



Presque Isle City Council Meeting

Wednesday, February 5th, 2020

6:00 PM

Presque Isle Council Chambers

AGENDA

Call to Order

Pledge of Allegiance

Public Hearing

1. Approval for a Malt, Spirituous and Vinous Liquor License and a Special Permit for Music, Dancing, and Entertainment for Presque Isle Country Club, with location of 35 Parkhurst Siding Road (Single Hearing)
2. Approval for a Malt, Spirituous and Vinous Liquor License and a Special Permit for Music, Dancing, and Entertainment for Pie Nana, Inc. d/b/a Irish Setter Pub, with a location of 710 Main Street (Single Hearing)
3. Approval of a Malt, Spirituous and Vinous Liquor License for Mainely Mexican LLC d/b/a Mainely Mexican, with a location of 6 State Road (Single Hearing)

Citizen Comments

Consent Agenda

4. Approve Minutes from January 8 & 28, 2020
5. Approve 2020 Warrants #1 - #4, totaling \$1,456,618.03
6. Approve Council Appointments
7. Approve Appointment of Sean Nordenhold to the Planning Board (term expires 12/31/2020)
8. Approve Appointment of Greg Roderick to the Presque Isle Utilities District Board (term expires 12/31/2023)
9. Approve Drug Forfeiture
10. Approve Quitclaim Deeds
11. Approve Emergency Operations Plan

Old Business

12. 2019 Comp Plan

New Business

13. Transfer Funds to the Presque Isle Downtown Revitalization Committee Reserve
14. Sister City
15. Approve Overspent Budgets

Manager's Report

Announcements

Adjournment

The Office of the City Manager
Martin Puckett
Email: mpuckett@presqueisleme.us

MEMORANDUM

TO:	Honorable City Council
FROM:	Martin Puckett, City Manager
DATE:	January 24, 2020
RE:	February 5th Council Meeting starting at 6pm

Call to Order

Roll Call

Pledge of Allegiance

Public Hearings: Staff recommends approval

1. Approval for a Malt, Spirituous and Vinous Liquor License and Special Permit for Music, Dancing, and Entertainment for Presque Isle Country Club, with location of 35 Parkhurst Siding Road (Single Hearing)
2. Approval for a Malt, Spirituous and Vinous Liquor License and Special Permit for Music, Dancing, and Entertainment for Pie Nana, Inc. d/b/a Irish Setter Pub, with a location of 710 Main Street (Single Hearing)
3. Approval of a Malt, Spirituous and Vinous Liquor License for Mainely Mexican LLC d/b/a Mainely Mexican, with a location of 6 State Road (Single Hearing)

Citizen Comments

Consent Agenda

4. Approve Minutes from January 8, 2020: Standard item.
5. Approve 2020 Warrants
6. Approve Council Appointments: Council appointments for Deputy Chair and one for the Audit Committee: One councilor is still required and one resident (currently vacant)
7. Approve Appointment of Sean Nordenhold to the Planning Board (term expires 12/31/2020) Staff recommends approval.
8. Approve Appointment of Greg Roderick to the Presque Isle Utilities District Board (term expires 12/31/2023) Staff recommends approval.
9. Approve Drug Forfeiture: Per state statute, requires approval from the majority of council. If not approve, funds will go to the state. Our department was the lead in the arrest. Staff recommends approval.

10. **Approve Quitclaim Deeds:** Two deeds are attached, both have paid off taxes. Memo attached from an attorney, staff recommends approval.
11. **Approve Emergency Operations Plan:** This document needs to be approved every other year by the National Incident Management System. It outlines how emergency services will handle emergencies and establish an Incident Command System. There are regional mock incidents held to ensure proper emergency responses. Staff recommends approval.

Old Business

12. **2019 Comp Plan:** Tabled from last meeting. Staff recommends council approve the plan to be reviewed by the state for compliance.

New Business

13. **Transfer Funds to the Presque Isle Downtown Revitalization Committee Reserve:** PIDRC would like to use unspent 2019 funds to be used for 2020 projects including bicentennial banners and welcome signs at entrance points to
14. **Sister City:** A proposal from the Chair to start a community comparison
15. **Approve Overspent Budgets:** The finance director has a list of budget line items that were overspent that require approval.

Manager's Report

Announcements

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 1

SUBJECT

PUBLIC HEARING: Approval for a Malt, Spirituous and Vinous Liquor License and Special Permit for Music, Dancing, and Entertainment for Presque Isle Country Club, with location of 35 Parkhurst Siding Road (Single Hearing)

INFORMATION

- 1) Application
- 2) Public Hearing Notice

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve a Malt, Spirituous and Vinous Liquor License and Special Permit for Music, Dancing, and Entertainment for Presque Isle Country Club, with location of 35 Parkhurst Siding Road.

STATE OF MAINE
BUREAU OF ALCOHOLIC BEVERAGES
APPLICATION FOR
SPECIAL PERMIT FOR MUSIC, DANCING AND ENTERTAINMENT

1. Business Name Presque Isle Country Club Phone # 769-7421
Address 35 Parkhurst Siding Rd (PO Box 742) Presque Isle, ME 04769
Street City

2. Describe in detail kind and nature of entertainment:
Restaurant & Lounge for Country Club

3. Describe in detail the room or rooms to be used under this permit:
Restaurant, Banquet Room, Extended Banquet Room & Outside Deck

Dated At Presque Isle, Me On 12-23-19

This permit includes all types of entertainment, dancing is inclusive only if you have a dancing license issued by the State Fire Marshall's Office, Department of Public Safety.

\$20.00 Per Year -- Single Dance
\$50.00 Per Year -- Dances

Susan Nickerson
(Signature of Individual)

Make check payable to:
City of Presque Isle

(If partnership, by members)

\$45.00 Public Hearing Fee

Presque Isle Country Club
(Name of Corporation)

THIS APPLICATION **MUST** BE APPROVED
BY THE MUNICIPAL OFFICERS OR COUNTY
COMMISSIONERS IN THE CASE OF
UNINCORPORATED PLACES

(Place Corporate Seal)

BY _____
(If a Corporation, by a duly authorized officer)

STATE OF MAINE

Aroostook County SS

Dated At Presque Isle, Maine On _____

The undersigned being Municipal Officers of the City of Presque Isle hereby approve the application in accordance with the provisions of Title 28A, Chapter 43, Licenses for the Sale of Liquor to be consumed on the Licensed Premises, §1054 Special permit for music, dancing or entertainment.



STATE OF MAINE
 DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
 BUREAU OF ALCOHOLIC BEVERAGES AND LOTTERY OPERATIONS
 DIVISION OF LIQUOR LICENSING AND ENFORCEMENT

Application for an On-Premises License

All Questions Must Be Answered Completely. Please print legibly.

Division Use Only	
License No:	
Class:	By:
Deposit Date:	
Amt. Deposited:	
Payment Type:	
OK with SOS: Yes <input type="checkbox"/> No <input type="checkbox"/>	

**Section I: Licensee/Applicant(s) Information;
 Type of License and Status**

Legal Business Entity Applicant Name (corporation, LLC): PRESQUE ISLE COUNTRY CLUB	Business Name (D/B/A): PRESQUE ISLE COUNTRY CLUB
Individual or Sole Proprietor Applicant Name(s):	Physical Location: 35 Parkhurst Siding Rd. Presque Isle, Me
Individual or Sole Proprietor Applicant Name(s):	Mailing address, if different: PO Box 742 Presque Isle, ME 04769
Mailing address, if different from DBA address:	Email Address: snicker01@maine.rr.com
Telephone # Fax #: 207-764-6826	Business Telephone # Fax #: 207-764-0430
Federal Tax Identification Number: 01-0245910	Maine Seller Certificate # or Sales Tax #: 1144647
Federal Basic Permit Number:	Website address: picountryclub.com

1. New license or renewal of existing license? New Renewal

If a renewal, please provide the following information:

Your current license expiration date: 4/27/2020

The dollar amount of gross income for the licensure period that will end on the expiration date above:

Food: 40765 Beer, Wine or Spirits: 30089 Guest Rooms: _____

2. Please indicate the type of alcoholic beverage to be sold: (check all that apply)

Malt Liquor (beer) Wine Spirits

3. Indicate the type of license applying for: (choose only one)

- | | | |
|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------|
| <input checked="" type="checkbox"/> Restaurant
(Class I, II, III, IV) | <input type="checkbox"/> Class A Restaurant/Lounge
(Class XI) | <input type="checkbox"/> Class A Lounge
(Class X) |
| <input type="checkbox"/> Hotel
(Class I, II, III, IV) | <input type="checkbox"/> Hotel – Food Optional
(Class I-A) | <input type="checkbox"/> Bed & Breakfast
(Class V) |
| <input type="checkbox"/> Golf Course with auxiliary and mobile cart options
(Class I, II, III, IV) | | <input type="checkbox"/> Tavern
(Class IV) |
| <input type="checkbox"/> Qualified Caterer | <input type="checkbox"/> Self-Sponsored Events (Qualified Caterers Only) | |
| <input type="checkbox"/> Other: _____ | | |

Refer to Section V for the License Fee Schedule

4. If application is for a **new** license or the business is under new ownership, indicate starting date:

5. Business records are located at the following address:

67 Hardy St. Presque Isle, Me (Susan Nickerson, Treasurer)

6. Is licensee/applicant(s) a business entity like a corporation or limited liability company?

Yes No If **Yes**, complete Section VII at the end of this application

7. Do you own or have any interest in any another Maine Liquor License? Yes No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address

8. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
Susan Johnston	11/23/62	Presque Isle, ME
Susan Nickerson	6/16/45	Ft. Fairfield, ME
Residence address on all the above for previous 5 years		
Name Susan Johnston	Address: 9 Judd St. Presque Isle, ME	
Name Susan Nickerson	Address: 67 Hardy St. Presque Isle, ME	
Name	Address:	
Name	Address:	

9. Is the licensee/applicant(s) citizens of the United States? Yes No

10. Is the licensee/applicant(s) a resident of the State of Maine? Yes No

11. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

Yes No

Not applicable – licensee/applicant(s) is a sole proprietor

12. Is the licensee/applicant(s) directly or indirectly giving aid or assistance in the form of money, property, credit, or financial assistance of any sort, to any person or business entity holding a liquor license granted by the State of Maine? Yes No

13. Will any law enforcement officer directly benefit financially from this license, if issued?

Yes No

If Yes, provide name of law enforcement officer and department where employed:

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States? Yes No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States? Yes No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

16. Has the licensee/applicant(s) formerly held a Maine liquor license? Yes No

17. Does the licensee/applicant(s) own the premises? Yes No

If No, please provide the name and address of the owner:

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: _____

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

Restaurant/Bar at Presque Isle Country Club. Also cater special functions on premises.

20. What is the distance from the premises to the **nearest** school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: School

Distance: 4 miles

Section II: Signature; Fee; Delivery of application

By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine’s Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Please sign and date in blue ink.

Dated: January 15, 2020


Signature of Duly Authorized Person*

Signature of Duly Authorized Person*

Susan Nickerson, Treasurer
Printed Name Duly Authorized Person

Printed Name of Duly Authorized Person

*The person signing this application must appear in Section VII on this application.

Section III: For use by Municipal Officers and County Commissioners only
Approval of an application for an on-premises liquor license

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application on this date: _____.

Check only one: City Town Unorganized Territory

Name of City/Town/Unorganized Territory: _____

Who is approving this application? Municipal Officers
 County Commissioners of _____ County

- Please Note:** The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

This Approval Expires in 60 Days

Included below is the section of Maine’s liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

§653. Hearings; bureau review; appeal

1. Hearings. The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

A. The bureau shall prepare and supply application forms.

B. The municipal officers or the county commissioners, as the case may be, shall provide public notice of any hearing held under this section by causing a notice, at the applicant's prepaid expense, stating the name and place of hearing, to appear on at least 3 consecutive days before the date of hearing in a daily newspaper having general circulation in the municipality where the premises are located or one week before the date of the hearing in a weekly newspaper having general circulation in the municipality where the premises are located.

C. If the municipal officers or the county commissioners, as the case may be, fail to take final action on an application for a new on-premises license or transfer of the location of an existing on-premises license within 60 days of the filing of an application, the application is deemed approved and ready for action by the bureau. For purposes of this paragraph, the date of filing of the application is the date the application is received by the municipal officers or county commissioners. This paragraph applies to all applications pending before municipal officers or county commissioners as of the effective date of this paragraph as well as all applications filed on or after the effective date of this paragraph. This paragraph applies to an existing on-premises license that has been extended pending renewal. The municipal officers or the county commissioners shall take final action on an on-premises license that has been extended pending renewal within 120 days of the filing of the application.

D. If an application is approved by the municipal officers or the county commissioners but the bureau finds, after inspection of the premises and the records of the applicant, that the applicant does not qualify for the class of license applied for, the bureau shall notify the applicant of that fact in writing. The bureau shall give the applicant 30 days to file an amended application for the appropriate class of license, accompanied by any additional license fee, with the municipal officers or county commissioners, as the case may be. If the applicant fails to file an amended application within 30 days, the original application must be denied by the bureau. The bureau shall notify the applicant in writing of its decision to deny the application including the reasons for the denial and the rights of appeal of the applicant.

2. Findings. In granting or denying an application, the municipal officers or the county commissioners shall indicate the reasons for their decision and provide a copy to the applicant. A license may be denied on one or more of the following grounds:

A. Conviction of the applicant of any Class A, Class B or Class C crime;

B. Noncompliance of the licensed premises or its use with any local zoning ordinance or other land use ordinance not directly related to liquor control;

C. Conditions of record such as waste disposal violations, health or safety violations or repeated parking or traffic violations on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises or other such conditions caused by persons patronizing or employed by the licensed premises that unreasonably disturb, interfere with or affect the ability of persons or businesses residing or located in the vicinity of the licensed premises to use their property in a reasonable manner;

D. Repeated incidents of record of breaches of the peace, disorderly conduct, vandalism or other violations of law on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises;

D-1. Failure to obtain, or comply with the provisions of, a permit for music, dancing or entertainment required by a municipality or, in the case of an unincorporated place, the county commissioners;

E. A violation of any provision of this Title;

F. A determination by the municipal officers or county commissioners that the purpose of the application is to circumvent the provisions of section 601; and

G. After September 1, 2010, server training, in a program certified by the bureau and required by local ordinance, has not been completed by individuals who serve alcoholic beverages.

3. Appeal to bureau. Any applicant aggrieved by the decision of the municipal officers or county commissioners under this section may appeal to the bureau within 15 days of the receipt of the written decision of the municipal officers or county commissioners. The bureau shall hold a public hearing in the city, town or unincorporated place where the premises are situated. In acting on such an appeal, the bureau may consider all licensure requirements and findings referred to in subsection 2.

A. Repealed

B. If the decision appealed from is an application denial, the bureau may issue the license only if it finds by clear and convincing evidence that the decision was without justifiable cause.

4. Repealed

5. Appeal to District Court. Any person or governmental entity aggrieved by a bureau decision under this section may appeal the decision to the District Court within 30 days of receipt of the written decision of the bureau.

An applicant who files an appeal or who has an appeal pending shall pay the annual license fee the applicant would otherwise pay. Upon resolution of the appeal, if an applicant's license renewal is denied, the bureau shall refund the applicant the prorated amount of the unused license fee.

Section IV: Terms and Conditions of Licensure as an Establishment that sells liquor for on-premises consumption in Maine

- The licensee/applicant(s) agrees to be bound by and comply with the laws, rules and instructions promulgated by the Bureau.
- The licensee/applicant(s) agrees to maintain accurate records related to an on-premise license as required by the law, rules and instructions promulgated or issued by the Bureau if a license is issued as a result of this application.
 - The licensee/applicant(s) authorizes the Bureau to obtain and examine all books, records and tax returns pertaining to the business, for which this liquor license is requested, and also any books, records and returns during the year in which any liquor license is in effect.
- Any change in the licensee's/applicant's licensed premises as defined in this application must be approved by the Bureau in advance.
- All new applicants must apply to the Alcohol and Tobacco Tax and Trade Bureau (TTB) for its Retail Beverage Alcohol Dealers permit. See the TTB's website at <https://www.ttb.gov/nrc/retail-beverage-alcohol-dealers> for more information.

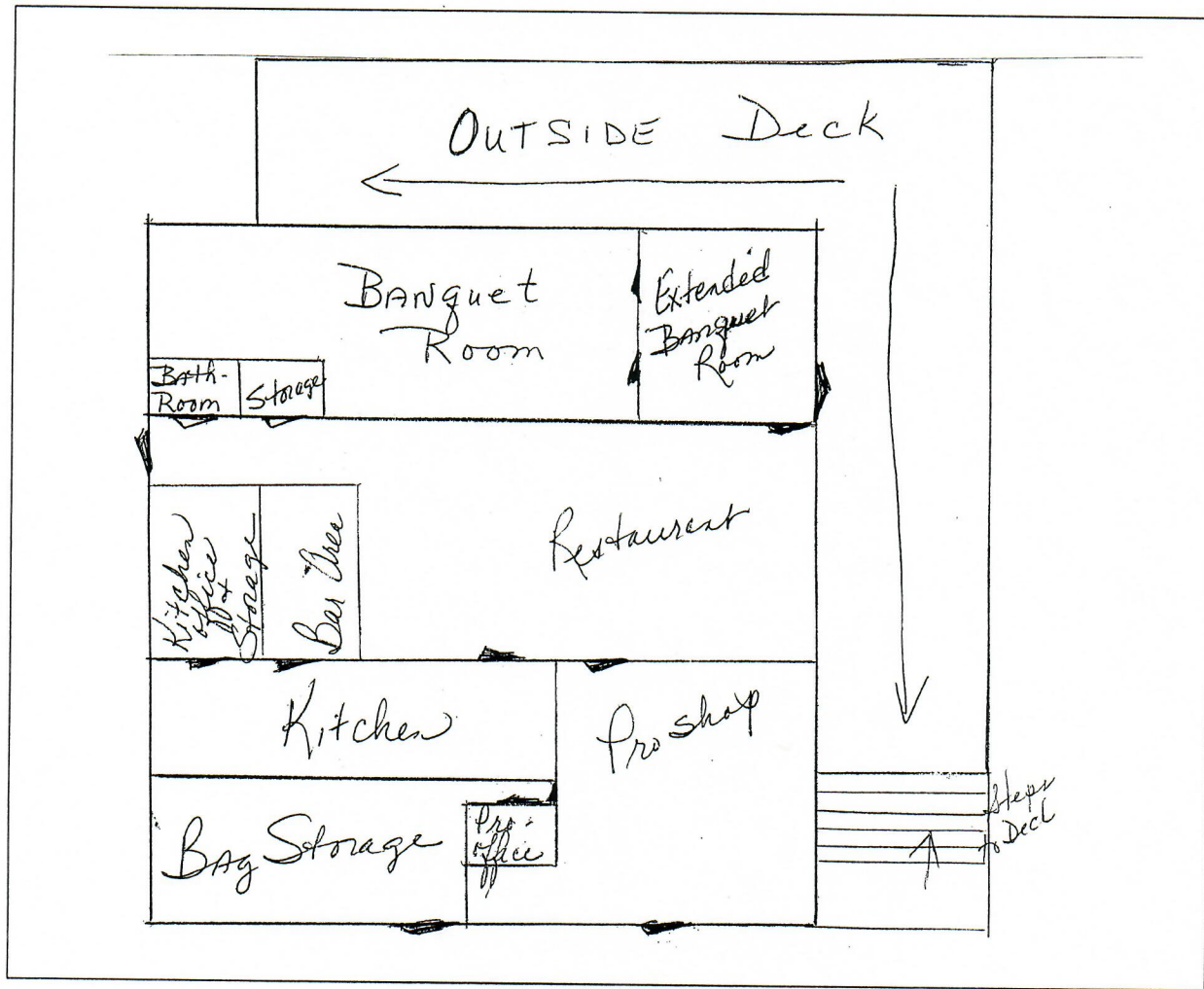
Bureau of Alcoholic Beverages and Lottery Operations
Division of Liquor Licensing & Enforcement
8 State House Station, Augusta, ME 04333-0008
10 Water Street, Hallowell, ME 04347 (overnight)
Tel: (207) 624-7220 Fax: (207) 287-3434
Email Inquiries: MaineLiquor@maine.gov



ON PREMISE DIAGRAM
(Facility Drawing/ Floor Plan)

In an effort to clearly define your license premise and the area that consumption and storage of liquor is allowed. The Division requires all applicants to submit a diagram of the premise to be licensed in addition to a completed license application.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the areas with the following: • Entrances • Office area • Kitchen • Storage Areas • Dining Rooms • Lounges • Function Rooms • Restrooms • Decks • All Inside and Outside areas that you are requesting approval.



EG 10 8 11

Section VII: Required Additional Information for a Licensee/Applicant for an On-Premises Liquor License Who are Legal Business Entities

Questions 1 to 4 of this part of the application must match information in Section I of the application above and match the information on file with the Maine Secretary of State's office. If you have questions regarding your legal entity name or DBA, please call the Secretary of State's office at (207) 624-7752.

All Questions Must Be Answered Completely. Please print legibly.

1. Exact legal name: PRESQUE ISLE COUNTRY CLUB
2. Doing Business As, if any: _____
3. Date of filing with Secretary of State: 02/25/19 State in which you are formed: ME
4. If not a Maine business entity, date on which you were authorized to transact business in the State of Maine:

5. List the name and addresses for previous 5 years, birth dates, titles of officers, directors, managers, members or partners and the percentage ownership any person listed: (attached additional pages as needed)

Name	Address (5 Years)	Date of Birth	Title	Percentage of Ownership
Dillon Kingsbury	49 University St. Presque Isle,	5/02/92	President	1 Share
Kim Archer	240 Bagley Rd. Mapleton, ME	5/01/54	Vice Presiden	1 Share
Tyler St. Pierre	92 Lombard St. Presque Isle, M	4/09/90	Secretary	1 Share
Susan Nickerson	67 Hardy St. Presque Isle, ME	6/16/45	Treasurer	2 Shares

(Ownership in non-publicly traded companies must add up to 100%.)



Bureau of Alcoholic Beverages and Lottery Operations
 Division of Liquor Licensing and Enforcement
 8 State House Station, Augusta, ME 04333-0008
 (207) 624-7220

Application for an Auxiliary License

Please clearly complete this form in its entirety.

1. Type of Application: Golf Course Golf Course with a mobile service bar
 Ski Area

Application Fee: \$100.00 each. Please make check payable to the Treasurer, State of Maine.

2. Licensee Information:

Legal Name: PRESQUE ISLE COUNTRY CLUB

Doing business as: _____

License Number: 7700

Mailing Address: PO Box 742
Presque Isle, ME 04769

Physical Location Address: 35 Parkhurst Siding Rd.
Presque Isle, ME 04769

Telephone Number: 207-764-0430 Fax: _____

Email address: snicker01@maine.rr.com

3. Describe auxiliary premise and the location at the ski area or golf course: (include diagram)
Snack Shack located between Tee #9 and Tee #11 at Presque Isle Country Club (35 Parkhurst Siding Rd. Presque Isle, ME).

4. Name, address & telephone number of Property Owner (include copy of lease / rental agreement):

Presque Isle Country Club
35 Parkhurst Siding Rd. (PO Box 742) Presque Isle, ME

Susan Nickerson
 Signature of Owner

Susan Nickerson, Treasur
 Printed Name

TO STATE OF MAINE MUNICIPAL OFFICERS & COUNTY COMMISSIONERS:

Hereby certify that we have complied with Section 653 of Title 28-A Maine Revised Statutes and hereby approve said application.

For use by Municipal Officers and County Commissioners only:

Note: This application must be approved by the Municipal Officers of the municipality of the applicant or if the applicant is in an unincorporated place, by the County Commissioners. Please complete the following certification:

State of Maine, County of Aroostook

The undersigned being: Municipal Officers County Commissioners

for _____, Maine.
(Name of Municipality)

Dated this _____ day of _____, 20__ at _____, Maine.

Signature of Officials	Printed Name and Title

Please include a copy of the receipt paid to the County Commissioners – if applicable.

