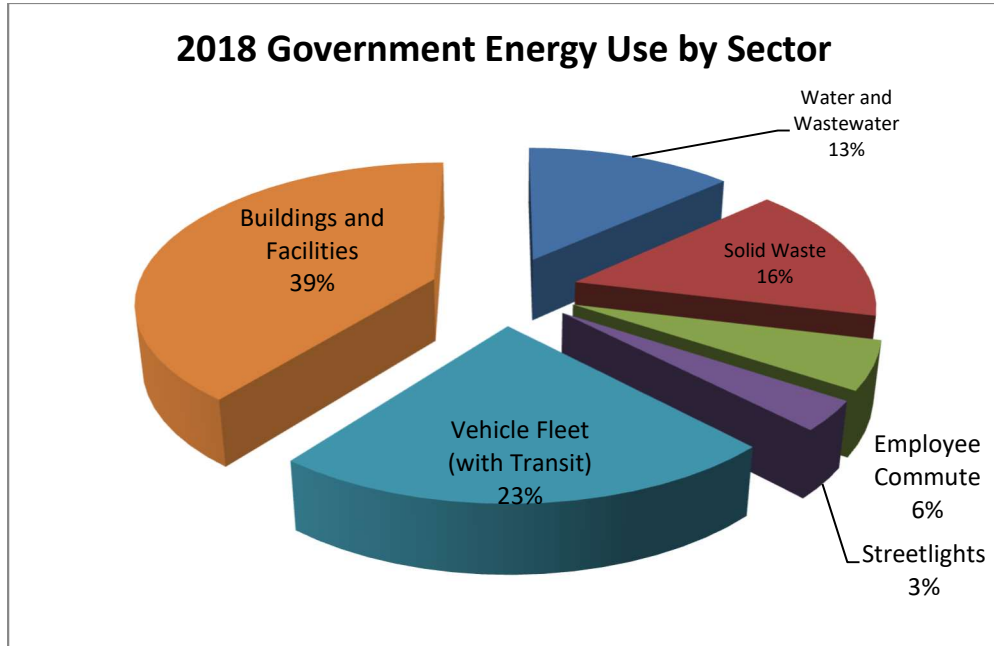
2018 Community Vehicle Emissions by Fuel