Submit Completed Forms To: Bureau of Alcoholic Beverages
Division of Liquor Licensing and Enforcement
8 State House Station, Augusta, Me 04333-0008
Telephone Inquiries: (207) 624-7220 Fax: (207) 287-3434
Email Inquiries: MaineLiquor@Maine.gov

For Office Use Only:		
Date Filed: _____	<input type="checkbox"/> Approved	<input type="checkbox"/> Not Approved
Date Issued: _____	Issued By: _____	

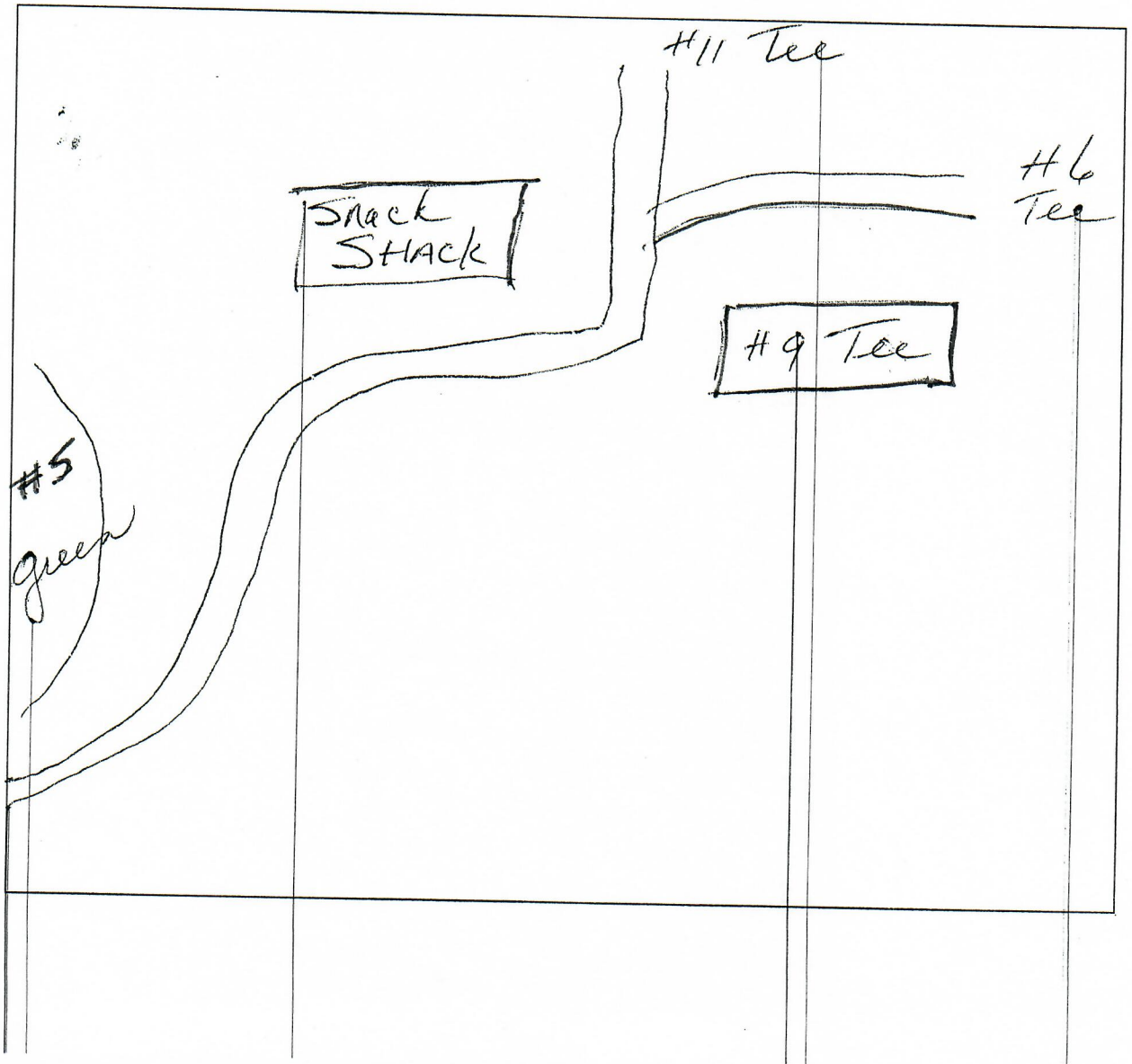
Bureau of Alcoholic Beverages and Lottery Operations
Division of Liquor Licensing & Enforcement
8 State House Station, Augusta, ME 04333-0008
10 Water Street, Hallowell, ME 04347
Tel: (207) 624-7220 Fax: (207) 287-3434
Email Inquiries: MaineLiquor@maine.gov

DIVISION USE ONLY	
<input type="checkbox"/>	Approved
<input type="checkbox"/>	Not Approved
BY:	

ON PREMISE DIAGRAM

In an effort to clearly define your license premise and the area that consumption and storage of liquor is allowed. The Division requires all applicants to submit a diagram of the premise to be licensed in addition to a completed license application.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the areas of your diagram including entrances, office area, kitchen, storage areas, dining rooms, lounges, function rooms, restrooms, decks and all areas that you are requesting approval from the Division for liquor consumption.



**NOTICE OF PUBLIC HEARING
CITY OF PRESQUE ISLE, LEGAL NOTICE**

NOTICE IS HEREBY given that the Presque Isle City Council will be hold a **PUBLIC HEARING** on **February 5, 2020** at **6:00 PM** in the City Council Chambers, City Hall at 12 Second Street, to consider a **Liquor License** and **Special Amusement Application** from:

**Presque Isle Country Club
35 Parkhurst Siding Road, Presque Isle**

The public may attend the public hearing or submit written comments. You can obtain more information by contacting the City Clerk's Office at City Hall, 12 Second Street, Presque Isle, ME 04769 or call at 760-2720.

ADA ASSISTANCE: Anyone needing special assistance at the public hearing due to a disability should contact the City of Presque Isle's City Clerk at 760-2720 at least two (2) business days prior to the meeting date.

Per City Council
Thomas C. King, City Clerk

January 29, 2020

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 2

SUBJECT

PUBLIC HEARING: Approval of a Malt, Spirituous and Vinous Liquor and Special Permit for Music, Dancing, and Entertainment for Pie Nana, Inc. d/b/a Irish Setter Pub, with a location of 710 Main Street (Single Hearing)

INFORMATION

- 1) Application
- 2) Public Hearing Notice

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve a Malt, Spirituous and Vinous Liquor License and Special Permit for Music, Dancing, and Entertainment for Pie Nana, Inc. d/b/a Irish Setter Pub, with a location of 710 Main Street.

STATE OF MAINE
BUREAU OF ALCOHOLIC BEVERAGES
APPLICATION FOR
SPECIAL PERMIT FOR MUSIC, DANCING AND ENTERTAINMENT

1. Business Name Pie Nana Inc (BA) ^{Sister} (Sister) Phone # 704-5400
Address 710 Mam Presque Isle
Street City

2. Describe in detail kind and nature of entertainment:

2-3 piece band

3. Describe in detail the room or rooms to be used under this permit:

dining area

Dated At January 21, 2020 On _____

This permit includes all types of entertainment, dancing is inclusive only if you have a dancing license issued by the State Fire Marshall's Office, Department of Public Safety.

\$20.00 Per Year – Single Dance

\$50.00 Per Year -- Dances

Deborah Heester
(Signature of Individual)

Make check payable to:

City of Presque Isle

(If partnership, by members)

\$50.00 Public Hearing Fee

(Name of Corporation)

THIS APPLICATION MUST BE APPROVED
BY THE MUNICIPAL OFFICERS OR COUNTY
COMMISSIONERS IN THE CASE OF
UNINCORPORATED PLACES

(Place Corporate Seal)

BY _____
(If a Corporation, by a duly authorized officer)

STATE OF MAINE

Aroostook County SS

Dated At _____, Maine On _____

The undersigned being Municipal Officers of the City of Presque Isle hereby approve the application in accordance with the provisions of Title 28A, Chapter 43, Licenses for the Sale of Liquor to be consumed on the Licensed Premises, §1054 Special permit for music, dancing or entertainment.



STATE OF MAINE
DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
BUREAU OF ALCOHOLIC BEVERAGES AND LOTTERY OPERATIONS
DIVISION OF LIQUOR LICENSING AND ENFORCEMENT

Application for an On-Premises License

All Questions Must Be Answered Completely. Please print legibly.

Division Use Only	
License No:	
Class:	By:
Deposit Date:	
Amt. Deposited:	
Payment Type:	
OK with SOS: Yes <input type="checkbox"/> No <input type="checkbox"/>	

**Section I: Licensee/Applicant(s) Information;
Type of License and Status**

Legal Business Entity Applicant Name (corporation, LLC): Pie Nana, Inc.	Business Name (D/B/A): Irish Setter Pub
Individual or Sole Proprietor Applicant Name(s):	Physical Location: 710 Main St. presque Isle, ME 04769
Individual or Sole Proprietor Applicant Name(s):	Mailing address, if different:
Mailing address, if different from DBA address:	Email Address: pie.nana@hotmail.com
Telephone # Fax #: (207)764-5400 (207)764-5411	Business Telephone # Fax #: (207)764-5400 (207)764-5411
Federal Tax Identification Number: 26-1874027	Maine Seller Certificate # or Sales Tax #: 1132053
Retail Beverage Alcohol Dealers Permit:	Website address: www.irishsetterpub.com

1. New license or renewal of existing license? New Renewal

If a renewal, please provide the following information:

Your current license expiration date: 03/03/2020

The dollar amount of gross income for the licensure period that will end on the expiration date above:

Food: \$ 735,822.40 Beer, Wine or Spirits: \$ 274,611.45 Guest Rooms: _____

2. Please indicate the type of alcoholic beverage to be sold: (check all that apply)

Malt Liquor (beer) Wine Spirits

3. Indicate the type of license applying for: (choose only one)

- Restaurant (Class I, II, III, IV) Class A Restaurant/Lounge (Class XI) Class A Lounge (Class X)
- Hotel (Class I, II, III, IV) Hotel – Food Optional (Class I-A) Bed & Breakfast (Class V)
- Golf Course with auxiliary and mobile cart options (Class I, II, III, IV) Tavern (Class IV)
- Qualified Caterer Self-Sponsored Events (Qualified Caterers Only)
- Other: _____

Refer to Section V for the License Fee Schedule

4. If application is for a **new** license or the business is under new ownership, indicate starting date:

5. Business records are located at the following address:

710 Main St., Presque Isle, Maine

6. Is licensee/applicant(s) a business entity like a corporation or limited liability company?
 Yes No If **Yes**, complete Section VII at the end of this application

7. Do you own or have any interest in any another Maine Liquor License? Yes No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address

8. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
Deborah A. (Marquis) Gustin	03/10/1953	Gardiner, Maine
Residence address on all the above for previous 5 years		
Name	Address:	
Deborah A. Gustin	179 Presque Isle Rd., Fort Fairfield, Maine	
Name	Address:	
Name	Address:	
Name	Address:	

9. Is the licensee/applicant(s) citizens of the United States? Yes No

10. Is the licensee/applicant(s) a resident of the State of Maine? Yes No

11. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

- Yes No
- Not applicable – licensee/applicant(s) is a sole proprietor

12. Is the licensee/applicant(s) directly or indirectly giving aid or assistance in the form of money, property, credit, or financial assistance of any sort, to any person or business entity holding a liquor license granted by the State of Maine? Yes No

13. Will any law enforcement officer directly benefit financially from this license, if issued?

- Yes No

If Yes, provide name of law enforcement officer and department where employed:

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States? Yes No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States? Yes No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

16. Has the licensee/applicant(s) formerly held a Maine liquor license? Yes No

17. Does the licensee/applicant(s) own the premises? Yes No

If No, please provide the name and address of the owner:

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: _____

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

One story building with dining room and bar in main area. Patio for seasonal use. Two bathrooms for guests off main area. Kitchen with cooking equipment and refrigeration equipment and food preparation equipment. Server area, office, dry storage, employee bathroom/utility room, mechanical room, beer storage room. Sprinkler/storage room accessed from outside. Walk-in cooler built in inside, walk-in cooler outside, walk-in freezer outside.

20. What is the distance from the premises to the nearest school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: School

Distance: 1 mile

Section II: Signature; Fee; Delivery of application

By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Please sign and date in blue ink.

Dated: 01-21-2020

Deborah A. Gustin
Signature of Duly Authorized Person*

Signature of Duly Authorized Person*

Deborah A. Gustin
Printed Name Duly Authorized Person

Printed Name of Duly Authorized Person

*The person signing this application must appear in Section VII on this application.

Section III: For use by Municipal Officers and County Commissioners only
Approval of an application for an on-premises liquor license

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application on this date: _____.

Check only one: City Town Unorganized Territory

Name of City/Town/Unorganized Territory: _____

Who is approving this application? Municipal Officers
 County Commissioners of _____ County

Please Note: The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

This Approval Expires in 60 Days

Included below is the section of Maine’s liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

§653. Hearings; bureau review; appeal

1. Hearings. The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

A. The bureau shall prepare and supply application forms.

B. The municipal officers or the county commissioners, as the case may be, shall provide public notice of any hearing held under this section by causing a notice, at the applicant's prepaid expense, stating the name and place of hearing, to appear on at least 3 consecutive days before the date of hearing in a daily newspaper having general circulation in the municipality where the premises are located or one week before the date of the hearing in a weekly newspaper having general circulation in the municipality where the premises are located.

C. If the municipal officers or the county commissioners, as the case may be, fail to take final action on an application for a new on-premises license or transfer of the location of an existing on-premises license within 60 days of the filing of an application, the application is deemed approved and ready for action by the bureau. For purposes of this paragraph, the date of filing of the application is the date the application is received by the municipal officers or county commissioners. This paragraph applies to all applications pending before municipal officers or county commissioners as of the effective date of this paragraph as well as all applications filed on or after the effective date of this paragraph. This paragraph applies to an existing on-premises license that has been extended pending renewal. The municipal officers or the county commissioners shall take final action on an on-premises license that has been extended pending renewal within 120 days of the filing of the application.

D. If an application is approved by the municipal officers or the county commissioners but the bureau finds, after inspection of the premises and the records of the applicant, that the applicant does not qualify for the class of license applied for, the bureau shall notify the applicant of that fact in writing. The bureau shall give the applicant 30 days to file an amended application for the appropriate class of license, accompanied by any additional license fee, with the municipal officers or county commissioners, as the case may be. If the applicant fails to file an amended application within 30 days, the original application must be denied by the bureau. The bureau shall notify the applicant in writing of its decision to deny the application including the reasons for the denial and the rights of appeal of the applicant.

2. Findings. In granting or denying an application, the municipal officers or the county commissioners shall indicate the reasons for their decision and provide a copy to the applicant. A license may be denied on one or more of the following grounds:

A. Conviction of the applicant of any Class A, Class B or Class C crime;

B. Noncompliance of the licensed premises or its use with any local zoning ordinance or other land use ordinance not directly related to liquor control;

C. Conditions of record such as waste disposal violations, health or safety violations or repeated parking or traffic violations on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises or other such conditions caused by persons patronizing or employed by the licensed premises that unreasonably disturb, interfere with or affect the ability of persons or businesses residing or located in the vicinity of the licensed premises to use their property in a reasonable manner;

D. Repeated incidents of record of breaches of the peace, disorderly conduct, vandalism or other violations of law on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises;

D-1. Failure to obtain, or comply with the provisions of, a permit for music, dancing or entertainment required by a municipality or, in the case of an unincorporated place, the county commissioners;

E. A violation of any provision of this Title;

F. A determination by the municipal officers or county commissioners that the purpose of the application is to circumvent the provisions of section 601; and

G. After September 1, 2010, server training, in a program certified by the bureau and required by local ordinance, has not been completed by individuals who serve alcoholic beverages.

3. Appeal to bureau. Any applicant aggrieved by the decision of the municipal officers or county commissioners under this section may appeal to the bureau within 15 days of the receipt of the written decision of the municipal officers or county commissioners. The bureau shall hold a public hearing in the city, town or unincorporated place where the premises are situated. In acting on such an appeal, the bureau may consider all licensure requirements and findings referred to in subsection 2.

A. Repealed

B. If the decision appealed from is an application denial, the bureau may issue the license only if it finds by clear and convincing evidence that the decision was without justifiable cause.

4. Repealed

5. Appeal to District Court. Any person or governmental entity aggrieved by a bureau decision under this section may appeal the decision to the District Court within 30 days of receipt of the written decision of the bureau.

An applicant who files an appeal or who has an appeal pending shall pay the annual license fee the applicant would otherwise pay. Upon resolution of the appeal, if an applicant's license renewal is denied, the bureau shall refund the applicant the prorated amount of the unused license fee.

Section IV: Terms and Conditions of Licensure as an Establishment that sells liquor for on-premises consumption in Maine

- The licensee/applicant(s) agrees to be bound by and comply with the laws, rules and instructions promulgated by the Bureau.
- The licensee/applicant(s) agrees to maintain accurate records related to an on-premise license as required by the law, rules and instructions promulgated or issued by the Bureau if a license is issued as a result of this application.
 - The licensee/applicant(s) authorizes the Bureau to obtain and examine all books, records and tax returns pertaining to the business, for which this liquor license is requested, and also any books, records and returns during the year in which any liquor license is in effect.
- Any change in the licensee's/applicant's licensed premises as defined in this application must be approved by the Bureau in advance.
- All new applicants must apply to the Alcohol and Tobacco Tax and Trade Bureau (TTB) for its [Retail Beverage Alcohol Dealers](https://www.ttb.gov/nrc/retail-beverage-alcohol-dealers) permit. See the TTB's website at <https://www.ttb.gov/nrc/retail-beverage-alcohol-dealers> for more information.

Section V: Fee Schedule

Filing fee required. In addition to the license fees listed below, a filing fee of \$10.00 must be included with all applications.

Please note: For Licensees/Applicants in unorganized territories in Maine, the \$10.00 filing fee must be paid directly to County Treasurer. All applications received by the Bureau from licensees/applicants in unorganized territories must submit proof of payment was made to the County Treasurer together with the application.

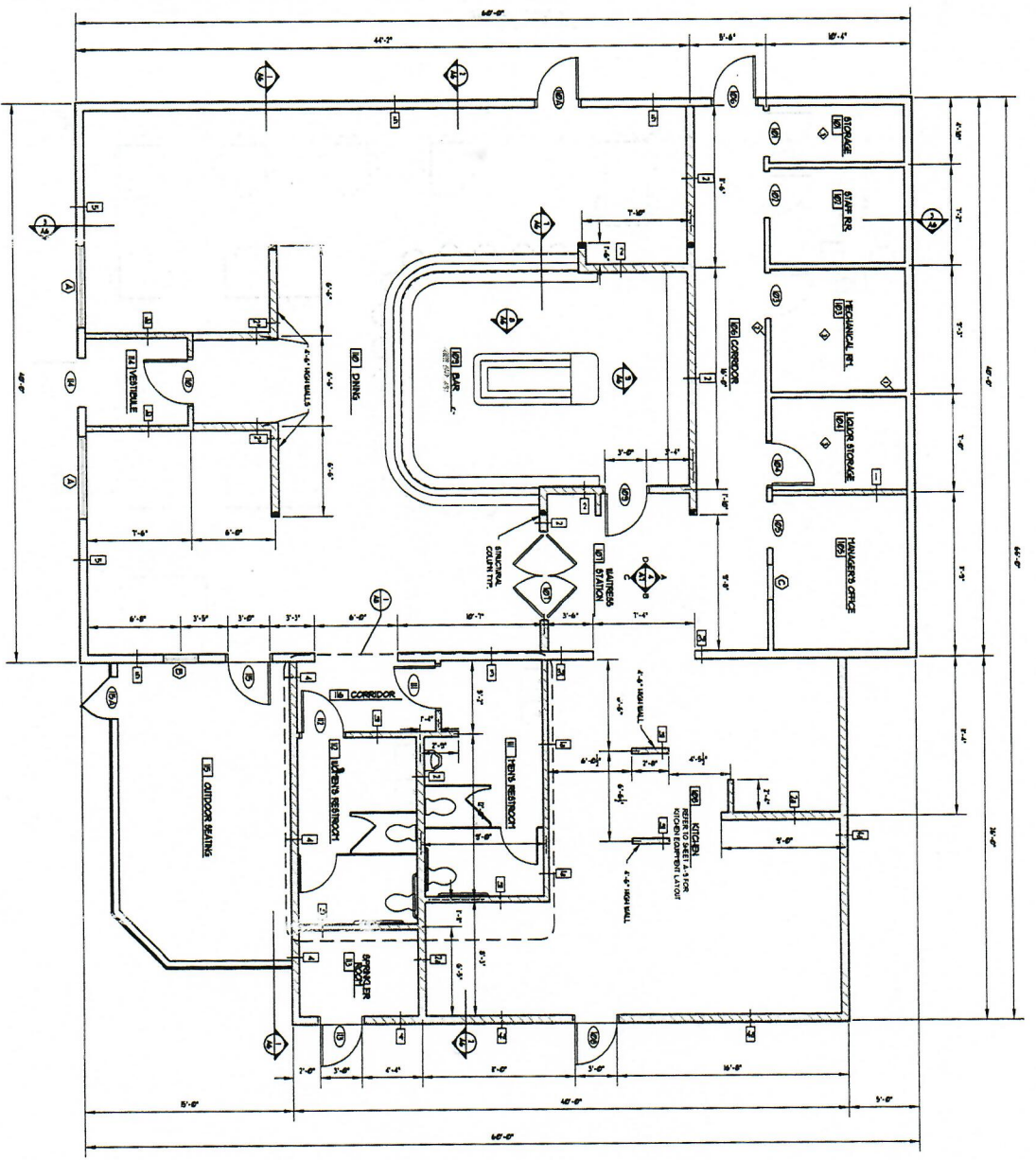
Class of License	Type of liquor/Establishments included	Fee
Class I	For the sale of liquor (malt liquor, wine and spirits) This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Vessels; Qualified Caterers	\$ 900.00
Class I-A	For the sale of liquor (malt liquor, wine and spirits) This class includes only hotels that do not serve three meals a day.	\$1,100.00
Class II	For the Sale of Spirits Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; and Vessels.	\$ 550.00
Class III	For the Sale of Wine Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 220.00
Class IV	For the Sale of Malt Liquor Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Taverns; Pool Halls; and Bed and Breakfasts.	\$ 220.00
Class III and IV	For the Sale of Malt Liquor and Wine Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 440.00
Class V	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Club without catering privileges.	\$ 495.00
Class X	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Class A Lounge	\$2,200.00
Class XI	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Restaurant Lounge	\$1,500.00
Self-Sponsored Events	This class is for Qualified Caterers Only	\$ 700.00

Section VI Premises Floor Plan

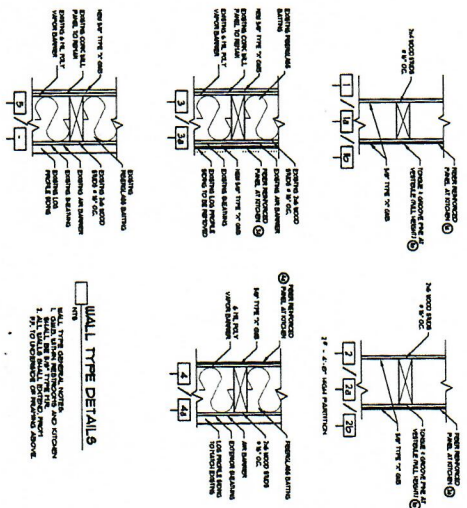
In an effort to clearly define your license premise and the areas that consumption and storage of liquor authorized by your license type is allowed, the Bureau requires all applications to include a diagram of the premise to be licensed.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the following areas: entrances, office area, coolers, storage areas, display cases, shelves, restroom, point of sale area, area for on-premise consumption, dining rooms, event/function rooms, lounges, outside area/decks or any other areas on the premise that you are requesting approval. Attached an additional page as needed to fully describe the premise.

See Attached



PROPOSED FLOOR PLAN
SCALE: 3/8" = 1'-0"



LEGEND

- ◊ KEYED NOTE
- ① ROOM NUMBER
- ② WALL TYPE SEE WALL TYPE DETAILS SHEET A-1
- ③ DOOR TYPE SEE DOOR SCHEDULE
- ④ WINDOW TYPE SEE WINDOW SCHEDULE
- ZZZ NEW PARTITION
- PARTITION (EXIST)

KEYED NOTES

- ◆ REMOVE TO 1/4" CLEAR OF 1/2" AC 1/2" TYPICAL PERIMETER AND REINFORCE CORNER
- ◆ PATCH IN PLACE IN WALL, PATCH OVER WITH 1/2" AC 1/2" TYPICAL PERIMETER AND REINFORCE CORNER
- ◆ OPEN UP EXISTING WALL AND PATCH WITH 1/2" AC 1/2" TYPICAL PERIMETER AND REINFORCE CORNER

GENERAL NOTES

BRSA
B. R. Smith Associates, Inc.
Structural Engineering
2011 West 11th Street
Portland, Oregon 97201
Tel: 503.255.4444 Fax: 503.255.4444

ISSUED FOR CONSTRUCTION
JERRY TANNER
ARCHITECT
1011 West 11th Street
Portland, Oregon 97201
Tel: 503.255.4444 Fax: 503.255.4444

**IRISH SETTER
RESTAURANT AND PUB**
MAIN STREET
FRESNO, ILE, IANNE

PROPOSED FLOOR PLAN

DATE: 3/20/10
DRAWN BY: J.T.
CHECKED BY: J.T.
PROJECT: IRISH SETTER RESTAURANT AND PUB
SHEET: A-2

**NOTICE OF PUBLIC HEARING
CITY OF PRESQUE ISLE, LEGAL NOTICE**

NOTICE IS HEREBY given that the Presque Isle City Council will be hold a **PUBLIC HEARING** on **February 5, 2020** at **6:00 PM** in the City Council Chambers, City Hall at 12 Second Street, to consider a **Liquor License** and **Special Amusement Application** from:

**Pie Nana, Incorporated, D.B.A Irish Setter Pub
710 Main Street, Presque Isle**

The public may attend the public hearing or submit written comments. You can obtain more information by contacting the City Clerk's Office at City Hall, 12 Second Street, Presque Isle, ME 04769 or call at 760-2720.

ADA ASSISTANCE: Anyone needing special assistance at the public hearing due to a disability should contact the City of Presque Isle's City Clerk at 760-2720 at least two (2) business days prior to the meeting date.

Per City Council
Thomas C. King
City Clerk
January 29, 2020

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 3

SUBJECT

PUBLIC HEARING: Approval of a Malt, Spirituous and Vinous Liquor License for Mainely Mexican LLC d/b/a Mainely Mexican, with a location of 6 State Road (Single Hearing)

INFORMATION

- 1) Application
- 2) Public Hearing Notice

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve a Malt, Spirituous and Vinous Liquor License for Mainely Mexican LLC d/b/a Mainely Mexican, with a location of 6 State Road.



STATE OF MAINE
DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
BUREAU OF ALCOHOLIC BEVERAGES AND LOTTERY OPERATIONS
DIVISION OF LIQUOR LICENSING AND ENFORCEMENT

Application for an On-Premises License

All Questions Must Be Answered Completely. Please print legibly.

Division Use Only	
License No:	
Class:	By:
Deposit Date:	
Amt. Deposited:	
Payment Type:	
OK with SOS: Yes <input type="checkbox"/> No <input type="checkbox"/>	

**Section I: Licensee/Applicant(s) Information;
 Type of License and Status**

Legal Business Entity Applicant Name (corporation, LLC): <i>Mainely Mexican LLC</i>	Business Name (D/B/A): <i>Mainely Mexican</i>
Individual or Sole Proprietor Applicant Name(s): <i>JAY Edgecomb</i>	Physical Location: <i>6 State Rd Presque Isle ME</i>
Individual or Sole Proprietor Applicant Name(s):	Mailing address, if different: <i>04769</i>
Mailing address, if different from DBA address: <i>24 Fisher St Fort Fairfield ME 04742</i>	Email Address: <i>jayededgecomb24@gmail.com</i>
Telephone # Fax #: <i>207 227-0649</i>	Business Telephone # Fax #: <i>207 760-7520</i>
Federal Tax Identification Number: <i>82 178 7062</i>	Maine Seller Certificate # or Sales Tax #: <i>1187534</i>
Retail Beverage Alcohol Dealers Permit:	Website address: <i>www.mainelymexican.com</i>

1. New license or renewal of existing license? New Renewal

If a renewal, please provide the following information:

Your current license expiration date: 2/18/2020

The dollar amount of gross income for the licensure period that will end on the expiration date above:

Food: 147,601 Beer, Wine or Spirits: 58,313 Guest Rooms: X

2. Please indicate the type of alcoholic beverage to be sold: (check all that apply)

Malt Liquor (beer) Wine Spirits

3. Indicate the type of license applying for: (choose only one)

- | | | |
|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------|
| <input checked="" type="checkbox"/> Restaurant
(Class I, II, III, IV) | <input type="checkbox"/> Class A Restaurant/Lounge
(Class XI) | <input type="checkbox"/> Class A Lounge
(Class X) |
| <input type="checkbox"/> Hotel
(Class I, II, III, IV) | <input type="checkbox"/> Hotel – Food Optional
(Class I-A) | <input type="checkbox"/> Bed & Breakfast
(Class V) |
| <input type="checkbox"/> Golf Course with auxiliary and mobile cart options
(Class I, II, III, IV) | | <input type="checkbox"/> Tavern
(Class IV) |
| <input type="checkbox"/> Qualified Caterer | <input type="checkbox"/> Self-Sponsored Events (Qualified Caterers Only) | |

Other: _____

Refer to Section V for the License Fee Schedule

4. If application is for a **new** license or the business is under new ownership, indicate starting date:

5. Business records are located at the following address:

6 State Rd Presque Isle ME 04769

6. Is licensee/applicant(s) a business entity like a corporation or limited liability company?
 Yes No If **Yes**, complete Section VII at the end of this application

7. Do you own or have any interest in any another Maine Liquor License? Yes No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address

8. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
JAY Edgcomb	1/18/67	West Stewartstown New Hampshire
Residence address on all the above for previous 5 years		
Name	Address:	
JAY Edgcomb	24 FISHER ST Fort Fairfield ME 04742	
Name	Address:	
Name	Address:	
Name	Address:	

9. Is the licensee/applicant(s) citizens of the United States? Yes No

10. Is the licensee/applicant(s) a resident of the State of Maine? Yes No

11. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

- Yes No
- Not applicable – licensee/applicant(s) is a sole proprietor

12. Is the licensee/applicant(s) directly or indirectly giving aid or assistance in the form of money, property, credit, or financial assistance of any sort, to any person or business entity holding a liquor license granted by the State of Maine? Yes No

13. Will any law enforcement officer directly benefit financially from this license, if issued?

- Yes No

If Yes, provide name of law enforcement officer and department where employed:

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States? Yes No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States? Yes No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

16. Has the licensee/applicant(s) formerly held a Maine liquor license? Yes No

17. Does the licensee/applicant(s) own the premises? Yes No

If No, please provide the name and address of the owner:

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: _____

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

74 Seat Restaurant and Bar

20. What is the distance from the premises to the **nearest** school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: ACAP

Distance: 1/2 mile

Section II: Signature; Fee; Delivery of application

By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Please sign and date in blue ink.

Dated: 1/27/2020

Jay Edgecomb
Signature of Duly Authorized Person*

Signature of Duly Authorized Person*

JAY Edgecomb
Printed Name Duly Authorized Person

Printed Name of Duly Authorized Person

*The person signing this application must appear in Section VII on this application.

Section III: For use by Municipal Officers and County Commissioners only
Approval of an application for an on-premises liquor license

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application on this date: _____.

Check only one: City Town Unorganized Territory

Name of City/Town/Unorganized Territory: _____

Who is approving this application? Municipal Officers
 County Commissioners of _____ County

Please Note: The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

This Approval Expires in 60 Days

Included below is the section of Maine’s liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

§653. Hearings; bureau review; appeal

1. Hearings. The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

A. The bureau shall prepare and supply application forms.

B. The municipal officers or the county commissioners, as the case may be, shall provide public notice of any hearing held under this section by causing a notice, at the applicant's prepaid expense, stating the name and place of hearing, to appear on at least 3 consecutive days before the date of hearing in a daily newspaper having general circulation in the municipality where the premises are located or one week before the date of the hearing in a weekly newspaper having general circulation in the municipality where the premises are located.

C. If the municipal officers or the county commissioners, as the case may be, fail to take final action on an application for a new on-premises license or transfer of the location of an existing on-premises license within 60 days of the filing of an application, the application is deemed approved and ready for action by the bureau. For purposes of this paragraph, the date of filing of the application is the date the application is received by the municipal officers or county commissioners. This paragraph applies to all applications pending before municipal officers or county commissioners as of the effective date of this paragraph as well as all applications filed on or after the effective date of this paragraph. This paragraph applies to an existing on-premises license that has been extended pending renewal. The municipal officers or the county commissioners shall take final action on an on-premises license that has been extended pending renewal within 120 days of the filing of the application.

D. If an application is approved by the municipal officers or the county commissioners but the bureau finds, after inspection of the premises and the records of the applicant, that the applicant does not qualify for the class of license applied for, the bureau shall notify the applicant of that fact in writing. The bureau shall give the applicant 30 days to file an amended application for the appropriate class of license, accompanied by any additional license fee, with the municipal officers or county commissioners, as the case may be. If the applicant fails to file an amended application within 30 days, the original application must be denied by the bureau. The bureau shall notify the applicant in writing of its decision to deny the application including the reasons for the denial and the rights of appeal of the applicant.

2. Findings. In granting or denying an application, the municipal officers or the county commissioners shall indicate the reasons for their decision and provide a copy to the applicant. A license may be denied on one or more of the following grounds:

A. Conviction of the applicant of any Class A, Class B or Class C crime;

B. Noncompliance of the licensed premises or its use with any local zoning ordinance or other land use ordinance not directly related to liquor control;

C. Conditions of record such as waste disposal violations, health or safety violations or repeated parking or traffic violations on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises or other such conditions caused by persons patronizing or employed by the licensed premises that unreasonably disturb, interfere with or affect the ability of persons or businesses residing or located in the vicinity of the licensed premises to use their property in a reasonable manner;

D. Repeated incidents of record of breaches of the peace, disorderly conduct, vandalism or other violations of law on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises;

D-1. Failure to obtain, or comply with the provisions of, a permit for music, dancing or entertainment required by a municipality or, in the case of an unincorporated place, the county commissioners;

E. A violation of any provision of this Title;

F. A determination by the municipal officers or county commissioners that the purpose of the application is to circumvent the provisions of section 601; and

G. After September 1, 2010, server training, in a program certified by the bureau and required by local ordinance, has not been completed by individuals who serve alcoholic beverages.

3. Appeal to bureau. Any applicant aggrieved by the decision of the municipal officers or county commissioners under this section may appeal to the bureau within 15 days of the receipt of the written decision of the municipal officers or county commissioners. The bureau shall hold a public hearing in the city, town or unincorporated place where the premises are situated. In acting on such an appeal, the bureau may consider all licensure requirements and findings referred to in subsection 2.

A. Repealed

B. If the decision appealed from is an application denial, the bureau may issue the license only if it finds by clear and convincing evidence that the decision was without justifiable cause.

4. Repealed

5. Appeal to District Court. Any person or governmental entity aggrieved by a bureau decision under this section may appeal the decision to the District Court within 30 days of receipt of the written decision of the bureau.

An applicant who files an appeal or who has an appeal pending shall pay the annual license fee the applicant would otherwise pay. Upon resolution of the appeal, if an applicant's license renewal is denied, the bureau shall refund the applicant the prorated amount of the unused license fee.

Section IV: Terms and Conditions of Licensure as an Establishment that sells liquor for on-premises consumption in Maine

- The licensee/applicant(s) agrees to be bound by and comply with the laws, rules and instructions promulgated by the Bureau.
- The licensee/applicant(s) agrees to maintain accurate records related to an on-premise license as required by the law, rules and instructions promulgated or issued by the Bureau if a license is issued as a result of this application.
 - The licensee/applicant(s) authorizes the Bureau to obtain and examine all books, records and tax returns pertaining to the business, for which this liquor license is requested, and also any books, records and returns during the year in which any liquor license is in effect.
- Any change in the licensee's/applicant's licensed premises as defined in this application must be approved by the Bureau in advance.
- All new applicants must apply to the Alcohol and Tobacco Tax and Trade Bureau (TTB) for its Retail Beverage Alcohol Dealers permit. See the TTB's website at <https://www.ttb.gov/nrc/retail-beverage-alcohol-dealers> for more information.

Section V: Fee Schedule

Filing fee required. In addition to the license fees listed below, a filing fee of \$10.00 must be included with all applications.

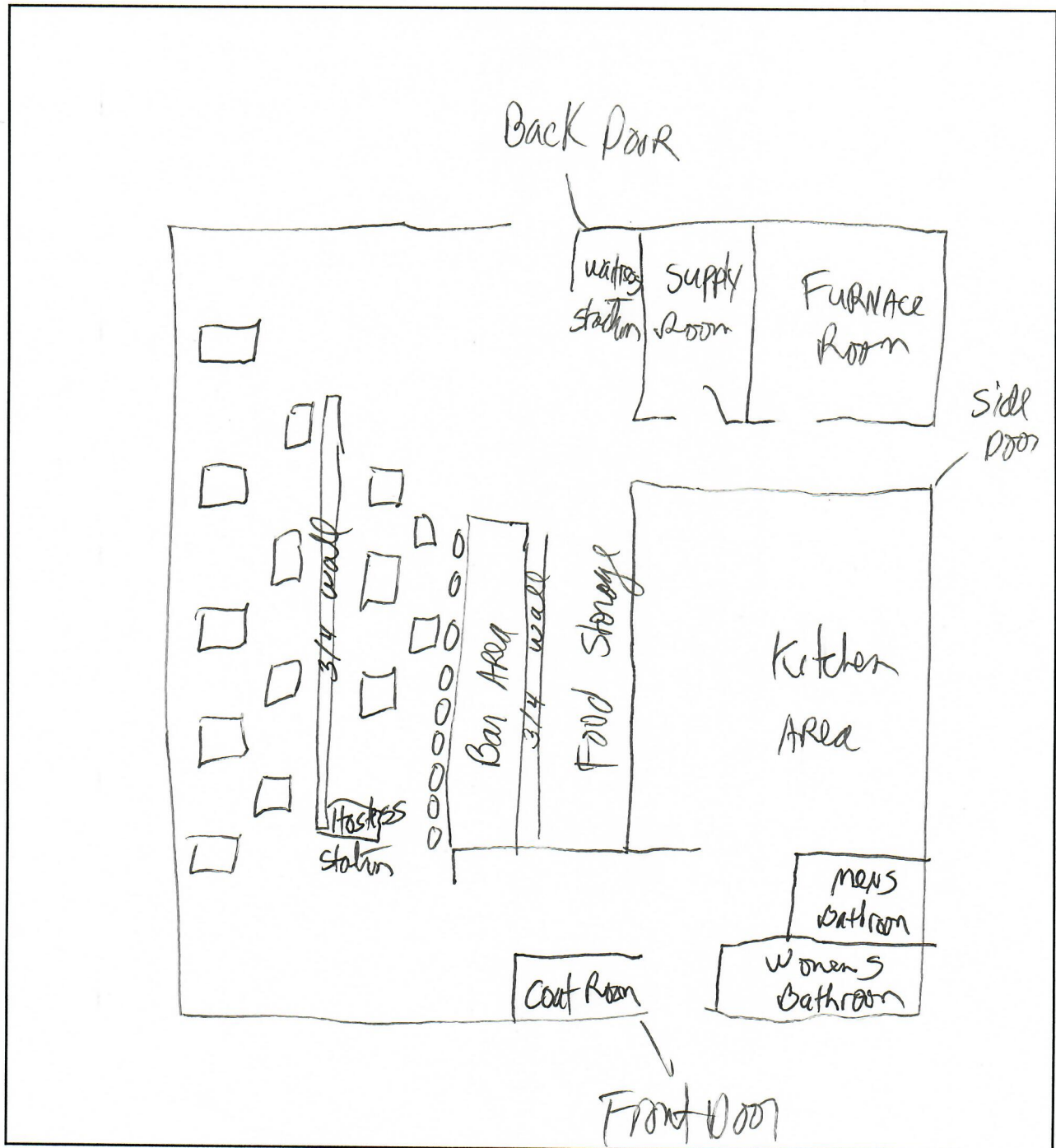
Please note: For Licensees/Applicants in unorganized territories in Maine, the \$10.00 filing fee must be paid directly to County Treasurer. All applications received by the Bureau from licensees/applicants in unorganized territories must submit proof of payment was made to the County Treasurer together with the application.

Class of License	Type of liquor/Establishments included	Fee
Class I	For the sale of liquor (malt liquor, wine and spirits) This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Vessels; Qualified Caterers	\$ 900.00
Class I-A	For the sale of liquor (malt liquor, wine and spirits) This class includes only hotels that do not serve three meals a day.	\$1,100.00
Class II	For the Sale of Spirits Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; and Vessels.	\$ 550.00
Class III	For the Sale of Wine Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 220.00
Class IV	For the Sale of Malt Liquor Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Taverns; Pool Halls; and Bed and Breakfasts.	\$ 220.00
Class III and IV	For the Sale of Malt Liquor and Wine Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 440.00
Class V	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Club without catering privileges.	\$ 495.00
Class X	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Class A Lounge	\$2,200.00
Class XI	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Restaurant Lounge	\$1,500.00
Self-Sponsored Events	This class is for Qualified Caterers Only	\$ 700.00

Section VI Premises Floor Plan

In an effort to clearly define your license premise and the areas that consumption and storage of liquor authorized by your license type is allowed, the Bureau requires all applications to include a diagram of the premise to be licensed.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the following areas: entrances, office area, coolers, storage areas, display cases, shelves, restroom, point of sale area, area for on-premise consumption, dining rooms, event/function rooms, lounges, outside area/decks or any other areas on the premise that you are requesting approval. Attached an additional page as needed to fully describe the premise.



Section VII: Required Additional Information for a Licensee/Applicant for an On-Premises Liquor License Who are Legal Business Entities

Questions 1 to 4 of this part of the application must match information in Section I of the application above and match the information on file with the Maine Secretary of State's office. If you have questions regarding your legal entity name or DBA, please call the Secretary of State's office at (207) 624-7752.

All Questions Must Be Answered Completely. Please print legibly.

1. Exact legal name: Mainely Mexican LLC
2. Doing Business As, if any: _____
3. Date of filing with Secretary of State: 6/1/17 State in which you are formed: Maine
4. If not a Maine business entity, date on which you were authorized to transact business in the State of Maine:

5. List the name and addresses for previous 5 years, birth dates, titles of officers, directors, managers, members or partners and the percentage ownership any person listed: (attached additional pages as needed)

Name	Address (5 Years)	Date of Birth	Title	Percentage of Ownership
JAY Edgcomb	24 Fisher St Fort Fairfield ME 04742	1/18/67	owner	100%

(Ownership in non-publicly traded companies must add up to 100%.)

**NOTICE OF PUBLIC HEARING
CITY OF PRESQUE ISLE, LEGAL NOTICE**

NOTICE IS HEREBY given that the Presque Isle City Council will be hold a **PUBLIC HEARING** on **February 5, 2020** at **6:00 PM** in the City Council Chambers, City Hall at 12 Second Street, to consider a **Liquor License Application** from:

**Jay Edgecomb d/b/a Mainely Mexican LLC
6 State Road, Presque Isle**

The public may attend the public hearing or submit written comments. You can obtain more information by contacting the City Clerk's Office at City Hall, 12 Second Street, Presque Isle, ME 04769 or call at 760-2720.

ADA ASSISTANCE: Anyone needing special assistance at the public hearing due to a disability should contact the City of Presque Isle's City Clerk at 760-2720 at least two (2) business days prior to the meeting date.

Per City Council
Thomas C. King
City Clerk
January 29, 2020

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 4

SUBJECT

CONSENT AGENDA: 2020 Minutes

INFORMATION

- 1) January 8, 2020 Minutes
- 2) January 28, 2020 Minutes

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve minutes from January 8th and 28th, 2020.



Presque Isle City Council Special Executive
Session

January 8, 2020

5:00 PM

Presque Isle City Council Chambers

Call to Order - Roll Call

Present: Chairman M. Chasse, Deputy Chairman K. Freeman, Councilors D. Cyr, C. Green, J. Shaw, R. Smith, and J. Willette

Absent: None

City Manager Martin Puckett and City Clerk Thomas King were also present.

The meeting was called to order at 5:03 PM and councilors yielded the floor to the Presque Isle Industrial Council for their Membership Meeting.

The City Council Meeting resumed at 5:18 PM.

Pledge of Allegiance

1. Administer Oath of Office to newly elected Councilors. This was done just prior to the start of the meeting.
2. Election of City Council Chair for 2020

BE IT RESOLVED by Councilor M. Chasse to elect Councilor Kevin Freeman to serve as Chairman for 2020. Second by Councilor R. Smith.

Vote: 6 - 0 - 1

Councilor K. Freeman abstaining

3. Election of City Council Deputy Chairman for 2020

BE IT RESOLVED by Councilor R. Smith to elect Councilor M. Chasse to serve as Deputy Chairman for 2020.

Vote: 6 - 0 - 1

Councilor M. Chasse abstaining

4. Appointment of Municipal Officials

CITY ATTORNEY

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to appoint **TBD** as the City Attorney per Article 4.10 of the City Charter. **(TABLED UNTIL OLD BUSINESS)**

CITY CLERK

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor K. Freeman to appoint **THOMAS C KING** as the City Clerk per Article 4.10 of the City Charter.

Vote: 7 - 0

PLUMBING INSPECTOR

BE IT RESOLVED by Councilor J. Shaw, seconded by Councilor J. Willette to appoint **GEORGE HOWE** as the plumbing inspector.

Vote: 7 - 0

AIRPORT ADVISORY BOARD

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor R. Smith to reappoint **Charles T. Namur III, Ryan Pelletier** and **Nate Grass** (terms expire 12/31/23) to the Airport Advisory Board.

Vote: 7 - 0

AROOSTOOK WASTE SOLUTIONS

BE IT RESOLVED by Councilor C. Green, seconded by Councilor J. Shaw to appoint **Dana Fowler** and Councilor K. Freeman (terms expire 12/31/20) to the Aroostook Waste Solutions Board.

Vote: 6 - 0 - 1

Councilor K. Freeman abstaining

AUDIT COMMITTEE

BE IT RESOLVED by Councilor K. Freeman, seconded by Councilor C. Green to appoint Councilor J. Shaw for a one-year term on the Audit Committee, term to expire on 12/31/20.

Vote: 6 - 0 - 1

Councilor J. Shaw abstaining

BOARD OF ASSESSMENT REVIEW

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor J. Willette to reappoint **Gregory Roderick** (term expires 12/31/20) as an alternate to the Board of Assessment Review.

Vote: 7 - 0

FINANCE COMMITTEE

BE IT RESOLVED by Councilor J. Shaw, seconded by Councilor J. Willette to appoint Councilor C. Green and Councilor R. Smith for a one-year term on the Finance Committee, term to expire on 12/31/20.

Vote: 7 - 0

LIBRARY BOARD OF TRUSTEES

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor C. Green to appoint **Julia Bartley, Allison Ladner and Martha LaPointe** (terms expires 12/31/2022) and reappoint **Lois Brewer, Billie Brodsky and Kevin Sipe** (terms expires 12/31/22) to the Library Board of Trustees.

Vote: 7 - 0

PLANNING BOARD

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor C. Green to

reappoint **Ward Gerow** (term expire 12/31/23) and **David Perry** (term expires 12/31/2023) to the Planning Board.

Vote: 7 - 0

PRESQUE ISLE DEVELOPMENT FUND BOARD OF TRUSTEES

BE IT RESOLVED by Councilor C. Green, seconded by Councilor R. Smith to reappoint **Floyd Rockholt** (term expire 12/31/22) to the Presque Isle Development Fund Board of Trustees.

Vote: 7 - 0

BE IT RESOLVED by Councilor C. Green, seconded by Councilor R. Smith to appoint Councilor J. Willette and Councilor K. Freeman for a one year term on the Presque Isle Development Fund Board of Trustees, term to expire on 12/31/20.

Vote: 7 - 0

PRESQUE ISLE DOWNTOWN REVITALIZATION COMMITTEE

BE IT RESOLVED by Councilor C. Green, seconded by Councilor R. Smith to reappoint **Clint Dechene** and **Luke Rossignol** (terms expire 12/31/23) to the Presque Isle Downtown Revitalization Committee.

Vote: 7 - 0

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green to appoint Councilor M. Chasse and Councilor J. Shaw for a three year term on the Presque Isle Downtown Revitalization Committee, term to expire on 12/31/22 or remainder of Council term, whichever is shorter.

Vote: 7 - 0

PRESQUE ISLE INDUSTRIAL COUNCIL BOARD OF DIRECTORS

BE IT RESOLVED by Councilor C. Green, seconded by Councilor M. Chasse to nominate **Councilor K. Freeman** for a three year term on the Presque Isle Industrial

Council Board of Directors, term to expire on 12/31/22 or remainder of Council term, whichever is shorter.

Vote: 7 - 0

RECREATION & PARKS ADVISORY COMMITTEE

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor R. Smith to reappoint **Bill Casavant** and **Jennifer Deschene** (terms expire 12/31/23) to the Recreation & Parks Advisory Committee.

Vote: 7 - 0

REGISTRATION OF APPEALS BOARD

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green to reappoint **David Perry** and **Larry Perry** (terms expire 12/31/23) to the Registration of Appeals Board.

Vote: 7 - 0

PRESQUE ISLE UTILITIES DISTRICT

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green to reappoint **Noel Currier** and **Carol McPherson** (terms expire 12/31/23) to the Presque Isle Utilities District.

Vote: 7 - 0

ZONING BOARD OF APPEALS

BE IT RESOLVED by Councilor J. Shaw, seconded by Councilor R. Smith to reappoint **Karen Duncan, Larry Perry** and **Earl Twiggs** (terms expire 12/31/23) to the Zoning Board of Appeals.

Vote: 7 - 0

5. Set City Council meeting times and places for 2020

BE IT RESOLVED by Councilor J. Shaw, seconded by Councilor R. Smith that the regular City Council meetings be held on the first Wednesday of each month at 6:00 PM in the Council Chambers, City Hall, 12 Second Street, Presque Isle, Maine.

In instances where the first Wednesday is a recognized holiday, or in cases of severe weather when offices are closed, the regular meeting shall be held on the following Wednesday of the month at 6:00 PM. At a regular meeting the City Council shall decide if it wants to call a special meeting at a date and time determined by the City Council.

Vote: 7 - 0

Public Hearing

6. Re-pass Ordinances due to the Sunset Provision

There was no public comment.

BE IT RESOLVED by Councilor C. Green, seconded by Councilor J. Willette to Re-pass Chapter 12- Taxi Cab Ordinance; Chapter 13 – Litter and Illegal Dumping Ordinance; Chapter 25 – Maine Uniform Building & Energy Code Ordinance; Chapter 25A – Residential Building Code – One & Two Family Dwellings Maine Ordinance; Chapter 31 – National Electrical Code Ordinance; Chapter 37 – Personnel Ordinance; Chapter 38B – Life Safety Code; Chapter 38C – Property Maintenance Code; Chapter 42 – Solid Waste Code Ordinance; and Chapter 43 – Planning Board Ordinance.

Vote: 7 - 0

7. Consider Adopting Revisions to Land Use and Development Code under Chapter 1, Section V – Definitions – to add “Transportation Terminal”.

There was no public comment.

BE IT RESOLVED by Councilor J. Willette, seconded by Councilor J. Shaw to adopt the revisions to the Land Use and Development Code.

8. Consider Adopting 2019 Comprehensive Plan

There was no public comment.

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green to table accepting the 2019 Comprehensive Plan until a future meeting.

Vote: 7 - 0

Consent Agenda

9. Minutes from November 7, 2019, November 20, 2019, and December 4, 2019
10. Approve 2019 Warrants #48 - #52 totaling \$2,971,259.05
11. Approve Solid Waste Hauler Licenses for Gil's Sanitation, Inc., Star City Sanitation, Inc., McNeal's Trucking, and Pine Tree Waste
12. Approve Policy on Treasurer's Disbursement Warrants for Employee Wage and Benefits
13. Approve Municipal Officers' Policy on Disbursement of Municipal Education Costs
14. Ex-Officio Appointments to Boards and Committees
 - a. Airport Advisory Board (Three Ex-Officio Seats - One Year Term) Martin Puckett, Tom Powers, and Scott Wardwell
 - b. Library Board of Trustees (Two Ex-Officio Seats - One Year Term) Sonja Eyler and Bradley Turner
 - c. Presque Isle Development Fund Board of Trustees (One Ex-Officio Seat - One Year Term) Martin Puckett
 - d. Presque Isle Industrial Council Board of Directors (One Ex-Officio Seat - One Year Term) Martin Puckett

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor R. Smith to approve the Consent Agenda in its entirety as presented.

Vote: 7 - 0

New Business

15. Approve IT Services Bid

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor J. Shaw to approve Greenmark IT as the IT Service Provider.

Vote: 7 - 0

16. Approve Legal Services Bid

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor C. Green to approve Currier & Trask, PA as the Legal Service Provider.

Vote: 7 - 0

17. Tax Acquired Properties

BE IT RESOLVED by Councilor J. Shaw, seconded by Councilor M. Chasse that the City Council authorize the City Treasurer to contact the prior owners of the properties acquired at the November 29, 2019 automatic foreclosure of the 2017 tax liens, per the Policy for Tax Acquired Property, to make acceptable arrangements for repurchasing the property from the City by paying all taxes, costs, administrative fees, and interest due the City if they wish to regain title of their former property.

Vote: 7 - 0

18. Airport EAS Bids

City Manager Puckett read a letter from Charles Namur in support of United.

At 6:15 PM Chairman K. Freeman re-opened Citizen Comments for Comments regarding the EAS Bid.

Sarah LeClaire, Woodland, ME, advocated for a return to PI to Boston flights, feels the United decision was rushed at the last EAS bid.

Carol McPherson, Presque Isle, advocated against Newark as the carrier hub.

Jan Lucas, Presque Isle, advocated against United. States that her business had 1,800 cancellations due to flight issues with United.

Kathy Beaulieu, Chapman & PI business owner, advocated against United and against Newark.

Mike McPherson, Presque Isle, advocated against Newark.

Citizen Comments were again closed at 6:35 PM.

Each Councilor spoke about their preferences and reasoning behind their choice.

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor R. Smith to remove Southern Air's EAS Bid from consideration as they don't meet the criteria of the bid.

Vote: 7 - 0

Chairman K. Freeman then presented the following resolve:

BE IT RESOLVED that in voting for the EAS recommendation a "Yes" vote is in favor of the United EAS Bid and a "No" vote is in favor of the Silver Air EAS Bid.