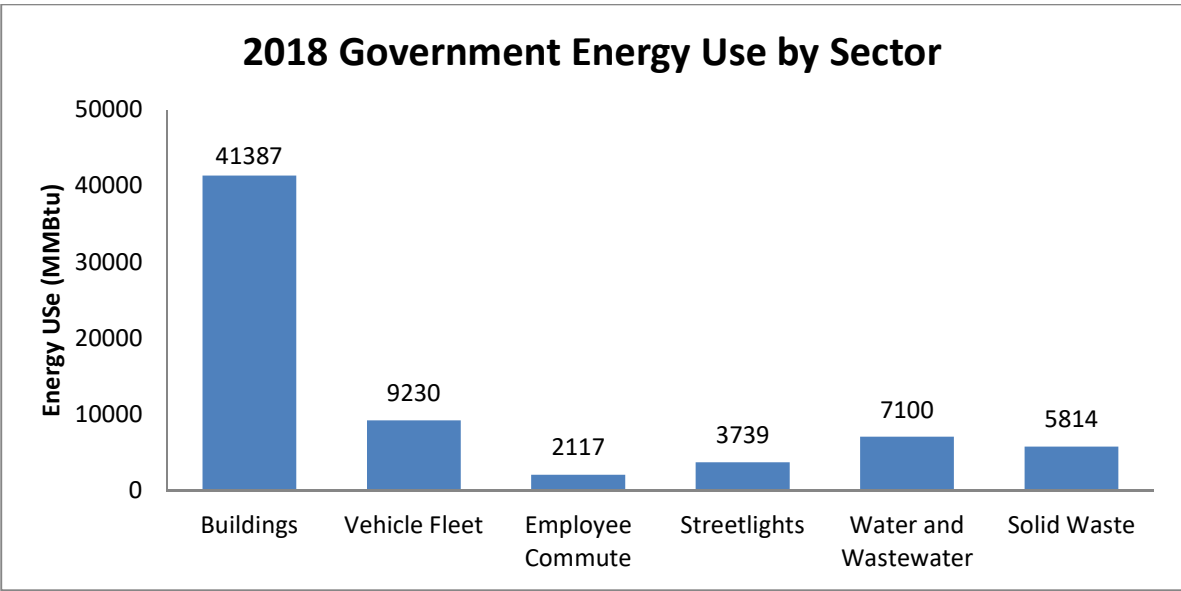
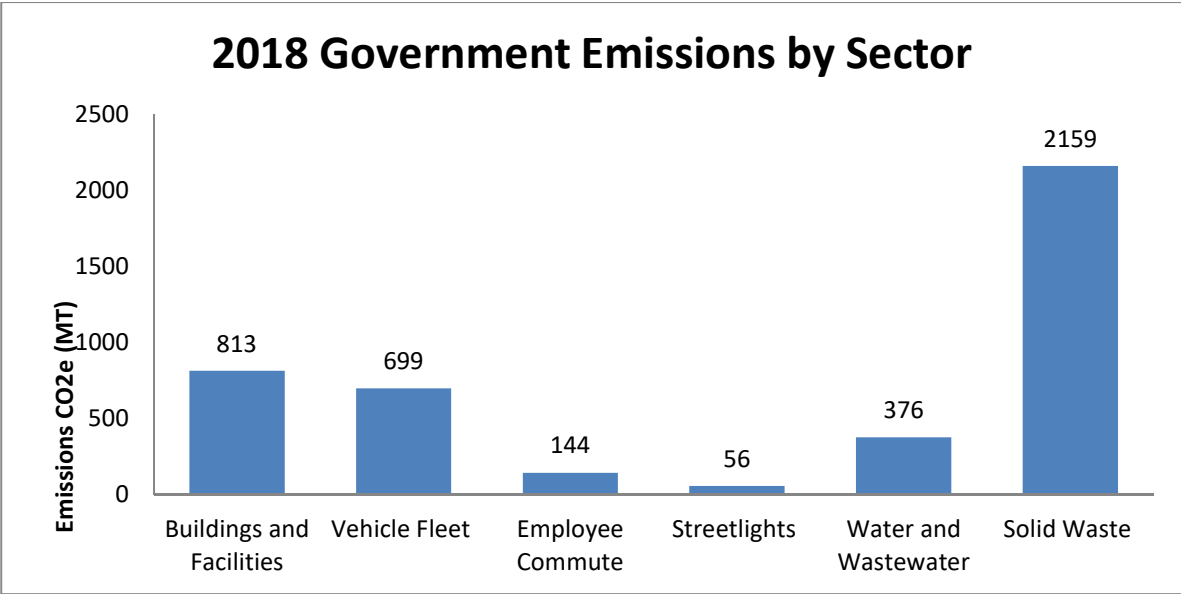