Vote: 5 - 2

Councilors Freeman, Chasse, Green, Smith and Willette in favor of United
Councilors Cyr and Shaw in favor of Silver Air

19. Schedule Public Hearing for Marijuana Ordinance

BE IT RESOLVED by Councilor M. Chasse, seconded by Councilor R. Smith to set a Public Hearing regarding the Marijuana Ordinance for Thursday, January 23, 2020 at 6:00 PM In Council Chambers at City Hall.

Vote: 7 - 0

Councilors exited Executive Session at 8:12 PM with no action taken.

Adjournment

BE IT RESOLVED by Councilor K. Freeman, seconded by Councilor R. Smith to adjourn the meeting at 8:12 PM.

Vote 7 - 0

City Manager Report

City Manager Puckett had nothing to report at this meeting.

Announcements

The next regularly scheduled City Council meeting will be held on February 5, 2020 at 6:00 PM in Council Chambers at Presque Isle City Hall.

Executive Session

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green to enter into Executive Session pursuant to 1 M.R.S.A. § 405(6)(E) to discuss Negotiations.

Vote: 7 - 0

Attested by: _____
Thomas C. King, City Clerk



Presque Isle City Council
Workshop

Tuesday, January 28th, 2020 3:00 PM
Presque Isle Council Chambers

Roll Call

Present: Chair K. Freeman Deputy Chair M. Chasse, Councilors C. Green, R. Smith, and J. Willette

Absent: Councilor D. Cyr (Arrived at 3:02 PM)

City Manager Martin Puckett, Tom Powers, Ray Hews, Derik Smith Richard Currier and Mike MacPherson, were also present.

Chair K. Freeman called the meeting to order at 3:00 PM and led those present in the Pledge of Allegiance.

BE IT RESOLVED by Chair K. Freeman, seconded by Councilor R. Smith to enter into executive session pursuant to 1 M.R.S.A. § 405(6)(E) to discuss Attorney-Client Consultations

Vote: 5 - 0

Councilors exited Executive Session at 4:01 PM.

BE IT RESOLVED by, Councilor R. Smith seconded by Deputy Chair M. Chasse Councilor C. Green to adjourn the meeting at 4:01 PM.

Vote 6 - 0

Attested by: _____
Thomas C. King, City Clerk

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 5

SUBJECT

CONSENT AGENDA: 2020 Warrants #1 - #4, totaling
\$ 1,456,618.03

INFORMATION

1) Warrant #1	\$ 289,480.62
2) Warrant #2	\$ 614,875.67
3) Warrant #3	\$ 64,187.96
4) Warrant #4	\$ 488,073.78

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve 2020 Warrant #1 - #4, totaling \$1,456,618.03.

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 6

SUBJECT

CONSENT AGENDA: Approve Council Appointments

INFORMATION

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to appoint Councilor _____ to the Audit Committee (term ending 12/31/2020).

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to appoint Councilor _____ as the Deputy Chair.

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 7

SUBJECT

CONSENT AGENDA: Approve Appointment to Planning Board

INFORMATION

1) Sean Nordenhold's Application

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to appoint Sean Nordenhold to the Planning Board (term expiring 12/31/2020).

City of Presque Isle

Application for Appointment to City Board/Commission/Committee

Full Name: Sean S. Nordenhold

Street Address: 76 Academy St Apt A-3, Presque Isle, ME 04769

Mailing Address (if different): PO Box 4125, Presque Isle, ME 04769

Telephone Number: 207-554-4303 (daytime) 702-277-3583 evening)

Mobile Phone Number: 702-277-3583

E-mail Address: ssnordenhold@gmail.com

Length of time as a Presque Isle Resident: 4 years

I wish to be consider for appointment to:

Planning Board

(Name of Board/Commission/Committee)

Check one or both: 1 Year Term Full Membership Status Associate Member Status

Educational Background: Associate of Arts Degree from University of Maryland, Munich Germany;
Bachelor of Science Degree in Sports Injury Management from UNLV

Employment History: 1998-2016 Front Desk Agent at Luxor Hotel & Casino Las Vegas, NV

Currently working at NorState FCU as Commercial Loan Officer, started in 10/16

Community Service: Rotary member, WAGM Heating Oil Telethon and local animal shelter. Volunteered last year in Aroostook Day of Volunteering, helped paint Quoggy Jo. Planned and executed float for NorState light parade 2019.

Please note any prior experience, knowledge or abilities that you have which would contribute to the activities of the Board/Commission/Committee: I moved to Presque Isle in 2016 and I have enjoyed becoming part of the community through my employment at Norstate and Rotary. I would like to further my involvement with the opportunity to serve on the planning board. I feel that I can bring a unique perspective since I have lived in many different places stateside and abroad due to my father's military service. Thank you for your consideration.

Date: 01/13/2020

Signature: _____

Thank you for your interest in serving the City of Presque Isle.

PLEASE RETURN FORM TO:

CITY CLERK'S OFFICE, 12 SECOND STREET, PRESQUE ISLE, ME 04769

OR BY E-MAIL: tking@presqueisleme.us

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 8

SUBJECT

CONSENT AGENDA: Approve Appointment to Presque Isle
Utilities District Board

INFORMATION

1) Greg Roderick Application

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor
_____ to appoint Greg Roderick to the Presque Isle Utilities
District Board (term expiring 12/31/2023).

City of Presque Isle

Application for Appointment to City Board/Commission/Committee

Full Name: Gregory C. Roderick

Street Address: 83 Centerline Rd.

Mailing Address (if different): 236 Henderson Rd.

Telephone Number: 7623271 (daytime) 7645914 (evening)

Email Address: Lroderick50@gmail

Length of time as a Presque Isle Resident: 59 yrs

I wish to be considered for appointment to the:

PI Water + Sewer PI Public Utilities District
(Name of Board/Commission/Committee)

Check one or both: Full Membership Status Associate Membership Status

Educational Background: PIHS

Employment History: self employed - auto/body repair 21 yrs

landlord - properties in PI + Bangor 36 yrs

Community Service: Trinity Lodge #136, Anah Temple Shrine + Arcostock County Shrine Club

Northern Maine Fair Assoc. - director 10 yrs, Property Tax review board City of PI
PI Historical Society, PI Air Museum Comm. NMCC Advisory Comm.

Please note any prior experience, knowledge or abilities that you have which would contribute to the activities of the Board/Commission/Committee:

Date: 1/29/20

Signature: Greg Roderick

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 9

SUBJECT

CONSENT AGENDA: Approve Drug Forfeiture

INFORMATION

- 1) Memo from Kari Wells-Puckett, dated January 9, 2020
- 2) Transfer Agreement

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to authorize Chairperson, Kevin Freeman to sign the Approval of Transfer.

TODD R. COLLINS
District Attorney

CARRIE L. LINTHICUM
Deputy District Attorney

JAMES G. MITCHELL
KARI WELLS-PUCKETT
CHRISTIANA REIN
MATTHEW HUNTER
Assistant District Attorneys

STATE OF MAINE



OFFICE OF THE DISTRICT ATTORNEY
AROOSTOOK COUNTY
PROSECUTORIAL DISTRICT NUMBER 8

Reply To:

144 Sweden Street
Caribou, ME 04736-2353
207-498-2557
FAX 207-493-3493 _____

27 Riverside Drive
Presque Isle, ME 04769-2730
207-764-0504
FAX 207-764-2046 _____

26 Court Street, Suite 101
Houlton, ME 04730
207-532-4294
FAX 207-532-1504 _____

January 9, 2020

Laurie Kelly, Chief
Presque Isle Police Department
43 North Street
Presque Isle, Maine 04769

RE: *State of Maine v. Eric LaBreck* – AROCD-CR-16-40611

Dear Chief Kelly,

Our office is seeking criminal forfeiture of \$1410.00 in U.S. Currency, property owned by and seized from Eric LaBreck, which facilitated crimes under Title 17-A, Chapter 45. Your department was a primary contributing law enforcement agency. Consequently, if the court orders forfeiture we are seeking transfer of this property to your department, which requires approval by the Presque Isle City Council pursuant to 15 M.R.S. §§ 5824(2) & 5826(8)(A).

Would you please ensure that this request for approval is presented to the Presque Isle City Council at its next scheduled meeting so as to ensure timely transfer of the assets? If approved, please ensure that the enclosed Approval of Transfer is signed by the Chairperson, marked with the town seal, and returned to our Presque Isle office. If you have any questions, please feel free to contact me at (207) 764-0504 or via email at kari@aroostook.me.us.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Kari'.

Kari Wells-Puckett
Assistant District Attorney

STATE OF MAINE
AROOSTOOK, ss.

UNIFIED CRIMINAL COURT
LOCATION: PRESQUE ISLE
DOCKET: AROCD-CR-16-40611

STATE OF MAINE,)
)
 v.)
)
 ERIC LABRECK,)
 Defendant,)
)
 \$1410.00 IN U.S. CURRENCY,)
 Defendant *In Rem.*)

APPROVAL OF TRANSFER

NOW COMES the City of Presque Isle, by and through the Presque Isle City Council, and does hereby grant written consent pursuant to 15 M.R.S. §§ 5824(2) & 5826(8)(A) to transfer the above-captioned **\$1410.00 in U.S. Currency**, or any smaller portion thereof, to the City of Presque Isle (Presque Isle Police Department) in that such did make a substantial contribution to the investigation or prosecution of this criminal case.

DATED: _____

Chairperson
Presque Isle City Council

(Impress Seal Here)

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 10

SUBJECT

CONSENT AGENDA: Approve Quitclaim Deeds

INFORMATION

1) Quitclaim Deeds

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve the Quitclaim Deed for the Estate of Yolanda M. Wright and the Quitclaim Deed of property located at 463 Caribou Road, Presque Isle, Maine.



HARDINGS
LAW OFFICES

BOONE BLOCK
427-429 MAIN STREET
PRESQUE ISLE, MAINE 04769

MAILING ADDRESS:
P.O. BOX 427
PRESQUE ISLE, ME 04769-0427

ALAN F. HARDING

FLOYD L. HARDING
(1923-2017)

TELEPHONE (207) 764-0131
FAX (207) 764-5751
E-Mail aharding@hardingslaw.com

FED. EIN: 01-0477280

January 16, 2020

Martin Puckett, City Manager
City Hall
12 Second Street
Presque Isle, ME 04769

RE: Estate of Yolanda M. Wright
Property: 9 Epworth Street, Presque Isle

Dear City Manager Puckett:

Enclosed herewith please find a Municipal Quitclaim Deed in relation to the above property.

Kindly ask your city council to execute the enclosed and return the same to this office for inclusion in the closing of the sale of the property of the Estate of Yolanda M. Wright.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Alan F. Harding

AFH/kw
Enclosure
HAND-DELIVERED

MUNICIPAL QUITCLAIM DEED

THAT **THE INHABITANTS OF THE CITY OF PRESQUE ISLE**, a body politic and Corporate whole, located in the County of Aroostook and State of Maine, for consideration paid by **SUSAN MICHAUD**, of Presque Isle, County of Aroostook, and State of Maine, whose mailing address is 31 Carmichael Street, Presque Isle, ME 04769, the receipt whereof is hereby acknowledged, do hereby remise, release, bargain, sell, convey and forever quitclaim unto the said **SUSAN MICHAUD**, all rights, title and interest in and to the following described real estate situated in said Presque Isle, described as follows to wit:

A certain piece or parcel of land situate on the East side of Epworth Street in the village and town of said Presque Isle, it being a part of the land conveyed to Athill E. Irving, George W. Willington, and George B. Whidden by Jane S. and William H. Ryan by deed dated June 1, 1907, and recorded in the Southern District of the Aroostook Registry of Deeds in Volume 230, Page 155, and described as follows, to wit:

Commencing on the East line of said Street, where the same intersects the South line of said land conveyed to said Irving, Willington and said George B. Whidden by Jane S. Ryan and William H. Ryan; thence running Easterly along the South line of land last named to the Southeast corner thereof; thence Northerly along the East line of land last named eighty and one-half (80 ½) feet; thence Westerly parallel with the South line of land last named eighty (80) feet, more or less, to the East line of said Street; thence Southerly, along said East line, eighty and one half (80 ½) feet, to the place of beginning. The above described premises being the same conveyed to George R. Estes by Alice Whidden by deed dated June 11, 1930, and recorded in said Registry in Volume 384, Page 599.

Being the same premises conveyed to Fernand Martin and Annette Martin by Warranty Deed of Alton J. Perry and recorded in Volume 1310, Page 25, of the Southern Aroostook Registry of Deeds.

Meaning and intending to describe the same premises conveyed to Gerald E. Wright and Yolanda M. Wright by Fernand R. Martin and Annette R. Martin by Warranty Deed dated August 16, 2001, and recorded in said Registry in Volume 3547, Page 283. Gerald E. Wright died November 11, 2013, and Yolanda M. Wright died January 23, 2018.

The purpose of this deed is to convey any and all right, title and interest in and to the hereinabove described premises heretofore acquired and held by the Inhabitants of the City of Presque Isle.

IN WITNESS WHEREOF, the Inhabitants of the City of Presque Isle have caused this instrument to be sealed with the corporate seal of the City of Presque Isle and signed in its corporate name by Mike Chasse, Doug Cyr, Craig Green, Kevin Freeman, Jacob Shaw, Randy Smith, and Jeffery Willette, its council, duly authorized this day of January, 2020.

BY:INHABITANTS OF THE
CITY OF PRESQUE ISLE

Witness

Mike Chasse

Witness

Doug Cyr

Witness

Craig Green

Witness

Kevin Freeman

Witness

Jacob Shaw

Witness

Randy Smith

Witness

Jeffery Willette

STATE OF MAINE
AROOSTOOK, SS.

, 2020

Then personally appeared the above named council members of the City of Presque Isle and acknowledged the foregoing instrument to be their free act and deed in their said capacity, and the free act and deed of said body corporate.

Before me,

Notary Public
My Commission Expires:



MAINE REVENUE SERVICES
REAL ESTATE TRANSFER TAX
DECLARATION
36 M.R.S. §§ 4641-4641N

1. County
AROOSTOOK

2. Municipality/Township
CITY OF PRESQUE ISLE

BOOK/PAGE—REGISTRY USE ONLY

3. GRANTEE/
PURCHASER

3a) Name LAST or BUSINESS, FIRST, MI
GLIDDEN, KEEGAN, C

3b) SSN or Federal ID
007-90-2979

3c) Name LAST or BUSINESS, FIRST, MI
GLIDDEN, QUINTEN, L

3d) SSN or Federal ID
007-92-4564

3e) Mailing Address after purchase of this property
25 CORSON STREET

3f) City
ROCHESTER

3g) State
NH

3h) ZIP Code
03867

4. GRANTOR/
SELLER

4a) Name LAST or BUSINESS, FIRST, MI
CITY OF PRESQUE ISLE

4b) SSN or Federal ID
01-6000033

4c) Name LAST or BUSINESS, FIRST, MI

4d) SSN or Federal ID

4e) Mailing Address
12 SECOND STREET

4f) City
PRESQUE ISLE

4g) State
ME

4h) ZIP Code
04769

5. PROPERTY

5a) Map Block Lot Sub-Lot
024 311 463

5b) Type of property—Enter the code number that best describes the property being sold. (See instructions) → 201

5c) Physical Location
463 CARIBOU RD, PRESQUE ISLE

Check any that apply:
 No tax maps exist
 Multiple parcels
 Portion of parcel

5d) Acreage
1.0

6. TRANSFER TAX

6a) Purchase Price (If the transfer is a gift, enter "0") 0.00

6b) Fair Market Value (enter a value only if you entered "0" in 6a) or if 6a) was of nominal value) .00

6c) Exemption claim - Check the box if either grantor or grantee is claiming exemption from transfer tax and explain.

GRANTOR IS MUNICIPALITY, GRANTEE IS PAYING BACK TAXES

7. DATE OF TRANSFER (MM-DD-YYYY)
01-27-2020

8. WARNING TO BUYER—If the property is classified as Farmland, Open Space, Tree Growth, or Working Water-front a substantial financial penalty could be triggered by development, subdivision, partition or change in use.
CLASSIFIED

9. SPECIAL CIRCUMSTANCES—Were there any special circumstances in the transfer which suggest that the price paid was either more or less than its fair market value? If yes, check the box and explain:

10. INCOME TAX WITHHELD—Buyer(s) not required to withhold Maine Income tax because:
 Seller has qualified as a Maine resident
 A waiver has been received from the State Tax Assessor
 Consideration for the property is less than \$50,000
 Foreclosure sale

11. OATH
Aware of penalties as set forth by 36 M.R.S. § 4641-K, we hereby swear or affirm that we have each examined this return and to the best of our knowledge and belief, it is true, correct, and complete. Grantee(s) and Grantor(s) or their authorized agent(s) are required to sign below:

Grantee [Signature] Date 1-28-2020 Grantor [Signature] Date 1/28/2020

12. PREPARER

Name of Preparer BRADLEY TURNER Phone Number 207-760-2717

Mailing Address 12 SECOND STREET Email Address BTURNER@PRESQUEISLEME.US

PRESQUE ISLE, ME 04769 Fax Number 207-764-2501

MUNICIPAL RELEASE DEED

THAT THE INHABITANTS OF THE City of Presque Isle, situated at Presque Isle, in the County of Aroostook and State of Maine, in consideration of One Dollar (\$1.00) and other valuable considerations paid by Keegan Glidden and Quinten Glidden of Rochester, County of Strafford, State of New Hampshire, the receipt whereof is hereby acknowledged, does hereby release unto the said Keegan and Quinten Glidden and their assigns forever, all its right, title and interest in and to the following described real estate situated at 463 Caribou Road, Presque Isle, in the County of Aroostook and State of Maine, to wit:

A certain piece or parcel of real estate situated at 463 Caribou Road, Presque Isle, Maine, and being further described on the City of Presque Isle Tax Assessor's Maps at Tax Map 024, Lot 311-463.

Meaning and intending hereby to convey and hereby conveying any interest the Grantor herein may have in the foregoing property by virtue of unpaid taxes for the tax years up to and including 2019.

This deed shall not be plead in bar in any action affecting the title to the premises herein described.

IN WITNESS WHEREOF, the said City of Presque Isle has caused this instrument to be signed by Jacob Shaw, Michael Chasse, Randy Smith, Craig Green, Jeffery Willette, Kevin Freeman, and Douglas D. Cyr in their capacity as City Council, this 5th day of February, 2020.

Signed, Sealed and Delivered
in presence of

By: _____
Kevin Freeman - Chairperson

Michael Chasse

Randy Smith

Craig Green

Jacob Shaw

Jeffery Willette

Douglas D. Cyr

STATE OF MAINE
AROOSTOOK, SS.

February 05, 2020

Personally appeared the above named Jeffery Willette, Michael Chasse, Randy Smith, Craig Green, Jacob Shaw, Kevin Freeman and Douglas D. Cyr in their said capacity and acknowledged the foregoing to be their free act and deed, by them signed and sealed, and the free act and deed of said Inhabitants of the City of Presque Isle.

Before me,

(Type Name): Thomas C. King
Notary Public

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 11

SUBJECT

CONSENT AGENDA: Approve Emergency Operations Plan

INFORMATION

- 1) Memo from Darrell White, dated January 24, 2020
- 2) Approval form

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve the Presque Isle Emergency Operations Plan.



Presque Isle Fire Department

The Office of
Fire Chief

Darrell K. White

Email: dkwhite@maine.rr.com

MEMORANDUM

TO:	Honorable City Councilors
FROM:	Darrell White
DATE:	January 24, 2020
RE:	City of Presque Isle Emergency Response Plan

The Emergency Operations Plan for Presque Isle provides elected officials, emergency managers, emergency responders, volunteers and citizens with a guideline of the City emergency management program. It consists of a Basic Plan, which summarizes the policies, responsibilities, and procedures used, functional annexes that cover specific areas in detail, and attachments that cover hazard-specific actions.

This Emergency Operation Plan includes four phases of emergency management:

- (1) **Mitigation**; activities which eliminate or reduce the chance of occurrence or the effects of a disaster;
- (2) **Preparedness**; activities describing how to respond should an emergency or disaster occur and working to increase resources available to respond effectively;
- (3) **Response**; immediate activities which prevent loss of lives and property and provide emergency assistance; and
- (4) **Recovery**; short and long term activities which restore order and lifelines.

The Emergency Operations Plan is reviewed every two years and updated as needed by the Fire Chief/EMA Director. The plan has been reviewed and updated for 2020.

Respectfully
Darrell White, Fire Chief

Presque Isle Emergency Operations Plan

PROMULGATION DOCUMENT

Date: February 5, 2020

To all Recipients:

Transmitted herewith is the revised Emergency Operations Plan for Presque Isle. This plan supersedes any previous plans promulgated for this purpose. It provides a framework for the City to use in performing emergency functions before, during, and after a natural disaster, technological incident or a hostile attack, and also provides basic format for Local Community Emergency Operation Plans (EOP's).

This Emergency Operation Plan includes four phases of emergency management:

- (1) **Mitigation**; activities which eliminate or reduce the chance of occurrence or the effects of a disaster;
- (2) **Preparedness**; activities describing how to respond should an emergency or disaster occur and working to increase resources available to respond effectively;
- (3) **Response**; immediate activities which prevent loss of lives and property and provide emergency assistance; and
- (4) **Recovery**; short and long term activities which restore order and lifelines.

Presque Isle Emergency Management is responsible for the development and maintenance of the Presque Isle Emergency Operation Plan. This plan is in accordance with existing Federal and State statutes. It will be tested, revised and updated as required. All recipients are requested to advise the Presque Isle Emergency management regarding recommendations for improvement.

The Emergency Operation Plan for Presque Isle has been reviewed and approved.

_____ Chair, Kevin Freeman	_____ Date	_____ Councilor, Doug Cyr	_____ Date
_____ Deputy Chair, Mike Chasse	_____ Date	_____ Councilor, Jeffery Willette	_____ Date
_____ Councilor, Randy Smith	_____ Date	_____ Councilor, Jacob Shaw	_____ Date
_____ Councilor, Craig Green	_____ Date		
_____ EMA Director	_____ Date		

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 12

SUBJECT

OLD BUSINESS: 2019 Comp Plan

INFORMATION

1) 2019 Comp Plan

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve the 2019 Comp Plan.

CITY OF PRESQUE ISLE, MAINE 2019 COMPREHENSIVE PLAN

TABLE OF CONTENTS

VISION STATEMENT	1
- Summarizes the desired community character in terms of economic development, natural & cultural resources, transportation, land uses and the community's role within the region.	
PUBLIC PARTICIPATION SUMMARY	1
- The efforts of the Planning Board to involve the public, information sources (input from the City Departments, City Committees, other state & local agencies, & public hearings).	
REGIONAL COORDINATION	1
- The local involvement in NMDC activities & efforts, L.E.A.D activities & US Rt. 1 Corridor Management efforts (as example).	
CORE DATA, INFORMATION & ANALYSIS	
I. FUTURE LAND USE PLAN	2
II. LAND USE	14
III. POPULATION & DEMOGRAPHICS	43
IV. ECONOMY	52
V. HOUSING	64
VI. TRANSPORTATION	78
VII. RECREATION	96
VIII. NATURAL RESOURCES	102

a.	Agricultural & Forestry Resources	
b.	Water Resources	
c.	Critical Natural Resources	
d.	Historic & Archaeological Resources	
IX.	PUBLIC FACILITIES & SERVICES	123
X.	FISCAL CAPACITY & CAPITAL INVESTMENT PLAN	139

MAPS & SUPPORTING APPENDICES

i.	Comprehensive Plan Base Map	
ii.	Growth Areas Map	
iii.	Composite Existing Zoning & Growth Areas Map	
iv.	Transportation Map	
v.	Development Constraints Map	
vi.	Composite Growth & Development Constraints Map	
vii.	Critical Natural Resources Map	
viii.	Water Resources Map	
ix.	Soils Map	
x.	Topography Map	
xi.	Public Utilities Map: Water System	
xii.	Public Utilities Map: Sewer System	
xiii.	Appendix A: Public Participation, Information & Education Efforts	
xiv.	Appendix B: “2020” Five year Capital Improvement Plan	
xv.	Appendix C: Finding of Consistency with Growth Management Act	

City of Presque Isle, Maine

PLANNING and DEVELOPMENT

I.-VISION STATEMENT

The City of Presque Isle’s Municipal Planning Board and City Council, with technical assistance from the Planning & Development Department staff, working through this municipal comprehensive plan will direct & coordinate a planning and development process which: (a) conserves and protects important and significant natural resources, (b) engages residents and stakeholders, (c) identifies appropriate goals and objectives, (d) assesses community planning and development opportunities, (e) preserves and enhances our city’s unique character, rural heritage and cultural resources, (f) and addresses issues of importance to residents and stakeholders.

II.-Public Participation Summary

Work on this Comprehensive Plan has spanned a multi-year period beginning in 2016. Public input has been solicited & sought primarily through the public hearing process, as established in the City’s Charter. Multiple public hearings were held by the City of Presque Isle’s Planning Board in XXX and subsequent public hearings were held in XXX by the City Council. Records of those public hearings are available through the City Clerk’s office and a “Summary of Hearing Comments” is included in Appendix “A” of this document, along with media stories, which indicate public information efforts to garner citizen input into the planning process.

In addition, to the public hearing process, input into the preparation of this comprehensive was provided by the various municipal departments and their subcommittees (ex. Airport Advisory Committee, Recreation & Parks Advisory Committee, Industrial Council, Library Board of Trustees, etc.)

III.-Regional Coordination Efforts

The City of Presque Isle, Maine is an active member of the Northern Maine Development District and the city participates in the many programs, project opportunities and issue discussions coordinated and administered by that Development District. The City of Presque Isle has coordinated with the surrounding and adjoining communities, so that potential growth and development decisions, which may have mutual impacts, are openly discussed and coordinated to the degree possible.

The first school district formed in the State of Maine was formed with the communities of Castle Hill, Chapman, Mapleton, Presque Isle, and Westfield. Another example is the coordination between the City of Presque Isle and the City of Caribou on several fronts, like the US. Rt. 1 Corridor Management Plan and many drinking water quality matters. There are many other regional efforts that have been undertaken at local, state, and federal levels to improve the lives of area residents. Discussions continue to explore new areas to eliminate the duplication of services, address common problems, reduce costs to benefit taxpayers, and create a desirable place to live.

Future Land Use Plan

Overview: This Future Land Use Plan for the City of Presque Isle, Maine combines and synthesizes the information stated in various plan sections and plan elements enumerated throughout this document and thereby provides a “community vision” or plan for the future of our community. This ***Future Land Use Plan*** projects the “vision” for our community over a planning period of 15 years by identifying areas within our City which are suitable for growth, the types of land use suggested and desired, and it also addresses certain areas within our community that are less suited for growth & development which should be maintained “as is” in a natural state. (See the Presque Isle Growth Area Map for anticipated boundaries for growth with our community).

The community of Presque Isle is expected to grow gradually in all sectors of land use & development over the next 10-15 years and it is expected to appear very much like it does today. The very noticeable growth of commercial development experienced in the area of Maysville Street and U.S.#1 is expected to continue, albeit more slowly, with “in-filling” and continued concentration of commercial use within that general area. There appears to be sufficient available land within that area of the community to absorb future commercial growth. The urban compact area should be expected to remain the urban compact area and efforts by the municipal government should be focused upon:

- Maintaining our rural community identity and character
- Enhancing & conserving prime agricultural lands and visual appeal of our community
- Revitalization the community downtown as the “Heart of the Community of Presque Isle”
- Discouraging strip development of all types along the roadways entering into the community.

State and Local Goals:

- Encourage orderly growth and development in appropriate areas of the City of Presque Isle, while protecting the community’s and the region’s rural character, making efficient use of public services and facilities and preventing development sprawl to the extent possible.
- Aid in the revitalization of our downtown “core” commercial area by concentrating retail trade, civic & social outlets and services within a more consolidated area. This revitalization effort will use public resources more wisely and make public infrastructure & services more affordable.
- Maintain the rural community identity and character, while enhancing and conserving agricultural lands and our rural culture.

Policies:

- Coordinate the City’s land use strategies with other local & regional land use planning efforts.
- Support & encourage the locations, types, scale, and intensities of land use the City desires in our stated “community vision”.

- Support and pursue the level of financial commitment necessary to provide needed infrastructure in growth areas of our community.
- Establish and implement efficient land use conservation & regulation tools and techniques for all land-use types
- Conserve and protect critical resource areas from the impact of development.
- Pursue the process of “in-filling” within local zones in order to capitalize upon the utilization of existing public facilities and services.

GROWTH AREAS – Growth Area Zones are all other Zones except AFFZ, AHZ, & WPAHZ

Projected Residential Growth Areas

- As a priority municipal planning effort, “In-filling” within existing residential neighborhoods and zones should be strongly encouraged, so as to efficiently utilize existing public facilities and services.
- New, residential growth, both single-family and multi-family, should initially be encouraged to occur in the areas identified on the Growth Area Map, based upon the existing (2019) suburban residential minimum lot size of 10,000 sq. ft. An increase of every 500 in population would result in the need for an additional 38-40 acres.
- “Residential growth area parcel #1” is approximately 34 acres (East of MSAD 1 Farm)
- “Residential growth area parcel #2” is approximately 18 acres (Long View Drive area)
- “Residential growth area parcel #3” is approximately 33 acres (East of University St.)
- “Residential growth area parcel #4” is approximately 40 acres (Corner of State St. & Center Line Rd.)
- “Residential growth area parcel #5” is approximately 32 acres (South of parcel 4)
- “Residential growth area parcel #6 is approximately 85 acres (East of Green Hill Dr.)
- Total of above Residential Growth area parcels is **242 acres**

These six potential residential growth areas should be able to accommodate the most foreseeable residential growth over the next 10-15 years. Longer range residential development might occur in areas 6-7-8-9, all located to the east of Center Line Road.

By overlaying the “Development Constraints” map over these residential growth areas, it becomes clear, why these areas are the most suitable areas within the urban area to accommodate residential growth.

Residential subdivisions should be encouraged, if they meet all guidelines and do not negatively impact agricultural land. Future subdivisions should occur within the Presque Isle Utility district but other rural areas will be considered based upon merit.

Projected Commercial/Institutional Growth Areas

- As a priority municipal planning effort, “In-filling” within existing commercial areas and zones should be strongly encouraged, so as to efficiently utilize existing public facilities and services. The intrusion of unwanted commercial activities and functions into designated non-commercial areas, particularly residential areas, should be discouraged.

- Commercial development should be encouraged to develop within the urban compact area of Presque Isle, particularly in areas & zones so designated.
- New, additional commercial growth should initially be encouraged to occur in the area(s) shown on the “Urban Area Zoning Map”. This “business zone/commercial growth area” is bounded by Aroostook River to the north of the city center and the Presque Isle stream to the west, the business/commercial growth area would extend south to the B&A railroad tracks south of North Street and then east along North Street to the intersection of Rt. #167 and then out Rt. #167 to its junction with the Rt. #205 (approximately). (See “Urban Growth Area” map and “Urban Area Zoning Map” for details). Additionally, commercial growth should be encouraged in the area of RT. #1 south of the University of Maine, as shown in areas marked. (See “Urban Growth Area” map areas and existing Official Zoning Map).
- (****Important Note:*** Any development along roadways entering into the City of Presque Isle, Maine should comply with most current access management techniques and standards for same.)
- Commercial development should be discouraged from occurring along major transportation routes to the south, east and north of the city center. Specifically, along Rt. #1 north of the Aroostook River Bridge, south of the commercial center along Rt. #1 the existing railroad trestle south of the University’s agricultural experimental farming operation and the area along Rt. #167, beyond the intersection with the State Street Extension. In all cases, “Access management” techniques should be applied and utilized in order to minimize negative impacts on traffic flows and for public safety purposes.

“Downtown Revitalization” & Main Street Growth Areas

- As a priority municipal planning focus, the “in-filling” within the existing downtown area and zones should be strongly encouraged, so as to efficiently utilize existing public facilities and services, as well as preserving the “character of the community” within a traditional compact area. The purpose is to create and maintain an attractive, interesting, coordinated and high-quality character/image of the downtown district using our community’s unique assets, heritage and multiple/mixed usages.

The Downtown Presque Isle Revitalization & Main Street Growth area should encourage economic growth & development within the context of historic preservation which is appropriate to today’s marketplace.

- Presque Isle’s strategic plan for downtown revitalization is an economic development program that recognizes “downtown” as the heart and soul of our community. A stimulating and historic downtown and Main Street center is crucial to the economic health and civic pride of the entire community.
- Private & public partnering is needed for a successful downtown/Main Street redevelopment effort, which may and likely will mean a focused public investment strategy for the Main Street growth area.
- The Downtown Revitalization and “Main Street Growth Area” is initially proposed to be the area along U.S.Rt.#1 bounded by the Presque Isle stream to the west, the University of Maine

to the south and Allen Street to the north and Second Street to the east. (See Growth Area Map and “Urban Area Zoning” map.)

Projected Industrial Growth Areas

- With the recent development of both public and private water wells off the Reach Road in the vicinity of the former Potato Service industrial site, the designation as an industrial zone there is now outdated and inappropriate and it is recommended that it be eliminated in order to discourage types of development that would jeopardize the potable water supply and public drinking water well-fields in this area.
- The existing Skyway Industrial Park is not fully developed and utilized and should remain the primary industrial growth area in the City of Presque Isle. This industrial growth area is depicted on the “Future Growth Area” map incorporated as part of this municipal comprehensive plan. A city-owned parcel, just west of Carpenter Street and Federal Street, north of the Mapleton Road and south of the east/west runway, which is served by rail is the only other “proposed Industrial Growth Area’ within the community.
- An additional “Industrial Growth Area” should be investigated outside the urban area and to the west of the city center, which should have sufficient landmass/size to support larger-scale industrial potential.
- Further site analysis and investigation for a wet-process potato/vegetable processing facility off of the Reach Road should be explored, as soon as possible.

Rural Areas: “Rural” Zones are delineated by AFFZ, AHZ, WPAHZ districts on the City’s official Zoning Map

The designation of “Rural” areas in the City of Presque Isle, Maine areas in the categories listed below which deserve a reasonable level of recognition and regulatory and non-regulatory protection or program assistance in order to preserve and conserve these important natural and economic resources. These “Rural” areas include the following:

- Area(s) Supporting Active Agriculture, Forest/Woodlands & Open Spaces
- Prime Agricultural Soils Areas – (See Soils Map)
- Un-fragmented Habitat Areas
- Important Rural & Cultural Natural Areas – (See Critical Natural Resources Map)
- Areas important to economic development, tourism & recreation
- Resource Conservation & Critical Areas:
 - Area(s) with substantial physical limitations requiring specialized utilization techniques,
 - Area(s) with severe limitations (Steep slopes, etc.)
 - Critical natural resources & areas

- Significant Wetlands
- Unique Flora & Fauna
- Important wildlife areas

Presque Isle’s natural resources are vital to many different aspects of our community. They are very important economic resources, they are important in defining and shaping community character and they are important to community health. Protecting natural resources and biological communities maintains natural diversity and keep our community in a healthy environmental state.

Presque Isle’s natural environment is also a large and important part of our community legacy. Presque Isle remains a special place because residents can both experience the built environment and the natural environment in close proximity. While most residents recognize that growth of some sort is inevitable and desirable, it is up to the residents to determine whether growth and development have either a positive or negative impact on our community, its services, and the natural environment. By encouraging environmentally sensitive design, the City of Presque Isle can both accommodate its own growth, while simultaneously protecting important or sensitive natural resources for future generations.

Several maps, associated with this comprehensive plan update, should be considered when various types of growth and development projects are considered. Maps labeled “Water Resources”, “Critical Areas”, and “Prime Agricultural Lands” and “Development Constraints” are the most critical maps for determining and directing appropriate uses and impacts, especially outside the Urban Compact Area of the City of Presque Isle.

As part of the Comprehensive Plan for the City of Presque Isle the following general resource conservation recommendations are put forth:

- Establish guidelines for where and how to build with environmentally sensitive design techniques, which enhance and protect our community’s surrounding natural environment and wildlife communities and, at the same time, contribute to the important quality of life in our City.
- Articulate environmentally important principles and values to prospective developers, both large & small.
- Review existing local land use and development regulations to identify any areas that discourage environmentally sensitive development and encourage creativity in development design.
- Eliminate regulations that are inconsistent and in conflict with environmentally sensitive design.

Transportation:

The “Future Land Use Plan for the City of Presque Isle, Maine” must address the issue of transportation needs and potential impacts on future land uses.

As described in the Transportation section of this comprehensive plan update, a heavy truck corridor/connector to the north of the urban area along Rt. #163/167 and then connecting overland to the Conant Road into Easton, Maine is the top transportation priority for the City of

Presque Isle. The effort is to reduce or eliminate east/west truck traffic from the downtown area and to establish a complete east/west heavy truck connection from Rt. 163 coming into the community from Mapleton, Maine and around the city center to the major industrial facilities on the Skyway Industrial Park and the industrial complex in Easton, Maine

- A “Heavy Truck Corridor/connector’ going west to east would greatly improve mobility by reducing travel time and expenses for through east/west traffic;
- A “Heavy Truck Corridor/connector’ would improve east/west traffic flow and public safety by removing longstanding heavy truck trips, for both short term and long term, from the downtown pedestrian and vehicular traffic;
- A “Heavy Truck Corridor/connector’ would reduce or eliminate vehicular conflicts in the downtown Presque Isle area caused by an undesirable mixture of local/through traffic and pedestrian/car/truck conflicts;

This proposed truck corridor moving west/east traffic is the primary, priority transportation project applicable to this comprehensive plan during the 10-15 year planning period.

In addition, The City of Presque Isle recognizes the importance of a strong multi-modal transportation system to ensure future economic development and growth, both within and around the City and region. The City also recognizes that roadways are an integral part of the transportation system. As such, the City sets a high priority not only to maintain its current transportation system but to improve and expand it.

One of the City’s priorities is to provide improvements to existing roadways and to seek the construction of new roadways to efficiently move regional, north/south and east/west traffic through and around the City with the combination of a by-pass and a truck route.

To address these transportation priorities the city establishes several goals:

- That the location and alignment of any by-pass be fully evaluated by the City Council, City Planning Board, Maine Department of Transportation, Army Corps of Engineers, Environmental Protection Agency and other state and federal agencies to minimize, to the greatest extent possible, the impact upon prime farmland and the economic impact to merchants located along and near the Route 1 corridor, the City’s downtown area and City in general.
- That any by-pass be fully evaluated by the City Council and Planning Board to ensure that, to the greatest extent possible, that future development in the City’s designated growth areas is not adversely impacted.
- Those roadways which support traffic to a by-pass are adequately upgraded to maximize safety and enhance traffic flow. That these improvements be done simultaneously to the by-pass construction.
- That the City pursue evaluating and funding a truck route, outside of the efforts of the Aroostook County Transportation Study, to address the need to safely move heavy truck

traffic in an east/west route from the Mapleton Road (Route 163) to Parsons Street and then towards Easton.

RECOMMENDATIONS:

SPECIFIC RECOMMENDATIONS CONCERNING RESIDENTIAL LAND USE

After reviewing the general land-use strategies pertaining to residential activity that is currently in place in Presque Isle, the following actions are recommended:

Residential development should be encouraged to develop to the east of the City, in the area roughly bounded by East State Street, the Centerline Road, and an extension of Green Hill Drive between U.S. Route 1 and the Centerline Road. This general area received the greatest amount of support of any area in the City from those responding to the public opinion survey.

Residential subdivisions in rural areas should be limited by City Council policy in the number allowed in any five-year period to control the costs of providing municipal services. At the same time, additional uses should be allowed in rural zones to reduce the dependence of rural property-owners on the sale of house lots to realize a return on their non-agricultural properties.

Along major arterials, frontage requirements should be increased and the number of road openings should be limited to maintain speed limits on those arterials at a level that will expedite travel times between locations.

Within the urban area of the City, there should be redefined residential zoning, but within that zone, public water and sewer services should be required.

The boundaries of the redefined residential zoning should be expanded outward to incorporate all of what is now zoned SRZ; SRZ should be extended further outward to define reasonable residential growth areas.

Narrow “buffer” or “transitional” zones should be created between residential areas and incompatible uses such as commerce, agriculture, or industry.

The City’s development standards and subdivision review process should be routinely re-examined to ensure that they remain in the best interest of the City.

Before a building permit can be issued for a residence in an area not served by public water and sewer, one (1) approved site for a septic system should be identified.

Within the recommended single urban residential zone, minimum lot sizes should be 10,000 sq. ft. for the first dwelling unit and 5,000 sq. ft. for each additional unit. The minimum frontage should be 75 feet. The maximum net density should not exceed 6 dwelling units per acre. As a minimum, a new zoning ordinance should consider and address, as appropriate, the following residential uses:

- single-family, owner-occupied
- Multi-family, owner-occupied (duplex, triplex, etc.)
- public housing

- mobile homes/manufactured housing
 - individual lots
 - mobile home parks
 - mobile home subdivisions
- rental housing
 - apartments
 - houses
 - mobile homes
- mixed-use/multi-purpose housing (ex. Apts. Over stores)
- condominiums
- hotels, motels, boarding homes, rooming houses, SRO's, bed & breakfast inns
- group homes
- congregate/"assisted living"
- retirement communities
- homeless shelters
- home occupations
- open space
- other

Existing residentially-zoned areas should be re-examined to ensure the appropriateness of that zoning, as a result of changed conditions within the area.

The recommended single residential zone should include the following "Permitted uses" and "Special Exceptions", at a minimum:

PERMITTED USES	
1 & 2 Family dwellings	Multi-plex dwellings
Accessory uses and buildings	Manufactures housing
Underground public utility facilities	Group homes
Apartment buildings	Day Care (1-3 Clients)
Private recreational use	Open space recreational uses
Day nursery (1-3 clients)	Overhead electrical/telephone/cable television facilities
Incidental boarding of 2 or fewer persons with residential families	
SPECIAL EXCEPTIONS	
Daycare (3 or more clients)	Day nursery (3 or more clients)
Home Occupations	Schools
Public utilities, including substations, pump stations, and treatment facilities	Bed and Breakfast Inns

The following existing uses allowed in residential zones should be reassigned to buffer and/or business zones:

Municipal, State, or Federal building or use

- Churches
 - Funeral homes
 - Rooming houses/boarding houses
 - Institutions not for residential occupancy, (i.e., educational, religious, political, social, fraternal, and/or philanthropic)
- An impact fee ordinance should be developed and adopted.

SPECIFIC RECOMMENDATIONS CONCERNING COMMERCIAL LAND USE

After reviewing the general land-use strategies pertaining to commercial activity that are currently in place in Presque Isle, the following actions are recommended:

- a) Commercial development should be encouraged to develop along and adjacent to those major arterials which have public water and sewer services available.
- b) The three existing types of commercial zones should be retained.
- c) Narrow “buffer” or “transitional” zones should be created between commercial areas and incompatible uses such as residential, agriculture, or industry.
- d) Along major arterials, frontage requirements should be increased and the number of road openings should be limited to maintain speed limits on those arterials at a level that will expedite travel times. Points of access should be tightly controlled on the Houlton Road, Fort Fairfield Road, and Caribou Road.
- e) “Cluster” (similar use) development should be encouraged along major arterials to reduce “strip” development.
- f) Front yard setbacks should be increased in Business Zones (BZ).
- g) To the extent possible, in-fill of the existing business zones should be encouraged as the preferred method of growth.
- h) The following areas were identified as supportable primary locations for business zone expansions:
 1. Caribou Road – from the Aroostook River Bridge to the Brewer Road to a depth of 1500 feet on both sides of the road (only when public water and sewer services are available).
- i) An impact fee ordinance should be developed and adopted.
- j) The City should have some level of participation in the siting and construction of future roads and streets, to direct future growth. That participation could take the form of total construction, paving at City cost, grading services, or other forms of direct involvement. Eminent domain should be considered in appropriate locations.
 1. The City should acquire options on land for the construction of perpendicular streets at regular intervals to encourage non-strip development. Intersections should be laid out and “paper streets should be established.
 2. Extension of utilities at reasonable costs must coincide with the development of streets and roads. The Utilities District should have minimum specifications for line installations available to contractors, with all inspection at necessary intervals done by the Districts

3. The City should investigate the feasibility of different widths of rights-of-way for different types of development (i.e. lesser widths of non-thru traffic areas).
- k) The following existing special exceptions allowed in residential zones should be reassigned to business and/or buffer zones.
 - Municipal, State, or Federal buildings or use
 - Churches
 - Funeral homes
 - Rooming houses/boarded houses
 - Institutions not for residential occupancy, (i.e. educational, religious, political, social, fraternal, and/or philanthropic)
 - l) Office parks should be added as a permitted use in business and/or buffer zones.

SPECIFIC RECOMMENDATIONS CONCERNING INDUSTRIAL LAND USE

After reviewing the general land-use strategies pertaining to industrial activity that are currently in place in Presque Isle, the following actions are recommended:

- a. The Presque Isle Industrial Council should continue to direct industrial and commercial growth throughout the City and should continue to administer the Skyway Industrial Park.
- b. A zoning category should be developed for the airport and airport-related activities on the Skyway Industrial Park.
- c. Narrow “buffer” or “transitional” zones should be created between industrial areas and incompatible uses such as residential, agriculture, or business.
- d. Public water and sewer services should be extended on the Skyway Industrial Park to adequately serve all remaining development sites.
- e. Studies should be initiated to identify sites within the Agricultural/Farming Zone that are appropriate to be new industrial zones, based on criteria established by the Presque Isle Industrial Council.
- f. A mechanism should be developed to expedite rezoning of areas previously identified by land-use studies as appropriate for “industrial” zoning.
- g. Support the development and use of an updated master plan for the Skyway Industrial Park.
- h. The former Potato Service Industrial site off of the Reach Road, which is now owned by McCain Foods, Inc., should be eliminated from an Industrial Zone designation in order to become compatible with and to protect municipal and industrial potable well fields developed in that area since the mid-1990s.
- i. Further site analysis & investigation for a potential wet-process, potato/vegetable processing facility off of the Reach Road should be explored, as soon as possible.

SPECIFIC RECOMMENDATIONS CONCERNING AGRICULTURAL AND FORESTRY LAND USE

After reviewing the general land-use strategies pertaining to agricultural and forestry activities that are currently in place in Presque Isle, the following actions are recommended:

- a. Narrow “buffer” or “transitional” zones should be created between agricultural/forestry areas and incompatible uses such as residential, commercial, or industrial.
- b. Develop and implement a land use and site analysis program, patterned after the LESA program developed by the Natural Resources Conservation Service of the USDA. The purpose of this program would be to provide an objective and consistent basis for making land-use decisions.
- c. Initiate a parcel-by-parcel high-intensity soil survey, computerizing and plotting the findings. To the extent possible, this should be coordinated with the efforts of state and federal land-use agencies.
- d. Investigate the feasibility of an agricultural business park; if considered viable, the City should establish zoning criteria and standards to allow such development.
- e. Investigate additional compatible uses for those areas of marginal agricultural and/or forestry value, to maximize land use potential and to enhance the generation of tax revenue.
- f. Adopt a general policy of supporting the conservation of agricultural and forest resources, while acknowledging that not all land currently zoned AFZ is best suited for agricultural or forestry production.
- g. Investigate and adopt, as necessary and appropriate, the following general strategies for supporting conservation of agricultural and forest resources:
 - 1. Performance standards zoning;
 - 2. Impact fee ordinance;
 - 3. Flexible zoning techniques;
 - 4. Land protection programs, such as land banks and acquisition programs;
 - 5. Purchased development rights;
 - 6. Transfer of development rights;
 - 7. Land trusts/conservation easements.

LAND USE - GOALS POLICIES AND OBJECTIVES

STATE PLANNING GOAL: To encourage orderly growth and development in appropriate areas of each community, while protecting the State’s rural character, making efficient use of public services and preventing development sprawl.

LOCAL GOAL: It should be the short and long-term policy of the City of Presque Isle to encourage orderly growth while establishing and maintaining compatible land uses that protect the public’s health, safety, and welfare and enhance the quality of life for all citizens.

SPECIFIC RECOMMENDATIONS CONCERNING LAND USE

- a. Continue to enforce the provisions of the following General Standards of Performance, already in place:
 - 1. Shoreland Zoning Ordinance;
 - 2. Resource Protection Zone requirements
 - 3. Soil suitability for septic tanks;
 - 4. Prevention of Erosion (compliance with Environmental Quality Handbook);
 - 5. Prohibition of structures in the floodplain;
 - 6. Mineral exploration/extraction requirements;
 - 7. Provisions governing agricultural practices;
 - 8. Wastewater pollution control requirements;

9. Noise Abatement requirements;
 10. Buffer area requirements;
 11. Timber harvesting requirements;
 12. Standards for clustered residential development;
 13. Minimum standards for street design and construction;
 14. Mobile home park standards;
 15. Trailer park/campground standards;
 16. Development/subdivision review and approval standards;
 17. Easement authorization for sewerage, other utilities, drainage, stream protection;
 18. Off-street parking standards;
 19. Off-street loading standards;
 20. Access and parking layout standards;
 21. Corner clearance requirements;
 22. Signage standards;
 23. Provisions for acceptance of streets and ways;
 24. Provisions for the acceptance of streets and ways required by the public interest;
 25. Curb requirements;
 26. No street or way to be accepted until after the report of Planning Board and Public Works Director;
 27. Provisions for private streets and ways;
- b. Update and revise the above standards as necessary and appropriate.

Summary

See the “Urban Growth Area Map” and the “Composite Growth Constraints Map” for the larger township area to visually understand how the City of Presque Isle should develop over the next 10-15 years, if certain development determinations, policies choices, regulations and decisions are made followed.

LAND USE

Overview:

The land use section is one of the most important components of the comprehensive plan. From past and present land uses, the location and amount of land available and suitable for particular purposes can be determined. For this Plan, the planning program inventoried agricultural and forest lands, soil types and characteristics, natural resources, transportation networks, housing needs, demographics, the local and regional economy, and public facilities and services. These inventories are then analyzed and reflected in a Land Use Plan. Implementation of the Land Use Plan is eventually accomplished by revising existing land use regulations and by developing new ones.

Since the comprehensive plan is a long-range guide for the growth and development of Presque Isle, it cannot be too specific or too rigid. It has to be flexible and able to adapt to unforeseen changes and demands. An overall framework is provided herein to make intelligent and informed land-use decisions within which adjustments can be made based on inevitable changes.

Presque Isle is Aroostook County's largest Service Center and is transitioning from an agricultural community into the commercial and retail hub of Aroostook County. Outside of the downtown, there are still significant amounts of agricultural lands and areas where larger lot-sized for development is encouraged.

Downtown Presque Isle's water and wastewater needs are met by the Presque Isle Utilities District which operates both water and wastewater plants. The wastewater treatment plant was constructed in 1985 and was designed mainly for residential and commercial uses. The plant is currently operating near its design capacity and according to the District Superintendent can accommodate projected residential and commercial growth. It is, however, not designed for nor can it accommodate waste from a wet processing industry.

The District also operates a water filtration plant and until 2005 all water was taken from Presque Isle Stream. In 2005, deep wells were constructed with approximately 80 percent of the water currently being supplied by these wells. In 2006, the Water District completed a change over from surface to groundwater. Like the sewage treatment plant, the water plant also is not designed to serve wet processing industries. There is sufficient capacity in the system for current and planned residential and commercial development and no additional major expansions are planned.

There is ample land available for residential and commercial growth. However residential growth, especially in subdivisions cannot occur until lots are served by public roads, sidewalks, water, and sewer. All costs for these types of infrastructure are the responsibility of the developer. This standard has not proven to be a hardship for large scale commercial developers such as those working with Wal-Mart or Lowe's. It has proven to be a detriment to those developers proposing residential subdivisions.

Land use plans in the next decade will need to be more flexible, primarily because the City will have fewer resources available to aid in addressing its land-use goals than what was available in 2007. The loss of numerous supplementary funding programs such as federal and state grants for economic development, federal revenue sharing, and sizable portions of both state revenue

sharing and state school subsidies, may reduce the ability of the City to respond to growth as effectively as it did in the past. Despite these concerns, past planning and past practices have left the City with a solid foundation on which to build.

In most respects, the land use strategies described in 2007 remain valid; however, the City must ensure that its Land Use and Development Code addresses those strategies in an intelligent and equitable manner.

EXISTING LAND USES

Land use in Presque Isle has been regulated by municipal ordinance for close to sixty years, under the provisions of Chapter 16 of the City Charter (Land Use and Development Code). The primary purpose of the original zoning ordinance developed in 1959 was “...to encourage the most appropriate use of land throughout the municipality...” a purpose that remains intact. From the outset, land-use regulation has been described as a corollary to a comprehensive plan and as a means of promoting the health, safety, and general welfare of the residents of Presque Isle.