2018 Bath School Emissions

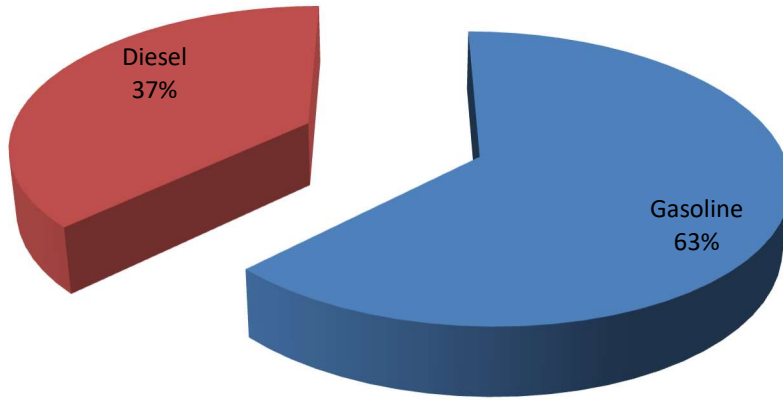


2.) Government Sector

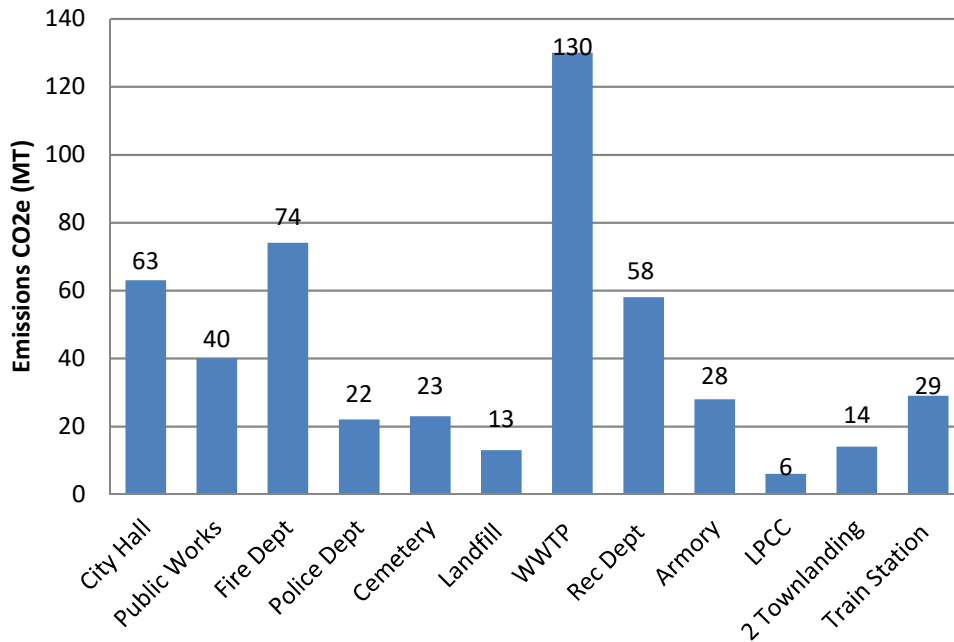




2018 Government Vehicle Fleet Emissions by Fuel



2018 Government Building Emissions by Department



Appendix 3: Summary Reports

1.) Bath Community Detailed Summary Report

Sector	Emissions (CO2e)	Energy (MMBtu)
Residential Sector		
Electricity	4771	106515
Fuel Oil, Kerosene	19393	260455
Bottled, Tank, or LP Gas	3618	56904
Wood	787	39480
Commercial Sector		
Electricity	4967	129400
Fuel Oil	2356	50463
Natural Gas	3265	58280
Propane	150	236
Industrial Sector		
Electricity	15130	337804
BIW	15778	n/a
Fuel Oil	58	777
Transportation		
Diesel	514	6769
Gasoline	17008	241872
Hybrid	164	2291
Electric	0.024	0.5
Solid Waste		
Compost	13	n/a
Landfill Process Emissions	165	n/a
Flaring Emissions	15	2983
Waste Emissions	2988	n/a
Water and Wastewater		
Emissions from Potable Water	109	2440
Private Septic Systems	4	n/a
Nitrification/Denitrification	19	n/a
Nitrogen from Effluent Discharge	28	n/a
Electricity	219	4879
Fuel Oil	24	321
Propane	106	1709

2.) Bath Government Detailed Summary Report

Sector	Emissions (CO2e)	Energy (MMBtu)
Buildings and Facilities		
Electricity	314	7011
Fuel Oil	252	3379
Natural Gas	113	2131
Propane	135	2170
Streetlights		
Electricity	56	1252
Vehicle Fleet		
Diesel	261	2368
Gasoline	439	4602
Employee Commute		
Gasoline	145	2043
Solid Waste		
Electricity	21	475
Propane	146	2356
Total Waste	1976	n/a
Flaring Emissions	15	2983
Methane Emissions	903	n/a
Water and Wastewater		
Electricity	219	4879
Nitrification/Denitrification	19	n/a
Fuel Oil	4	57
Propane	106	1709
Nitrogen Effluent	28	n/a

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- ¹ IPCC, 2014: *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.
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