As a guide for growth in the City, the document has proved to be both thorough and durable; the basic land uses and standards allowed in 2019 vary only slightly from the 1959 standards. Most of the substantive changes to the existing Code have occurred within the past ten years, primarily in response to changes in land use and environmental regulations at the federal and state levels of government. The most recent changes to the Code have occurred in 2018. Given the increasing intensity of the controversy over public vs. private land use rights, it is anticipated that the changes to the Code during the next ten years maybe more in response to court decisions than to legislative initiative.

The following land use information describes the recent history and the current and future status of development in Presque Isle. The various land uses identified in this section are expected to serve as the basis for a new and/or revised Land Use and Development Code; however, it should be recognized that conditions can and do change and that such changes will need to be addressed as they occur.

Residential Use

The majority of residential growth in Presque Isle has been concentrated in three general locations and, until recently, has been more heavily directed toward rental units than toward single-family housing development. During that same period, there also has been a significant increase in the number of mobile homes located in Presque Isle. Nearly all of the residential development that has occurred in the past 3 years has been located outside of the area served by the Utilities District and on lots not associated with subdivisions. Over 75 percent of the new development has occurred on the Centerline Road and western portions of State Street.

It should be noted that Presque Isle’s bedroom communities of Easton, Westfield, Chapman, and Mapleton have seen considerable new residential construction and corresponding population growth. The main reasons cited are the lower mil rates and the perceived lower cost of living in these communities. Residents in the bedroom communities have access to and utilize the services provided by Presque Isle (schools, recreation, fire, ambulance).

The 2007 comprehensive plan encouraged residential growth on the east side of the City, particularly in those areas served or expected to be served by public water and sewer services. A substantial portion of the housing growth since 1980 did occur, as expected, on the east side of the City, specifically in the Centerline Road, Lombard Street, City View Drive, Sky View Drive, Fleetwood Extension, and Academy Street areas, all of which are considered to be within the urban area of the City. Three other notable pockets of residential growth occurred, each of which are located in rural areas: one in the southwest corner of the City near Echo Lake; one in the northeast corner of the City, along the Parkhurst Siding Road, near the Johnson Road; and one in the northwest sector of the City, along and near the Washburn Road. Single-family dwellings were the predominant type of housing stock constructed, except in the Academy Street area, where multi-unit rental housing was the most common type of development.

Residential Development in Presque Isle

Housing Units	1980	1990	2000	Percent Change 1980-2000
Total	4,052	4,411	4,405	8.71
Occupied	3,703	4,124	3,963	7.02
Percent of Total	91.39	93.49	89.97	-1.55
Vacant	349	287	442	26.65
Seasonal, recreational	56	62	60	7.14
OCCUPANCY				
Owner-occupied	2,411	2,449	2,406	-0.21
Renter-occupied	1,292	1,675	1,557	20.51
VACANCY RATE				
Homeowner	1	2	2.5	150.00
Rental	4.3	4.7	9.5	120.93
SIZE/TYPE				
1 Unit	2,480	2,616	2,573	3.75
2-4 Units	714	616	588	-17.65
5 or more units	456	680	798	75.00
Mobile Home, Trailer	355	499	443	24.79

(Source: U.S. Census Data)

Apart from those individual mobile homes integrated into residential neighborhoods, mobile home parks exist on Skyway Street, Jordan Street, Davis Street, Parsons Road, Reach Road, and the Caribou Road; only the parks on Skyway Street and the Reach Road are new since 1980. Periodically, the City has revised its Land Use and Development Code as it relates to mobile home parks to bring the local ordinance into compliance with any newly adopted State requirements.

A revised zoning ordinance was adopted in 2018 to implement the recommendations of the 2007 comprehensive plan. Within that ordinance, three residential zones were created: Urban Residence, Residential Office Zone and Suburban Residence (SRZ). Residential use is also

allowed in all other zones except Industrial (IZ), Light Industrial (LIZ), Resource Protection (RPZ), and Watershed Resource Protection (WRPZ).

The areas zoned as URZ include the older residential neighborhoods in Presque Isle; these neighborhoods tend to be clustered around the downtown business district, generally less than three-quarters of a mile to the east and west of Main Street (U.S. RT. 1). The portions of the City zoned as URZ were the most outlying areas of urban residential activity; those areas grew as the City began expanding further away from the downtown area, following the closure of Presque Isle Air Force Base in the early 1960s. Negligible amounts of new home construction have occurred in either URZ or URZ, with the exception of the construction of ten condominiums on Academy and Cook Streets.

The second residential zone established in 1979 was the SRZ, which serves as a buffer between the already developed residential areas and the Agriculture Farming & Forestry Zones (AFFZ) that bordered the urban area to the south and east. The SRZ was created as an early “growth” or transitional area and much of the zone was not served by public water and sewer services in 1979. A significant amount of single-family housing development has occurred since 2007 in subdivisions in the SRZ, particularly in the Strawberry Bank, Lombard Street, Dewberry/Mulberry Drive, Barton/ Fleetwood Extension, University Street and State Street areas; multi-family apartment development occurred in the SRZ in the Fort Road, Dewberry/Mulberry Drive, and Academy Street areas.

The third residential zone established in 2013 was the ROZ, which serves as a transitional zone in which residential uses and limited office uses are permitted. This zone recognizes that certain areas of Presque Isle along arterial and collector streets that have been predominately residential in nature are facing increased pressures for commercial development. The purpose of this zone is to provide for a mixture of residential and office uses that will be compatible with the traditional residential character and building design of the area. In 2013, this zone was developed along both sides of Mechanic Street to encompass the front lots to the intersection of Industrial Street. In 2018, this zone was expanded up Academy Street to encompass what was the Professional Medical Zone.

The provisions of the 1979 Land Use and Development Code pertaining to residential subdivision developments have been a topic of discussion in recent years. The substantial increases in single-family housing stock experienced in many of the surrounding communities and the limited amount of single-family housing growth in Presque Isle were attributed, in part, to the fiscal demands imposed on developers by the City’s strict development standards. It was suggested that the City should re-examine its policies and take a more active role in encouraging single-family housing development within those areas already zoned for residential use, however, the recent volume of new housing starts in approved subdivisions suggests that the standards are not unduly burdensome or restrictive to growth.

The table below describes the three current residential zones in Presque Isle, including the land use standards that apply to each zone.

Existing Residential Zones in Presque Isle

PERMITTED USES	SRZ	URZ	ROZ
Public open space recreational uses	X	X	X
Accessory uses and buildings	X	X	X
Underground public utility facilities	X	X	X
Overhead electric utility distribution facilities and overhead telephone distribution and trunk facilities	X	X	X
1 and 2 family dwellings	X	X	X
SPECIAL EXCEPTIONS			
Apartment building		X	
Rooming house	X		
Cemeteries	X		
Hospital, nursing homes, homes for the aged, and Congregate and “assisted living” housing	X		
Funeral home		X	X
Recreation activity buildings and grounds operated for profit	X		
Neighborhood convenience commercial facilities not exceeding 1000 sq. ft. in building area intended to the immediate area in which it is constructed, excluding gas stations	X		
Private recreational uses exclusive of drive-in theaters		X	✗
Public utility facilities including substations, pumping stations, and sewage treatment facilities	X	X	X
School (including day nursery), hospital, municipal or state building or use, church, or any other institution of educational, religious, philanthropic, fraternal, political, or social nature, which is not used for residential occupancy	X	X	X
Home Occupations			
Adult Care Facilities	X	X	X
Daycare/home babysitting	X	X	X
Bed & Breakfast Inn	X	X	X

STANDARDS:			
	SRZ	URZ	ROZ
Minimum land area per dwelling unit (single) (square feet)	10,000	7,000	7,000
Minimum land area for multiple family dwelling (square feet)	10,000	7,000	7,000
a. first dwelling	10,000	7,000	7,000
b. each additional dwelling unit within one building	5,000	4,000	4,000
Minimum lot size (square feet)	10,000	7,000	7,000
Minimum street frontage (feet)	75	50	50
Minimum front yard (feet)	30	15	30
Maximum building coverage	25%	25%	25%

Minimum side & rear yards (feet)	10	10	10
(In URZ - 1/2, applies to all buildings)			
(buildings higher than 30 feet shall have side and rear yards not less than 50% of the building height)			
Maximum building height (feet)	35	35	35
Minimum setback from streams and water bodies	100	100	100

COMMON STANDARDS

1. The minimum distance between principal buildings on the same lot shall be the height equivalent of the taller building.
2. No minimum land area for congregate and “assisted living.”

In the case of a planned unit or clustered residential development, the above standards may be modified in accordance with the special provisions of Chapter II Section IV of this Code and with the conditions that:

- a) Sewerage and water shall be provided (SRZ, URZ, ROZ)
- b) A minimum land area of 10 acres shall be provided except as otherwise prescribed herein (SRZ)
- c) A minimum land area of 1 acre shall be provided except as otherwise prescribed herein (URZ)
- d) The maximum net density shall not exceed 6 dwelling units per net residential acre. (SRZ).
- e) The maximum net density shall not exceed 10 dwelling units per net residential acre. (URZ)

B. Business Use

The closing of the Presque Isle Air Force Base in 1961 can be identified as the beginning of the decline of the City’s downtown business district and the beginning of the outward expansion of both commercial and residential development.

In 1961, Presque Isle’s downtown business district was thriving with five discount department stores, several grocery stores, restaurants, pharmacies, and a variety of clothing and specialty shops. The downtown business district also was the location of financial, insurance, and other institutions requiring office space, as well as professional offices. Sales were sufficient to allow reinvestment in both new inventory and buildings, and Presque Isle’s downtown was clearly the retail center of Aroostook County, capturing \$4 of every \$10 spent for general merchandise in the County.

In the first twenty-five years following the base closing, the downtown business district experienced a downward economic spiral, fueled by prevailing market factors and declining property values and tax revenues. The ensuing reduction in overall retail sales resulted in a need to reduce inventories and to limit the variety of goods offered in many downtown retail establishments; the reduced sales led to a decline in the amount of capital available for reinvestment to support necessary improvements to generally older and un-modernized stores in the downtown area.

The lack of reinvestment led to a continued decline in property values and further diminished tax revenues, which had a marked effect on the ability of the City to modernize and repair streets and facilities with tax-generated revenues. Numerous problems existed in the public facilities. Sidewalks and curbing were cracked, patched, and misaligned; lighting was inadequate and more aligned for drivers than pedestrians; the street surface needed a complete pavement overlay, and numerous catch basins needed repair or replacement. Water, telephone, and electrical services for many buildings dated to the early part of the century, and there was a lack of trees, plantings, benches, and other pedestrian amenities.

As this decline in the downtown business district was occurring, three new retail developments were being created at both ends of the business district. In 1965, the Presque Isle Plaza, a small strip development, was constructed on South Main Street. A larger strip mall, the North Street Shopping Center, was constructed in 1969, and the third retail development, the Presque Isle Shopping Center, was constructed in 1970, on North Main Street. These developments, particularly the two on the north end of the City, set the new boundaries for urban Presque Isle while adding additional strain to the economic distress of the downtown business district by diverting consumers away from the downtown area.

In an effort to stabilize the downtown business district as a viable commercial area, the City initiated a “downtown revitalization” project in 1983. The goals of the project were to rebuild the public and private facilities to create a new and attractive pedestrian/shopper-oriented downtown environment, to improve pedestrian and vehicular safety, and to make much-needed improvements to the City’s infrastructure. These activities were considered a necessary first step toward encouraging shopping in the downtown area while serving as an incentive to downtown business and housing unit owners to reinvest in their properties.

Financial support for the project came from a variety of sources, including: the Maine State Planning Office, the City of Presque Isle, New England Telephone Company, Maine Public Service Company, the Presque Isle Sewer District, and several other public and private sources.

From 1983 to 1987, the City instituted improvements on Main Street, between Chapman and Blake Streets, on State Street, between Second Street and Riverside Drive, and on Riverside Drive, between State Street and Main Street. These improvements included: rebuilding and realigning sidewalks and curbing; installing new light standards and fixtures; planting trees, installing benches, and other pedestrian amenities; eliminating overhead electrical, telephone, and cable television on Main Street and in some parking areas; replacing and relocating catch basins, as needed; repaving street surfaces; delineating crosswalks more clearly and making crossings shorter through sidewalk realignment at intersections; grading; replacing traffic signals; and renovating parking areas to provide more useable parking spaces, replacing any spaces lost to sidewalk realignment. The total cost of these improvements exceeded \$2 million.

In addition to the public improvements, the City participated in programs designed to improve rental housing units and storefronts in the downtown business district. A total of eighteen apartments were rehabilitated by property owners, in partnership with the City, the Maine State Housing Authority, and the Presque Isle Housing Authority. Fifty percent of the cost of the improvements, up to \$4,000 per unit, was loaned by the City to the property owner, who also

received a grant from the Maine State Housing Authority. The City created a commercial property rehabilitation program, which loaned up to 40% of the total project cost, up to a maximum of \$15,000, for signage and facade and safety improvements.

As a means of triggering private reinvestment, the downtown revitalization programs proved to be very successful, generating nearly \$2.5 million in improvements to existing downtown buildings between 1984 and 1991.

At a time when the downtown business district should have been profiting from its improved image, it was forced to confront another serious threat to its continued existence. The construction of a 505,000 sq. ft. enclosed shopping mall at the north end of the City, as well as secondary development in the vicinity of the mall, posed a significant challenge to the downtown merchants. That challenge, however, was not perceived to be insurmountable.

Three other issues were seen to be catalysts for the problems experienced in the downtown business district: the closure of Loring AFB; the loss of Canadian shoppers resulting from Canadian federal and provincial tax policies; and the loss of two major anchor stores from the downtown, one of which would relocate to the Mall and the other left the area reportedly as a direct result of the loss of Canadian trade. Retail sales establishments had become greatly outnumbered by service establishments.

In 1994, there was a rapid decline in the occupancy and business climate of the downtown business district. The City of Presque Isle and the Presque Isle Area Chamber of Commerce initiated a series of meetings with downtown property and business owners in an effort to develop strategies to halt the decline of the “core” of the City. The group identified a number of alternatives that might be employed. One of those ideas was to commission a detailed study of the downtown to enumerate its various strengths and weaknesses. The findings of the study would serve as a guide for future actions. The City applied for and received assistance for such a study through the “Quality Main Street” program of the Maine Department of Economic and Community Development.

The consultants for the multi-phased study examined local and regional socio-economic trends, surveyed merchants and shoppers, reviewed traffic and parking conditions, and evaluated the buildings, infrastructure, building character and land use, business and real estate inventories, and unique assets and problem areas. Based on the information gathered, analyzed, goals and directions, and strategies were developed. These strategies addressed business development and funding and implementation.

As part of the study process, a loose affiliation of representatives from the downtown area, city government, and the chamber of commerce served as the local contact for the consultants. Following the completion of the study, this group emerged as a moving force for change in the downtown business district. Despite early growing pains, the group redefined itself several times and began undertaking activities that addressed the strategies identified in the study. In the two years since the completion of the study, there has been a noticeable turnaround in the occupancy and the attitude of the downtown. The positive contributions of this segment of the retail community have produced city-wide improvements.

The downtown business district survived several decades of physical and economic decline that resulted from the lack of reinvestment in its businesses. The degree of competition during that period was comparatively light and the business climate was stagnant; however, with the injection of a modest amount of public funds and a cooperative community effort, the impetus for reinvestment was provided and many businesses found renewed confidence in their ability and willingness to compete in what was expected to be a very competitive marketplace. To ensure that level of competition, it will be necessary to actively maintain and improve the original target areas of the revitalization efforts, while expanding the public improvements further to the north and to the south along Main Street.

Commercial growth in Presque Isle since 1980 has been concentrated in three locations along and adjacent to U.S. Route 1. The most active area of growth has been that portion of Main Street between North Street and the Aroostook River, the second area of growth has been the portion on the south end of the City, between University Street and the Aroostook State Farm, and the third area is North Street, between Main and Carmichael Streets.

Significant retail and commercial development have occurred between Rice Street and the Aroostook River Bridge as well and out the Maysville Road toward Fort Fairfield. The Aroostook Centre Mall, Lowe's, Maine Mutual Insurance, USDA, Family Dollar, Wal-Mart, and a variety of fast-food restaurants have located in the area in the 1990s and 2000s.

Like many other Service Centers, Presque Isle has seen considerable commercial growth outside of the "downtown.", the current boundaries for commercial growth include the Aroostook River to the north and the abandoned Bangor and Aroostook rail line to the south. The City Council, working with the Water and Sewer District, developed a written policy indicating that no infrastructure will be extended north of the Aroostook River. The City Planner and Planning Board have also recently extended the Business Zone (BZ) to a depth of 1,500 feet along either side of Route 1 to accommodate planned commercial development.

There has been some infill in this zone north of the downtown. In the past 3 years, the Planning Board has issued 37 permits for new commercial development including new restaurants, university dorms/recreation centers, building supply, retail establishments, storage facilities, garages, convenience stores, and service stations.

The City contains zoned commercial (BZ zone) lands located to the south of the downtown, between the University of Maine at Presque Isle and the Bangor and Aroostook rail line. There has been a reluctance of developers to locate in this portion of Presque Isle as they believe a majority of the shoppers coming to Presque Isle are doing so from the north, particularly the St. John Valley and fear these shoppers do not want to travel through the downtown or will not travel past the Aroostook Centre Mall/Wal-Mart area.

Development within the commercially-zoned areas of the City can be described as progressive "in-filling" and widening of the areas first extended by the early strip malls. Since 1980, seventy-three new commercial buildings have been constructed. This count does not include the expansions and changed uses of several buildings that have broadened the commercial opportunities in the area and increased the demand for commercial space, continuing the recent trend of escalating property values in the City.

The North Street area began developing and re-developing rapidly in the mid-to-late 1980s and early 1990s. The predominant type of construction was a single-level, “mini-mall” structure, housing small retail facilities and offices. A total of more than twenty-one new business locations were created on North Street between 1986 and 1991. The original strip mall recently has experienced a shift away from retail use; commercial office space and health services now share space with a restaurant and a modern supermarket, which contains a florist shop, a video rental shop, and a drive-through pharmacy.

Despite an apparent bias against the southern portion of the City displayed by larger retail developers, the area has experienced substantial growth since 1980. Motel construction and expansion have been accompanied by a mix of retail, service, warehousing, and transportation terminal construction. Developers of high-profile, high-volume retail establishments have consistently expressed a preference for locations on the northern end of the City, since developments in that area can more easily capture customers from Caribou, Washburn, and other points further north. There is a perception that commercial property in the southern end of the City is less accessible to a greater number of persons; the most common reason cited is the amount of time required to travel through Presque Isle on Main Street, with its nine sets of traffic lights. Reconstruction of North Main Street between Rice Street and Allen Street and the ensuing efficiency in the traffic control system may help to dispel this perception and create an increased demand for commercial space along the Houlton Road.

Current Downtown Revitalization Efforts

The initial efforts of the Quality Main Street Advisory Committee, active in and around 1995, as well as the Strategic Study, produced during their tenure, the committee eventually disbanded and the study and its goals sat on a shelf.

In early 2006, members of Presque Isle’s downtown businesses and interested business people, in cooperation with the Presque Isle Area Chamber of Commerce and the city of Presque Isle, announced the creation of the Downtown Revitalization Committee. Initially formed under the direction of the Chamber, the group currently serves as an ad-hoc committee for the City.

The mission of the Committee, *to encourage our community to preserve and reinvest in the economic, aesthetic, and cultural future of Presque Isle by promoting viability and vitality of downtown*, will be implemented using the 4-Point Approach, developed by the National Main Street Center, via sub-committee formation. The four points include: Organization, Design, Economic Restructuring, and Promotion.

The 4-Point Approach has been used successfully by several communities in Maine to promote positive change within their downtown areas. The objective of the Downtown Revitalization Committee is to build upon the past successes of the city while establishing a structure to address the immediate needs of the downtown district, as well as ensuring a sustainable, long-term, economic vitality. As such, each sub-committee will be utilizing the 1995 Strategic Study to evaluate how the analysis and goals apply to Presque Isle today.

At this writing, each sub-committee is developing a list of specific immediate, short-, and long-term goals; however, several primary goals exist at this time: restructuring as a non-profit organization; hiring a “downtown manager”; improving the in-town parking with the design and

construction of off-street parking areas, including signage, lighting, and landscaping; re-introducing culture and music to the community with a gazebo/amphitheater structure; and improving the facades and signage of each building in the target area to create a cleaner, cohesive, and more inviting downtown.

The benefits of these improvements are two-fold. A revitalized downtown will be a source of pride for local merchants and residents of Presque Isle and will further brand Presque Isle as the center of retail and commerce in Aroostook County. Should a highway bypass become a reality, Presque Isle needs to continue to serve as a destination place.

It is anticipated that downtown improvements will be funded with a combination of private and public monies, including grant funds as applicable. It will be necessary to update the downtown strategic study and comprehensive plans to be applicable for certain funding sources. The hiring of consultants for planning, engineering, and design will be necessary to implement the desired improvements.

Previous comprehensive plans have indicated the need for commercial zones to be located along major arterials to ensure ease of access and to minimize disruption to other land uses. The zoning ordinance adopted in 1979 established two types of commercial zones, located on or adjacent to major arterials: Retail Business Zone (RBZ) and Business Zone (BZ). In 1996, the zoning ordinance was amended to add a transitional commercial zone, or Suburban Commercial Zone (SCZ). In 2011, the zoning ordinance was amended to add a General Development Zone and a Downtown Retail Business Zone. The General Development Zone extends southward from Park Street bridge on the west side of Main Street down Riverside Drive, along Kennedy Brook and down the east side of Dyer Street from Park Street Bridge to State Street.

The City's Retail Business Zone (RBZ) extends northward along both sides of Main Street from Kennedy Brook to the Aroostook River. The zone varies in depth along its length; south of Park Street, the zone extends one or more blocks to the east and west of Main Street. In the north end of the City, the RBZ averages a depth of 150 feet from either side of Main Street. Along the west side of Main Street, between Park Street and the Veteran's Memorial Park, the RBZ is interrupted by a Resource Protection Zone. The central business district is located within this zone.

The areas zoned as BZ are primarily located along the major arterials in the City. With the exception of two very small zones, one on the Houlton Road and one on the Caribou Road, all Business Zones in Presque Isle are within or extend out from the urban area of the City.

The one area of the City currently zoned SCZ is located immediately north of the Aroostook River bridge. It extends to slightly less than 0.4 miles north of the bridge on U.S. Route 1, approximately 0.5 miles easterly on Rte. 210, and roughly 0.6 miles northwesterly along Rte. 164.

Originally zoned Agricultural/Farming (AFZ), the rezoned area had been home to numerous small businesses prior to the adoption of the zoning ordinance in 1979. These businesses had been forced to stagnate because as non-conforming uses they could not expand their floor space or business offerings. They were consigned to failure by regulation. After multiple public

hearings and constructive compromise, both residential and business property owners felt that they had been properly protected.

The table below describes the five current commercial zones in Presque Isle, including the land use standards that apply to each zone.

Existing Commercial Zones in Presque Isle

PERMITTED USES	SCZ	BZ	RBZ	GDZ	DRBZ
1 and 2 family dwellings, exclusive of mobile homes			X		X
1 and 2 family dwellings		X		X	
Single-family dwellings	X				
Accessory uses and buildings, including home occupations		X	X	X	X
Apartments		X	X	X	X
Accessory uses and buildings	X				
Retail and wholesale business and service establishments, excluding new & used car lots, as Special Exceptions		X	X	X	X
Retail business and service establishments of 5,000 less square feet of gross building area, but excluding new/used car lots, junkyards/automobile graveyards	X				
Retail business and service establishments <i>exclusive</i> of Junkyards and auto recyclers			X		
Business/professional offices			X		X
Business/professional offices of 2,000 or less square feet of gross building area	X				
Professional offices		X		X	
Commercial parking lot/parking garage					
Bus passenger station			X		X
Public utility facilities including substations, pumping stations, and sewer treatment facilities		X		X	
Including underground & overhead electric and telephone	X				
Municipal and government uses	X	X			
Public open space recreational use	X				
SPECIAL EXCEPTIONS					
Educational institutions including nursery schools bearing in mind that excessive numbers of children can be an annoyance in residential areas and in commercial areas may pose safety problems			X	X	X
Motel, hotel, rooming house,		X	X		X
Rooming house	X				
Bed and breakfast			X		
Gasoline service station				X	X
Gasoline sales at convenience stores	X				
Place of assembly, including theater		X	X	X	X
New and used car lots	X	X	X	X	X
Gasoline service station and/or repair garage		X	X		
Funeral home		X			
Public Transportation terminal		X			
Warehousing and storage		X			
Research laboratories		X			
Manufacturing operations, provided they conform with Chapter II		X			
Public utility facilities, including substations, pumping stations, and sewage treatment facilities			X	X	X
Municipal and government uses					X
Home Occupations	X				
Cemeteries	X				

Recreational buildings/ground operated for profit	X				
Daycare/babysitting	X				
Hospice		X			
Mobile Homes		X			

STANDARDS: The general standards of performance of Chapter II of the Land Use and Development Code shall be observed.		
----------------------------------------------------------------------------------------------------------------------------------------	--	--

	SCZ	BZ	RBZ	GDZ	DRBZ
Maximum building coverage	15%	None	None ¹		
Minimum land area per dwelling unit	1 acre		Same as URZ ²		
Minimum land area per developing unit	1 acre	³			
Minimum lot size	1 acre	³	None ²		None
Minimum street frontage	100'	75'	None ²		None
Minimum front yard	30'	30' ³	30' ⁴		None
Minimum side/rear yards	30'	30' ⁵	10' ⁶		None
Maximum building height	35' ⁷	40' ⁷	40' ⁷		75'
Minimum setback from streams and water bodies, wetlands	100'	100'	100'	25'	
Maximum outdoor stored material coverage	20' from PL open	⁸			
¹ Side, area, and front yards shall be maintained; ² Except for those space standards for residential uses shall be the same as those for Urban Residential Zone; ³ Except for those space standards for residential uses shall be the same as those for Urban Residence Zone UR.Z-1; ⁴ Except that a building setback need not be greater than existing buildings immediately adjacent on both sides of the proposed structure; ⁵ Except as may be required by the buffer provisions of the Code and except where the side and/or rear yards abut a residential district in which case a minimum of 40' shall be required; ⁶ Except as otherwise required by the buffer provisions of the Code and except where the side and/or rear yards abut a residential zone in which case a minimum of 15' or 50% of the building height, whichever is greater, shall be required; ⁷ In no case shall any structure pierce the imaginary airspace surfaces created and accepted by the City in its then-current airport master plan; ⁸ 1/3 required distances for side, rear, and front yards shall be maintained without material stored thereon					

C. Industrial Use

The economic upheaval caused by the closing of Presque Isle Air Force Base in 1961 was offset, to some degree, by the opportunities for industrial development that became available when the Department of Defense sold portions of the former base to the City as surplus property.

Confronted with the potential for economic disaster, the Presque Isle City Council appointed a seven-member Industrial Council to research and direct local base re-use options and activities through the maze of the federal and state bureaucracies. The membership of the Council included two members of the City Council and five prominent business and professional persons. To handle the day-to-day activities of the Industrial Council, funding was authorized to allow the hiring of an executive director.

Spearheaded by the efforts of the Industrial Council and its executive director, the following results were achieved within the first year: the Maine legislature authorized \$250,000 to create a vocational-technical school on 80 acres conveyed to the State of Maine by the federal government; the State Board of Education was convinced of the need for a new junior high school which could be constructed on additional federally-donated land; and approximately 1500 acres of the base was obtained from the General Services Administration (GSA), the federal government's property disposal agency, in cooperation with the Federal Aviation Administration, for the re-establishment of a municipal airport to replace the airport acquired by the Army Air Force in 1941.

Of the original 2100 acres that had comprised the base, all but 545 acres had been committed to new uses by the end of 1961. The Department of Defense decided to retain a 105-acre housing complex for military use, to supplement housing supplies at Loring Air Force Base in Limestone. This left the remaining 440 acres and an assortment of buildings and facilities to be brokered to interested businesses or industries on the open market.

Because the GSA could not find buyers for the property at fair market rates, the City acquired 440 acres, six missile hangars, nine warehouses, twelve miscellaneous buildings, and three miles of railroad track for its estimated scrap value - \$56,000. Although a purchase agreement had been reached in November of 1961 between the City of Presque Isle and the GSA, it was not until May of 1962 that the City received a clear title.

Once clear title had been secured, the Industrial Council was able to sign leases with several firms that had been waiting to occupy the new space. The Industrial Council then accelerated its efforts to find additional tenants for the newly created Skyway Industrial Park. Within five years, the Park had 29 tenants, employing 900 workers and contributing a total payroll of \$2.7 million to the local economy, an amount greater than what had been paid out by the military.

During the past thirty-six years, substantial improvements to the park and its operation have been instituted by the Industrial Council, on behalf of the City. Many of the originally acquired buildings have been demolished or rehabilitated and several parcels of land have been sold; many new facilities have been constructed, including an 18,000 sq. ft. "spec" building owned by the Industrial Council and plans are now being finalized for an intermodal transportation facility.

In 1994, while preparing for the future development of the Industrial Park, it became necessary to obtain a Site Location of Development permit from the Maine Department of Environmental Protection (DEP). The first phase of this process included an extensive environmental evaluation of all Industrial Park and Airport development that had occurred since 1970. Based on that evaluation, an After-the-Fact (ATF) permit was issued, signifying DEP's approval of all previous development that had occurred since 1970.

The second phase of the permitting process, approved in July of 1995, established the development framework for Skyway Industrial Park and the former Fairview Acres site, within which future growth can occur "in an efficient, orderly, and progressive manner". The permit allows the Presque Isle Industrial Council to develop individual lots within an agreed-upon framework without additional regulatory review by the DEP. This allows the Industrial Council to respond more quickly and more decisively to a prospective tenant, thereby increasing the competitive position of the industrial park.

As of September 1997, Skyway Industrial Park housed a total of 50 companies, employing approximately 1,100 workers. As these numbers indicate, the Industrial Park remains active and vital; generating several hundred thousand dollars of revenue for the City each year in sales and leases; however, after thirty-six years of growth, the Industrial Park is beginning to approach the limits of its physical space. Although there are still many acres of prime industrial land available for development, the current executive director of the Presque Isle Industrial Council believes that it is not too early to begin an active search for areas of the City that are suitable for industrial activity.

The rationale for an early start is that the process of searching for areas suitable as new industrial zones is not simple. The limitations that are imposed on land to be used for industrial purposes are increasing in number and complexity. Federal and State environmental regulations and their respective licensing or permitting requirements have added substantial costs and delays to the development process. The Industrial Council believes that the City should be prepared for growth opportunities; the best way to be prepared is to locate suitable sites before they are necessary and while they are available.

Skyway Industrial Park is one of only two areas in Presque Isle that are zoned for industrial activities. The other industrial zone is located on the Reach Road and incorporates the property owned and previously used by a recently demolished food processing plant. Since 2000, the Reach Road Industrial Zone has had two, significant water well fields constructed in that zone. One well field is now the primary public water supply for the entire City and the other well field is owned and operated by McCain Foods as the potable water supply for their potato processing facilities in Easton. McCain Foods transports the water from their Reach Rd. site cross-country to their plant in Easton, Me. A distance of approximately seven miles. Due to the importance of protecting both of the well fields from pollution, this former Industrial zone is inappropriate for the current water supply uses.

Although the City had established "light" and "heavy" industrial zones as early as 1960, the Land Use and Development Code adopted in 1979 described only one type of industrial zoning.

In 1997, the Presque Isle Industrial Council requested that the Presque Isle Planning Board consider the reintroduction of a “light industrial” zone.

Although constructed to be applied anywhere in the City, the light industrial zoning requested by the Industrial Council would serve as a transition between the Business Zone (BZ) that extends 1,000’ along Central Drive, the main entrance route to the Park, from Parsons Street and the regular industrial zone. The Planning Board and later the City Council agreed that the development at the entrance to Skyway Industrial Park was of such a size and nature that it would be better served with a light industrial zoning. The adoption of the new zoning occurred in September 1997.

The table below describes the current industrial zoning (IZ) in Presque Isle, including the land use standards that apply to the zone. The table below describes the uses and standards of the Light Industrial Zone.

Industrial Zoning (IZ) in Presque Isle

PERMITTED USES
Wholesale, retail, and storage business uses Manufacturing, processing, and treatment Research facilities Accessory uses and buildings Public utility facilities including substations, pumping stations, and sewage treatment Facilities
SPECIAL EXCEPTIONS
Municipal and governmental uses

STANDARDS:
The general standards of performance of Chapter II of the Land Use and Development Code shall be observed.

Minimum area of the lot	None
Minimum street frontage	None
Minimum front yard	50 feet
Minimum side and rear yards	30 feet ¹
Maximum building height	None ²
Minimum setback from streams and water bodies	100 feet

Minimum distances between principal buildings on the same lot shall be equivalent to the taller building.

¹Except as otherwise required by the buffer provisions of this Code and except where the side and/or rear yards abut a residential district, in which case a minimum of 50 feet or 50% of the building outdoor stored material height, whichever is greater shall be required

² In no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current airport master plan

Light Industrial Zoning (LIZ) in Presque Isle

PERMITTED USES	
Manufacturing and fabrication facilities	Photo processing
Laboratories	Sheet metal shops
Professional Offices	Maintenance and repair services
Computer and data processing facilities	Research and development facilities
Wholesaling/distribution/storage	Mini-warehousing and self-storage facilities
Laundries and wholesale dry cleaning plants	Retail Service Establishments, excluding new & used car lots and junkyards and those uses specifically mentioned under subsection C
Machine shops	
Chemical/biochemical manufacturing, production, sales, and services	
SPECIAL EXCEPTIONS	
Specialty woodworking	Equipment leasing/rental
Communications facilities	Government offices
Furniture manufacturing	Public safety facilities
Welding Shops	Public utility facilities
Building material sales	Commercial printing
Government maintenance facilities	

STANDARDS:
The general standards of performance of Chapter II of the Land Use and Development Code shall be observed.

- Maximum building footprint (10,000 square feet)
- Minimum land area per building (0.5 acre)
- Minimum street frontage (100 feet)
- Minimum front yard (30 feet)
- Minimum side and rear yards (30 feet)
- Maximum building coverage (50%)
- Maximum building height (35 feet; in no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current airport master plan)
- Maximum outdoor stored material coverage (two-thirds required distances for front, side, and rear yards shall be maintained without material stored thereon)
- Minimum Setback from streams and water bodies (100 feet)

Industrial Conditional Zoning (IZ-C) in Presque Isle

PERMITTED USES
Wholesale, retail, and storage business uses
Research facilities
Accessory uses and buildings
Alternative energy generation facilities
Wind Energy-Related Non-Operational Training Facilities

SPECIAL EXCEPTIONS
Municipal and governmental uses School or any other institution of education

STANDARDS:
The general standards of performance of Chapter II of the Land Use and Development Code shall be observed.

Minimum area of the lot	None
Minimum street frontage	None
Minimum front yard	50 feet
Minimum side and rear yards	30 feet ¹
Maximum building height	None ²
Minimum setback from streams and water bodies	100 feet
Minimum distances between principal buildings on the same lot shall be equivalent to the taller building.	
¹ Except as otherwise required by the buffer provisions of this Code and except where the side and/or rear yards abut a residential district, in which case a minimum of 50 feet or 50% of the building outdoor stored material height, whichever is greater shall be required	
² In no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current airport master plan	

D Agricultural/Forestry Uses

1. Agriculture:

For nearly 125 years, commercial agriculture, specifically the potato industry, has been the foundation of the Aroostook County economy. It presently continues to function as an integral part of the economic, cultural, and social structure of the County, remaining competitive despite the mounting challenges that threaten its standing.

In recent years, the potato industry in central Aroostook has experienced the effects of the significant changes coming both from within and from outside the industry. These changes and their ramifications are identified and discussed in more detail in the “Agricultural and Forest Resources” section of this plan; however, it is important to recognize that, as a result of these changes, Presque Isle’s agricultural land use needs and demands have been more greatly affected by a variety of agricultural issues than by residential, commercial, or industrial development pressures.

The “bottom line” of the changes, as they relate to land use in Presque Isle, is a substantial reduction in the number of farms and in the number of acres in agricultural production. While this does not necessarily imply a crisis for Aroostook County’s or Presque Isle’s agricultural productivity or potential, it does suggest that certain land areas previously reserved exclusively for agriculture may be available and appropriate for alternative uses.

More than 80% of the total land area in Presque Isle is currently zoned for agricultural/farming purposes, with approximately 26% (11,828 acres) of the total land area actively farmed. Based

on information received from the Natural Resource Conservation Service (NRCS), U.S. Department of Agriculture, roughly one out of every seven acres in Presque Isle (6,000 acres) is in potato production, and another one out of every seven acres is in green vegetable (500+ acres) and/or grain production (5,500 acres). Assuming that those acreages are reasonably accurate, approximately 54% of the land area of the City (25,258 acres) remains zoned for agriculture but is not in production.

The losses of farmland and forestland to residential and commercial development have been issues of great concern in other areas of the state, particularly southern and coastal sections, where population increases have placed a premium on developable land. The Maine Legislature was responding to these losses when they adopted the State's "Growth Management Act" in 1988, in which the first of the State's ten listed goals for its future was "Orderly growth and development in appropriate areas ... while protecting the State's rural character, making efficient use of public services, and preventing development sprawl."

As one of several double townships in central Aroostook, Presque Isle has a vast amount of undeveloped land within its boundaries. Some of this land is un-developable, due to slope, soils, water bodies, wetlands, and other constraints; however, much of the land is considered un-developable because there still is a strong local commitment to agriculture.

Although the number of farms in central Aroostook has declined in recent years, many of the productive acres of those farms have been consolidated into larger, more efficient farming operations. The less productive acreage has become available for other uses; what those uses should be, if any at all, and how to ensure compatibility of any new uses with modern farming techniques remains to be determined.

Agriculture within Presque Isle has followed the regional trends of declining acreages of active farmland, and declining numbers of operational farming units. Some of these declines are a result of improvements in farming mechanization that enabled a farm operation to improve crop production while reducing labor requirements. Thus, fewer farming operational units were needed to plant and harvest more or equal amounts of acreages with improvements in farm equipment technology. Probably a larger factor in the declining number of farmers and cultivated acreages of row crops (primarily potatoes) in Presque Isle and the region, were the significant increases in the costs of production that occurred during the 1970s and 1980s while the market price for the crop produced remained somewhat stable, or in the case of high yielding years, (where surplus stocks outstripped market demand) market prices that were below the costs of production.

Any proposed land use ordinance amendments to be developed during the implementation phase of this comprehensive planning process might provide that the principal use of certain sections of Presque Isle be "agricultural" to potentially prevent prime farmlands from being taken out of agricultural production. Residential development that may occur along some of the rural roads that are surrounded by agriculture may be incompatible with agriculture as it places a different set of demands on natural resources. Through proper land use controls, nuisance conditions arising from incompatible land use can be avoided. Presque Isle should strive to maintain the operational integrity of viable farming units by controlling residential development on prime farmlands. Many of the soil types that are prime farmland are also those that are the most

suitable for subsurface wastewater disposal. This places a greater demand on those areas that have suitable soils.

There is a significant discrepancy between the amount of land committed to agriculture through zoning and the amount of local tax revenue generated by agriculture-related real estate and personal property. Although more than 80% of the land area of Presque Isle is zoned for agriculture, tillable agricultural land comprises only 2% of the City’s municipal valuation. While there certainly is an economic benefit to the community resulting from the presence of agriculture and its needed support services, there appears to be tax value lost to the City through less than optimum utilization of the land area. As mentioned above, the City should investigate the possibility of expanding the permitted uses in the agricultural/farming zone, based on the results of an acceptable land evaluation and site assessment program, to increase the revenue-generating capacity of its largest zone.

2. Forestry:

Presque Isle’s woodlands are owned for the most part by approximately 200 different landowners. These woodlands are in parcels of less than 500 acres and are usually attached to farms. Typically forest landowners look to their woodlots for an extra source of income during winter months when many of these forest lands are frozen and inaccessible. As a result, some of these lots have been "managed" for a one-time harvest that produced a one-time cash flow for the owner.

The Tree Growth Tax Program is a voluntary program, representing only those landowners who have chosen to participate, and its data are not considered representative of the total amount of forested land. Landowners participating in this program generally have two reasons for doing so: 1) they are seeking relief from what they consider to be an excessive tax assessment on their forested lands, or 2) they have no plans to convert their wooded lots to other uses for an extended period of time and are satisfied to shelter the value at a reduced level of taxation.

While attempting to document forestry information for a regional economic base analysis, a consultant contacted several local professional consulting foresters. The purpose of the contacts was to obtain information on both the forest and forest markets in the area. The reports received suggested that most forested lands in the area are woodlots associated with a farm and that many of those woodlots appear to be poorly managed. There has been some conversion of marginal farmland to white spruce plantations, as well as some plantings of Christmas trees; it was suggested that better management could increase the income potential of these woodlots.

Below illustrates describes the current agricultural/farming zoning in Presque Isle, including the land use standards that apply to that zone.

Existing Agricultural/Farming Zoning in Presque Isle

PERMITTED USES
Dwellings
Agricultural, including nursery, farm, or garden and the sale of products therefrom as an accessory use, but excluding any use injurious, noxious, or offensive to the neighborhood.

Storage and handling, washing, packing and shipping of agricultural products either in conjunction with or separate from farming operations, but not including the processing of the product.	
Municipal public utility of state buildings, airport terminals, structures and properties excluding school, churches, auditoria or structures that accommodate large concentrations of people.	
Public and private open space recreational uses including only golf courses, ski areas, sportsmen and game clubs. All other recreational uses will be considered as special exceptions.	
Any agricultural building or use except a sawmill, piggery, or feedlot	
Public utility facilities including substations, pumping stations, and sewage treatment plants.	
Accessory uses and building customarily incidental to any of the above uses.	
Buildings directly related to farming or forestry	
Riding stable, commercial kennel, or veterinary hospital	
Municipal buildings or uses	
Farm implemented sales and service business	
Non-commercial garage or storage buildings	
PERMITTED USES, SUBJECT TO REVIEW AND APPROVAL OF THE PLANNING BOARD IN ACCORDANCE WITH CHAPTER II, § II.	
All other commercial uses, not farm or forestry-related and deemed consistent with A-R Project Review Form	
Piggery or feedlot – Consistent with Maine Department of Agriculture, Food & Rural Resources – Manual of Best Management Practices date Jan.2007	
SPECIAL EXCEPTIONS:	
Cemeteries	Daycare/home babysitting facility
Campgrounds	Adult daycare facility
Sawmill, piggery, and feedlot	Rooming house
All other recreational uses	Bed and breakfast Inns
Home Occupations	
Riding stable, commercial kennel, or veterinary hospital	
School, hospital, municipal building or use church or any other institution of educational, religious, philanthropic, fraternal or social nature.	
Mineral exploration / extraction	
Taxidermy Studios (must comply with all applicable state and federal statutes and regulations)	
All other commercial uses	

STANDARDS:
The general standards of performance of Chapter II of the Land Use and Development Code shall be observed.

Minimum land area per dwelling unit	one acre
Minimum lot size	one acre

Minimum street frontage	200 feet
Minimum front yard	40 feet
Maximum building coverage	15%
Minimum rear and side yards	30 feet ¹
Maximum building height	35 feet ²
Minimum set back from streams and water bodies	100 feet
¹ Buildings higher than 40 feet shall have side and rear yards not less than 50% of building height.	
² In no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current airport master plan	
In the case of a planned unit or clustered residential development, the above standards may be modified in accordance with special provisions of Chapter II, Section IV of the Code and with the condition that:	
a. Sewerage and water shall be provided.	
b. A minimum land area of 10 acres shall be provided.	
c. The maximum net density shall not exceed 1 dwelling unit per net residential acre.	

E. Limited or Restricted Uses

There are five additional land uses that are currently in place in Presque Isle, all but one of which are the result of state or federal statutes, regulations, or guidelines. The one local limitation on use was established to protect the watershed of the Presque Isle Stream, the public water supply. Those six uses are described below:

1. Aircraft Hazard Zone (AHZ)

Aircraft Hazard Zones have been established by both Presque Isle and the Town of Mapleton to protect the airport from adverse developmental effects and to protect the public from injury or inconvenience resulting from the normal operation of the airport facility.

Northern Maine Regional Airport at Presque Isle has two runways. Runway 1-19, the primary runway for 93% of the takeoffs and landings at the airport, has a north-south orientation; Runway 10-28 has an east-west orientation.

In Presque Isle, the AHZ extends 1200 feet on each side of the centerline of Runway 1-19, along an imaginary extension of that centerline between the Presque Isle/Westfield municipal boundary in the south and the Presque Isle/Mapleton boundary in the north. The AHZ also extends a short distance off either end of Runway 10-28, at a distance of 900 feet on each side of that runway’s centerline. The Town of Mapleton adopted its own AHZ to protect the approach to Runway 19, over the Dennett Hill area.

As they are presently configured, the Aircraft Hazard Zones encompass those areas identified as vulnerable to noise, air, and water pollution associated with the operation of the airport, as well as the required “clear zones” at the end of each runway. The major restriction imposed by the zones is a prohibition on structures that allow large concentrations of people, such as schools, churches, auditoria, etc.

As recommended in the Airport Master Plan, “the City of Presque Isle and the Town of Mapleton should continue to recognize the need for retaining undeveloped land off runway ends and to encourage the agricultural use of land under approach and departure paths.”

2. Resource Protection Zones (RPZ)

Resource Protection Zones were first established at the time of the adoption of the State’s mandatory Shoreland zoning law. The zones were created to protect areas within a specified distance of water bodies and/or wetlands where “development would adversely affect water quality, productive habitat, biological ecosystems, or scenic or natural values”.

The local ordinance restricts uses and structures within a minimum of 100 feet from the normal high water line of any waterbody appearing on the most recent U.S. Geological Survey 7.5 minute topographic quadrangle maps comprising Presque Isle. The Resource Protection Zone along the Prestile Stream, the Presque Isle Stream, Arnold Brook, and Arnold Brook Lake is 250 feet from the normal high water line of those water bodies.

3. Watershed Protection Zones (WPAHZ)

In May of 1990, the City of Presque Isle adopted an amendment to its Land Use and Development Code that established “overlay” zones: a Watershed Protection Aircraft Hazard Zone (WPAHZ). The development of the Watershed Protection Zones occurred within one year of the imposition of a moratorium on development in the area upstream of the public water intake. The moratorium was imposed by the City Council in response to concerns on the part of the Presque Isle Water District that the public water supply was vulnerable to damage from inadequately controlled development upstream of the public water supply intake. Much of this development was expected to follow the construction of a by-pass proposed for the west side of the City.

The purpose of these zones, which superimpose more restrictive standards on portions of existing zones, is to protect the watershed of the Presque Isle Stream, upstream of the public water supply intake. The zones affect approximately 1,800 acres in the southwest quadrant of the City; however, of those 1,800 acres, more than half are covered with surface waters or wetlands. A significant sand and gravel aquifer also is included in the area protected by this type of zoning.

The major provisions of the Watershed Protection Zone amendment include:

- a. It establishes additional review criteria for development in the WP Zones;
- b. It reduces the types of development allowed in the respective zones;
- c. Single-family dwellings and accessory uses are the only unrestricted permitted uses;
- d. Special Exceptions also require Planning Board review;
- e. Space standards have been revised, as follows:
 1. Minimum setback from streams and water bodies - 250 feet
 2. Minimum setback from wetlands - 100 feet

3. Space standards may only be reduced by variance, not by miscellaneous appeals
 4. "Use" variances are not permitted in these zones;
- f. In the Watershed Protection Agricultural/Farming Zone, planned unit or clustered residential developments must provide public water and sewer;
 - g. In the Watershed Protection Business Zone, additional types of businesses are excluded from the listing of permitted retail and wholesale businesses and service establishments;
 - h. Space standards have been revised in the Watershed Protection Business Zone:
 1. Minimum lot size - 1 acre
 2. Minimum land area per developing unit - 1 acre
 3. Minimum street frontage - 200 feet;
 - i. Sections have been added outlining site design standards for Watershed Protection Zones and outlining the requirements of a Watershed Protection development plan.

In 1991, the towns of Mapleton and Chapman the two upstream communities on the Presque Isle Stream voted to extend their Resource Protection Zones along the stream to 250 feet to complement the watershed protection efforts initiated in Presque Isle.

4. Rural Residential Zone – RRZ

In 2008 the Rural Residential Zone was developed to maintain safe and healthful conditions, to prevent and control water pollution sources, to preserve the natural qualities and beauty of shorefront properties, and to protect from development sprawl and density overload in areas of high residential density that pre-dated the adoption of this Code in the areas around the southern section of Echo Lake and the Village area on the Parkhurst Siding Road.

PERMITTED USES
Single-family dwellings
Public open space recreational uses
Accessory uses and buildings
Underground public utilities
Overhead electric utility distribution and overhead telephone distribution and truck lines
Outdoor conservation and recreational uses not operated for profit
SPECIAL EXCEPTIONS
Daycare/home babysitting facility

5. Source Water Protection Area (SWPA) Overly Zone

In 2009 the Source Water Protection Area (SWPA) Overlay Zone was developed to protect the wells used to supply drinking water to the City of Presque Isle, as well certain other large scale production wells serving private enterprise, from potential contamination source and land uses which may pose a threat to the quality of the groundwater being extracted within the Source Water Protection Area, consistent with **30-A MRSA §2001, sub §20-A**, as amended.

To this end, the following restrictions shall apply. As an overlay zone, these requirements shall be applied cumulatively, over and above the requirements of the underlying zone.

A. PERMITTED USES

- 1) Public drinking water production facility
- 2) Other large scale water production facility
- 3) Single-Family residential uses
- 4) Any other uses permitted in the underlying Suburban Commercial Zone (SCZ) or Industrial Zone (IZ), subject however to the requirements of the U.S. EPA's Source Water Protection Practice Bulletins as per the Development Plan requirements under Chapter III Section V of and as regulated under Chapter I Sections XV and XIII by the City's Land Use and Development Code *EXCEPT* the following, which are *EXCLUDED in SWPA Zone*:
 - a. Business and professional office of more than 2,000 square feet gross building area
 - b. Retail business and service establishment of more than 5,000 square feet gross building area.
 - c. New and used car lot, junkyard and automobile graveyard.
 - d. Cemetery
 - e. Storage and/or stockpiling of manure
 - f. Dog Kennel
 - g. Veterinary Hospital
 - h. Gravel Pit or other mining operation
 - i. Storage of chemicals other than types and amounts ordinarily associated with the permitted uses, which for a parcel used for residential purposes shall mean storage of heating oil and kerosene in excess of 330 gallons.
- 5) Any other uses permitted in the underlying Agricultural-Farm Zone (AFZ), subject however to the specifications of the Maine Department of Agriculture's Manual of Best Management Practices as per the Development Plan requirements under Chapter III Section V and as regulated under Chapter I Section VII by the City's Land Use and Development Code, *EXCEPT* the following, which are *EXCLUDED in SWPA Zone*:
 - a. Feedlot operations (see revised definition of Feedlot).
 - b. Grazing of any animals at an animal density greater than 1 animal unit per acre of pasturage made available to such animals.
 - c. Application of pesticides other than the types and amounts ordinarily associated with Single Family residential uses.
 - d. Storage and/or stockpiling of manure.
 - e. Storage of chemicals other than types and amounts ordinarily associated with the permitted uses, which for a parcel used for residential purposes shall mean storage of heating oil and kerosene in excess of 330 gallons.

- f. Stables or other Equestrian facilities
 - g. Dog Kennel
 - h. Veterinary Hospital
 - i. Gravel Pit or other mining operations
- 6) Utility Corridors including underground and overhead electric utility distribution facilities, telephone distribution and trunk facilities, subject to Development Plan requirements under Chapter III Section V.

B. SPECIAL EXCEPTIONS SUBJECT TO REVIEW AND APPROVAL OF THE ZONING BOARD OF APPEALS (Also subject to Planning Board review and approval of a DEVELOPMENT PLAN under Chapter III. Section III).

- 1) Duplex housing
- 2) Bed and breakfast inns
- 3) Daycare/home babysitting facility
- 4) Adult daycare facility
- 5) Home occupations

C. STANDARDS

- 1) The general standards of performance of Chapter II shall be observed within the Source Water Protection Area
- 2) For permitted Agricultural uses, the following space standards shall apply within the Source Water Protection Area:

Minimum land area per dwelling unit: one acre
 Minimum lot size: one acre
 Minimum street frontage - 200 feet
 Minimum front property line - 40 feet
 Maximum building coverage - 15 percent
 Minimum rear and side property lines - 30 feet
 Maximum building height - 35 feet
 Minimum setback from streams and water bodies - 250 feet
 Minimum setback from wetlands - 100 feet

- 3) For permitted Suburban Commercial uses, the following space standards shall apply within the Source Water Protection Area.

Maximum net residential density: 1 dwelling unit - one net residential acre
 Maximum net retail/commercial density: 1 retail/commercial building – one net retail/commercial acre
 Minimum land area per dwelling unit - one acre

Minimum land area per retail/commercial building - one acre
Minimum lot size - one acre
Minimum street frontage - 100 feet
Minimum front property line - 30 feet
Minimum rear and side property lines - 30 feet
Maximum building coverage - 15 percent
Maximum building height - 35 feet**
Maximum outdoor stored material coverage: (Two-thirds required distances for front, side, and rear yards shall be maintained without material stored thereon)
Minimum setback from streams and water bodies - 250 feet
Minimum setback from wetlands - 100 feet
“Use” variances are not permitted in this zone.

**In no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current Airport Master Plan.

No building or structure shall be erected that exceeds the elevation of 684’ above Mean Sea Level (MSL), as determined from the closest available USGS benchmark, without first reviewing the compliance of the proposed project with the Airport Master Plan and all applicable Federal Aviation Administration (FAA) regulations. This review must be conducted with the Airport Manager or other authorized individuals.

Wetlands

In the past five years, few issues have generated the intensity of controversy or had the potential for disruption of development opportunities as the issue of wetlands.

The day-to-day authority for determining whether any particular land area constitutes a wetland has been assigned to the U.S. Army Corps of Engineers, which must determine wetland boundaries on the basis of mandatory technical criteria for vegetation, hydrology, and soils. The Corps of Engineers, in consultation with the U.S. Environmental Protection Agency, and now in concert with the Maine Department of Environmental Protection. They review and approve or deny requests for permits, based on standardized criteria. Although several wetland areas of ten or more acres have been identified in Presque Isle, none has been rated by Maine DEP as having moderate or high value as a wetland.

A wetland is determined on the basis of the presence of three general criteria: “wetland” vegetation, areas that are inundated or saturated by ground or surface water, and hydric soils. A wetland generally is defined by the presence of all three criteria, however, it can be determined on the presence of only one of the three criteria.

The hydric soil criterion presents the greatest problem for potential development in Presque Isle. Hydric soils occur naturally and are quite prevalent, given the many water bodies found in Aroostook County; however, hydric soils also can result in specific locations from man-made activities, such as the accumulation in low areas of fine soil particles migrating from farming operations. Upland areas in Presque Isle have been officially defined as wetlands despite the absence of wetland vegetation or saturated soils, simply on the basis of the presence of soil

conditions that can be characterized as hydric. Developers often are required to invest substantial amounts of time and money to prove, for example, that a collection of fine soil particles at the end of a drainage pipe from a floor drain in a potato packing shed does not constitute a wetland of any value.

Wetlands serve many valuable functions, including flood control, groundwater recharge, water purification, wildlife food and habitat, and recreation. It should be protected from any activity that would negatively affect them; however, not all wetlands are valuable and not all wetlands are wetlands. Presque Isle and other Aroostook County communities should advocate for a more functional definition of wetlands.

Floodplains

Flood plain areas are those land areas subject to flooding through a storm or seasonal action. While most are located along water bodies, there are areas of Presque Isle that are prone to flooding due to surrounding terrain. The City's Land Use and Development Code does not allow buildings to be constructed in those areas designated as the 100-year frequency flood plain, based on the most current edition of the Flood Boundary and Floodway Maps prepared by the Federal Emergency Management Agency and the Federal Insurance Administration, or any other authorized Federal or State agency. If the Floodplain Maps fail to clearly define the boundaries, the Code Enforcement Officer can make a determination based on the floodplain soil type(s) found. In Aroostook County, the following are classified as floodplain soils: Hadley Silt Loam, Level (HaA); Hadley Silt Loam, Undulating (HaB); and Winooski Silt Loam (Wn).

Shoreland Zones

On May 5, 2014, the City of Presque Isle adopted a revision of its Shoreland Zoning Ordinance to comply with changes in the State of Maine's Mandatory Shoreland Zoning Act. This revision was found to be in substantial compliance with the provisions of the Act and was approved by Maine DEP. Since that time, several minor amendments to the City's Shoreland Zoning Ordinance have been referred to Maine DEP and have generated no comments.

The City's Shoreland Zoning Ordinance applies to all land areas within 250 feet, horizontal distance, of the normal high-water line of any great pond, or river; within 250 feet, horizontal distance, of the upland edge of a freshwater wetland; and within 100 feet, horizontal distance, of the normal high-water line of all perennial streams and tributary streams, as defined, as those water bodies appear on the most recent United States Geological Survey 7.5 minute topographic quadrangle maps comprising Presque Isle. These areas intentionally include and overlay parts of other zones established by the City, in order that the purposes of shoreland protection can best be served.

The provisions of the Ordinance also apply to any structure extending beyond the normal high-water line of a water body or within a wetland.

The purposes of the ordinance are to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect buildings and land from flooding and accelerated erosion; to protect

archeological and historic resources; to protect freshwater wetlands; to control building sites, placement of structures, and land uses; to conserve shore cover, and visual as well as actual points of access to inland waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

POPULATION

Introduction

Demographic analysis and projections are the basic elements of any comprehensive plan; all other components of the plan depend on the current and projected population. The information generated from the demographic projections enhances the capacity of the city to prepare for the impact of future growth on such things as land use, housing demand, public services, and economic development.

According to the 2010 US Census, the population of Presque Isle was 9,709 people. Statistical data contained in the following section uses the 2000 and 2010 US Census data. Following 2010, statistics are based on figures compiled for the Department of Agriculture, Conservation and Forestry.

The demographic information included in this section encompasses the following: permanent population, age, and sex of population, educational attainment, occupations of population, the total number of households, household size, and household income. Also included in this section is an analysis of the data presented. The first portion of this section includes an assessment of the Maine population, Aroostook County population, and the population of communities located in the central Aroostook area. The following comparative communities used in the assessment include: Mapleton, Chapman, Fort Fairfield, Caribou, Westfield, and Washburn. These communities will frequently be used to compare regional statistics versus local data.

Regional Population

Based upon the 2010 US Census and the Department of Agriculture, Conservation and Forestry, Presque Isle will lose 579 additional people by the year 2019 and 1754 people through 2034, resulting in a projected total population of 7,955. REMI also projects that each of the selected municipalities will continue to lose population with the exception of Mapleton, Chapman and Castle Hill. The population loss in Presque Isle of 6 percent between 2019 and 2034, parallels, but is greater than the County's figure of a 2.9 percent population decrease.

Some of Presque Isle's population loss may be attributed to a segment of the out-migration population relocating to surrounding communities (in particular Mapleton and Chapman) where the cost of living is perceived to be less expensive. This may be reflected in the projected growth, or lesser declines, projected for some of the comparative regional communities. Projections appear to be overly pessimistic for Aroostook County and individual communities.

Regional Population 1990-2034

Town	1990 Census	2000 Census	2010 Census	2019 Census Est.	2029 Projection	2034 Projection	% Change 1990-2000	% Change 2000-2019	% Change 2019-2034
Caribou	9,415	8,312	8,226	7,829	7,790	6,754	-11.7	-5.2	-3.3
Westfield	589	558	551	519	550	500	-5.3	-7	-5.6
Presque Isle	10,550	9,551	9,709	9,130	9,045	7,955	-9.5	-4.6	-6
Washburn	1,880	1,627	1,687	1,593	1,538	1,344	-13.5	-2.1	-5.5
Fort Fairfield	3,998	3,579	3,515	3,419	3,285	2,789	-10.5	-4.5	.64
Mapleton	1,853	1,889	1,950	1,880	1,894	1,954	1.9	-.5	-2.2
Castle Hill	449	454	429	392	489	502	1.1	-3.3	-9.7
Chapman	422	465	469	450	526	548	10.2	-3.3	-2.9
Aroostook County	86,936	73,938	72,258	68,936	69,082	59,740	-15	-6.8	-2.9
State of Maine	1,227,928	1,274,923	1,329,590	1,332,944	1,383,966	1,415,497	3.8	8.5	-2.1

Source: Department of Agriculture, Conservation and Forestry

Presque Isle's Population Trends

Following more than sixty years of continuous growth, the population of Presque Isle peaked in 1960 at 12,886 persons. Over the past fifty years, the population has been experiencing a modest but steady shift downward. The following table and graph show the decennial populations reported by the U.S. Census Bureau and population projections supplied by the Maine State Planning Office. Presque Isle's population is projected to decrease through the period, a trend that began in the 1970s.

Shifts in Age: 2000-2010

	Presque Isle			Aroostook County			Maine		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Total Population	9511	9692	2%	73938	71870	-3%	1274923	1328361	4%
Under 18 years	2,058	1,900	-8%	16,720	14,384	-14%	301,238	274,533	-9%
18 to 64 years	5,945	6,218	5%	44,667	43,835	-2%	790,283	842,748	7%
18 to 24 years	1,244	1,204	-3%	5,818	5,721	-2%	103,903	116,072	12%
25 to 44 years	2,567	2,325	-9%	19,453	15,528	-20%	370,597	316,000	-15%
25 to 34 years	1,137	1,170	3%	8,095	6,909	-15%	157,617	144,624	-8%
35 to 44 years	1,430	1,155	-19%	11,358	8,619	-24%	212,980	171,376	-20%
45 to 64 years	2,134	2,689	26%	19,396	22,586	16%	315,783	410,676	30%
45 to 54 years	1,275	1,443	13%	11,348	11,559	2%	192,596	218,575	13%
55 to 64 years	859	1,246	45%	8,048	11,027	37%	123,187	192,101	56%
65 years and over	1,508	1,574	4%	12,551	13,651	9%	183,402	211,080	15%
65 to 74 years	774	727	-6%	6,811	7,217	6%	96,196	112,651	17%
75 to 84 years	522	576	10%	4,216	4,722	12%	63,890	69,293	8%
85 years and over	212	271	28%	1,524	1,712	12%	23,316	29,136	25%
Median Age	37.4	40.2	7%	40.7	45.3	11%	38.6	42.7	11%

(Source: U.S. Census Data)

While the median age has increased from 37.4 to 40.2 between the 2000 and 2010 census, the City has a younger median age compared to both the County and the State. What is troubling for the County and Presque Isle is the growing segment of the population nearing retirement age and the effect on business workforce availability. The largest change in the population is the 55 to 64-year-old segment in Presque Isle. Another sign of the outmigration of youth is the decline in the 44 to under 18-year-old age brackets.

The Maine Department of Labor (MDOL) attributed the statewide increase in 1990 to a greater number of women of childbearing age among the so-called “*Baby Boomers*“, rather than an increased birth rate. As the youngest, “*Baby Boomers*” moved into their mid-to-late 30’s and toward the end of the customary reproductive pattern, age and differing expectations with respect to careers and families may have contributed to this reversal. As described by MDOL, the “*Baby Boom*” is the name attached to the substantial increase in the birth rate after World War II and is generally defined as starting in 1946 and ending in 1964. The oldest “*Baby Boomer*” became 72 years old and the youngest became 54 years old in 2018.

Presque Isle’s loss of 8% in the under 18 age group was only slightly better than the County’s loss of 14%; these losses, and were comparable to the state’s decline. MDOL suggests that these losses represent the “*Baby Bust*”, the result of a significant drop in the birth rate from 1965 through 1976.

Presque Isle also experienced 3% losses in the 18-24 age groupings between 2000 and 2010. Aroostook County losses exceeded 2% during that same period, while Maine gained 12%.

In the “*65 and over*” age categories, Presque Isle and Aroostook County were both less than

the increase at the state level by a significant margin, with Presque Isle reporting a greater than 28% increase in the number of residents age 85 or over, compared to 2000. It is worth noting that Presque Isle’s median age remains lower than those of the county and the state.

Among the implications of this aging of the local population are the effects it will have on the cost and availability of health care, the availability of affordable housing, the availability of adult dependent care and/or nursing home beds, the ability to maintain and/or expand needed public facilities and services, and the ability to maintain and expand the economic base of the community, particularly with respect to the size and quality of the labor force.

The reduced number of pre-school and school-age youth have serious implications for financing public education under Maine’s school subsidy formula and for the development and maintenance of a labor pool to sustain and expand local and regional business activities.

Apart from the changes in the total population of Presque Isle as it was reported in 1970, 1980, 1990, and 2000 Census results, there also has been a great deal of change observed within the local “household” and “family” populations.

	1970	1980	% Change 1970-1980	1990	% Change 1980-90	2000	% Change 1990-00	2010	% Change 2000-10
Persons in Household	10,887	10,438	-4.10%	10,084	-3.40%	8,936	-11.3%	9,195	2.00%
All Households	3,304	3,703	12.10%	4,124	11.40%	3,963	-3.90%	4,201	6.00%
Total Family Households	2,779	2,827	1.70%	2,836	0.30%	2,465	-13.00%	2,413	-2.1%
Married Couple Families	2,453	2,384	-2.80%	2,269	-4.00%	1,895	-16.40%	1,728	-9.0%
Female Householder W/O Husband	259	368	42.10%	437	18.80%	435	-0.40%	509	-17.0%
Total Non-family Households	525	876	66.80%	1,288	5.00%	1,498	16.30%	1,788	19.4%
Householder Living Alone	702	705	0.40%	1,069	51.60%	1,230	15.00%	1,437	16.8%
Total Householders 65 years +	580	674	16.20%	494	-26.70%	542	9.70%	1,141	110.5%
Total Female Householders 65 years +	N/A	243		392	61.30%	N/A		439	
Total Persons in group Quarters	565	734	29.90%	466	-36.50%	575	23.30%	497	-13.6%
Institutionalized Persons	64	92	43.80%	94	2.20%	84	-10.60%	67	-20.24%
Persons/Household	3.3	2.82	-14.50%	2.45	-13.10%	2.25	-8.10%	2.19	-2.67%
Persons/Family	3.67	3.26	-11.20%	2.94	-9.80%	2.82	-4.00%	2.78	-1.42%

The Census Bureau defines a “household” as including all the persons who occupy a housing unit; one person in each household is designated as the “householder”. A “family” consists of a householder and one or more other persons living in the same household who are related by birth, marriage, or adoption. Not all households are necessarily families because a household could be a group of unrelated persons living together or it could be one person living alone. The table below indicates the changes in the Household, Family, and Group Quarters characteristics since 1970.

Household, Family, and Group Quarters Characteristics, 1970-2010

(Source: U.S. Census Data)

Regional Race Comparison 2000-2010	Presque Isle			Aroostook County			State of Maine		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Total population	9511	9,692	1.9%	73,938	71,870	-2.8%	1,274,923	1,328,361	4.2%
One Race	9,396	9,561	1.8%	73,350	70,892	-3.4%	1,262,276	1,307,420	3.6%
White	9,048	9,155	1.2%	71,572	68,759	-3.9%	1,236,014	1,264,971	2.3%
Black or African American	34	61	79.4%	281	455	61.9%	6,760	15,707	132.4%
American Indian and Alaska Native	215	232	7.9%	1,005	1,225	21.9%	7,098	8,568	20.7%
Asian	80	85	6.3%	351	312	-11.1%	9,111	13,571	49.0%
Asian Indian	15	12	-20.0%	47	41	-12.8%	1,021	1,959	91.9%
Chinese	30	36	20.0%	103	97	-5.8%	2,034	3,514	72.8%
Filipino	7	10	42.9%	54	63	16.7%	1,159	1,639	41.4%
Japanese	3	7	133.3%	36	30	-16.7%	616	584	-5.2%
Korean	3	3	0.0%	27	19	-29.6%	875	1,144	30.7%
Vietnamese	5	7	40.0%	15	15	0.0%	1,323	1,713	29.5%
Other Asian	17	10	-41.2%	69	47	-31.9%	2,083	3,018	44.9%
Native Hawaiian and Other Pacific Islander	3	4	33.3%	19	11	-42.1%	382	342	-10.5%
Native Hawaiian	1	0	100.0%	9	5	-44.4%	90	115	27.8%
Guamanian or Chamorro	0	0	0.0%	3	0	100.0%	70	67	-4.3%
Samoaan	1	1	0.0%	1	2	100.0%	109	67	-38.5%
Other Pacific Islander	1	3	200.0%	6	4	-33.3%	113	93	-17.7%
Some Other Race	16	24	50.0%	122	130	6.6%	2,911	4,261	46.4%
Two or More Races	115	131	13.9%	588	978	66.3%	12,647	20,941	65.6%

Race alone or in combination with one or more other races:

White	9,157	9,281	1.4%	72,112	69,692	-3.4%	1,247,776	1,284,877	3.0%
Black or African American	47	103	119.1%	362	654	80.7%	9,553	21,764	127.8%
American Indian and Alaska Native	285	302	6.0%	1,345	1,865	38.7%	13,156	18,482	40.5%
Asian	100	106	6.0%	459	436	-5.0%	11,827	18,333	55.0%
Native Hawaiian and Other Pacific Islander	6	6	0.0%	43	37	-14.0%	792	988	24.7%
Some Other Race	34	30	-11.8%	240	214	-10.8%	5,227	6,210	18.8%

HISPANIC OR LATINO

Total population	9,511	9,692	1.9%	73,938	71,870	-2.8%	1,274,923	1,328,361	4.2%
Hispanic or Latino (of any race)	62	127	104.8%	441	667	51.2%	9,360	16,935	80.9%
Mexican	7	31	342.9%	104	178	71.2%	2,756	5,134	86.3%

Puerto Rican	29	55	89.7%	143	237	65.7%	2,275	4,377	92.4%
Cuban	0	1	100.0%	14	21	50.0%	478	783	63.8%
Other Hispanic or Latino	26	40	53.8%	180	231	28.3%	3,851	6,641	72.4%
Not Hispanic or Latino	9,449	9,565	1.2%	73,497	71,203	-3.1%	1,265,563	1,311,426	3.6%

Source U.S. Census Data

In the forty years following the 1970 Census, Presque Isle experienced the following changes in the way households are structured:

The number of persons in Presque Isle living in households declined by 15.5% since 1970; during the same period, the number of households increased by 27.1%. It appears that living alone or living in smaller households became more attractive than the extended-family style of living, despite some movement back to that style because of tough economic times.

The total number of family households remained stable from 1970 through 2010 but dropped by 2.1% between 2000 and 2010. This figure, however, is not as simple as it appears. The number of married-couple families (those with both husband and wife) declined by 29.6%, while the number of female-headed householders with no husband present increased by 96.5%, over 1970.

After an increase of 16.2% between 1970 and 1980, the total number of householders 65 years and over declined by 26.7% between 1980 and 1990. That number recovered by 9.7% between 1990 and 2000 but increased drastically in 2010 by 110.5%. This corresponds to US Census data illustrating an aging population.

All persons not living in “*households*” are classified by the Bureau of the Census as living in group quarters; these group quarters can be either “*institutions*”, such as nursing homes, schools for the mentally or physically handicapped, or “*other*”, which includes all persons living in group quarters who are not in institutions.

After a substantial increase in the population of group quarters between 1970 and 1980, there was a sharp decline in the category between 1980 and 1990. The 23.3% increase in the group quarters population in 2010 was less than the total number of persons to that of 1970.

The overall trend toward smaller households and families first noted in 1980 continued in 2010. The number of persons per household in Presque Isle declined from 3.30 in 1970 to 2.19 in 2010; the number of persons per family dropped from 3.67 in 1970 to 2.79 in 2010.

Educational Attainment of Population Age 25+ Years

According to the 2016 US Census, 89.4 percent of persons 25 years of age and older in Presque Isle (6, 272) are high school graduates or higher. In 1990, 75.61 percent of the population aged 25 years or older were high school graduates or higher. The overall percentage of those 25 and over going on to higher education had increased slightly between 1990 (45.3%) and 2016 (55.1%). The percentage of high school graduates or higher over the age of 25 was slightly higher than that of the Aroostook County 2010 figure of 87.4 percent and yet lower to the State of Maine figure of 91.9 percent. In 2016, 20.2 percent of adults 25 years of age or older in Presque Isle had a bachelor’s degree or higher; lower than the statewide 29.3%.

Educational Attainment of Population Age 25+, 1990 to 2016

	Years of Education								
	Year	25 Years or Older	<9th	9 to 12	HS Grad	Some College	Associates	Bachelor's	Grad Degree
Caribou	1990	6,179	998	787	2,294	849	226	565	240
	2016	5,809	468	452	2,035	1,135	599	805	315
Presque Isle	1990	6,609	849	761	2,002	1,310	623	702	362
	2016	6,272	208	454	2,154	1,434	754	773	495
Fort Fairfield	1990	2,625	379	349	816	480	221	259	121
	2016	2,447	45	277	876	657	182	284	126
Westfield	1990	399	66	94	150	48	20	10	11
	2016	581	53	21	325	71	31	64	16
Chapman	1990	267	32	52	107	30	21	16	9
	2016	352	7	25	106	92	49	55	18
Mapleton	1990	1,990	1,207	104	146	538	160	83	138
	2016	1,471	18	78	429	331	218	288	109
Aroostook County	1990	55,738	N/A	N/A	9,027	7,176	23,912	8,676	6,947
	2016	50,858	2,753	3,641	19,414	10,780	5,068	6,495	2,707
Maine	1990	795,613	N/A	N/A	70,153	98,307	295,074	182,727	149,352
	2016	957,066	27,537	49,768	317,373	188,695	93,123	180,436	100,134

Source: US Census, 1990 and 2016

Population by Industry and Occupation

The following chart summarizes characteristics of the working population of Presque Isle for 2016, by working population and percentage of the working population. In Presque Isle, the Education, Health and Social Services sector comprises the highest percentage of workers with 34%, followed by Retail Trade with 14%, and Professional Services with 12%. Presque Isle parallels the comparative regional communities of Caribou and Fort Fairfield. In Caribou, the Educational, Health and Social Services sector comprises the highest percentage of workers at 41.9%. The second highest is Retail Trade at 18.2%, followed by Manufacturing at 12.9%. In Fort Fairfield, the Education, Health and Social Services sector ranks first with 21.5%, followed by Retail Trade 20.3%, and Manufacturing at 18.5%.

Occupation by Industry, 2016

Type	Caribou		Presque Isle		Fort Fairfield	
	2016	Percent	2016	Percent	2016	Percent
Agriculture, Mining, Forestry, & Fishing	110	3.6%	145	5.7%	165	10.8%
Construction	215	7.1%	225	8.9%	63	4.1%
Manufacturing	224	7.4%	327	12.9%	283	18.5%
Transportation	137	4.5%	207	8.1%	43	2.8%
Wholesale Trade	45	1.5%	63	2.5%	0	0.0%
Information	42	1.4%	54	2.1%	12	0.8%
Retail Trade	437	14.4%	462	18.2%	311	20.3%
Finance, Insurance, and Real Estate	115	3.8%	176	6.9%	90	5.9%
Professional, Scientific, Admin, Waste Mngt	378	12.5%	111	4.4%	115	7.5%
Education, Health, Social Services	1,126	34.1%	1,649	41.9%	329	21.5%
Art, Entertainment, Recreation	0	0.0%	49	1.9%	0	0.0%
Other Services	146	4.8%	249	9.8%	65	4.2%
Public Administration	331	10.9%	217	8.5%	56	3.7%
Totals	3,306	100%	3,934	100%	1,532	100%

Source: 2016 US Census

It should be noted that the number of large manufacturers in Aroostook County continues to decrease. Presque Isle has done well to balance and diversify its economic base. The three dominant sectors are fairly close in percentages of workers, enabling the cities employed to avoid reliance on one sector of the economy. With this in mind, continued efforts should be made to diversify and promote economic opportunities in the Professional Services and Retail Trade sectors, while promoting the establishment of light manufacturing industries, agriculture, and other forms of material goods production.

In 1990, it was postulated in then-current projections that Aroostook County would experience a minor increase in the birth rate over the ensuing ten years, a minor decrease in the death rate over that same period, along with a continuation of out-migration from the County at a rate consistent with that of the early to mid-1980s. In 1992, the closure of Loring AFB and the development of a 500,000 square foot enclosed shopping mall in Presque Isle, both of which occurred in 1992, invalidated these projections.

TRANSIENT POPULATION:

Although Presque Isle's resident population has decreased over the past forty years, there are strong indications of a corresponding increase in the daytime population of the City.

Due, in part, to its geographical position within the county and its location along major roadways, including U.S. Route 1, Presque Isle has developed as a center for transportation, finance, education, commerce, health care, and industry with Aroostook County. These activities, among others, draw many persons to Presque Isle during the business day, producing a

daytime and early evening population that substantially exceeds the actual number of residents. Although there are significant positive effects produced by this influx, particularly for the business community, the costs of dealing with this daytime congestion must be borne by the resident taxpayers.

In 1998, the Maine State Planning Office designated Presque Isle as one of 69 “service center communities” located throughout Maine. The State recognized that communities functioning as service centers share several common traits: they are job centers, they are retail centers, and they offer a variety of services to the surrounding region.

The full extent of the daytime population is unable to be quantified, but, based on the following examples, it is reasonable to project a daytime increase in Presque Isle’s population of 75-100%, if not more.

Demographic Analysis

Presque Isle has undergone significant changes in demographic trends over the last 60 years. Presque Isle’s population has declined 13% since 1980, much of which can be attributed to the closure of Loring Air Force Base. The trend of decreasing population is projected to continue into the year 2034 and possibly beyond. A population of 9130 is projected for the year 2019 and 8,588 for 2034.

Presque Isle’s residents enjoy the conveniences that exist with living in a center of industry and commerce. These attributes could possibly attract additional population in the future depending on possible industries and/or businesses moving into the area. Encouraging commercial and industrial growth that creates a range of income opportunities may stimulate additional population growth. A large number of low-paying jobs should be discouraged and a balance between an increasing residential and non-residential tax base should be sought. Another favorable method for encouraging growth is planning for tourism development and the development of recreation areas.

Finally, the city must monitor the effects of an aging population on the public services which it offers. It must also monitor the trend towards a smaller school-age population, resulting in smaller class sizes. The city will need to design recreation, education and cultural programs to address the changing needs of the population.

ECONOMY:

State Goals:

- Plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development
- Promote an economic climate that increases job opportunities and overall economic well-being.

Local Economy:

Under most circumstances, the prognosis would not be particularly encouraging for any community that had experienced even some of the following economic catastrophes within a thirty-year period:

- two railroads ceased operation completely and a third experienced a significant reduction in service;
- a military installation within its borders was closed and the effects from the closing of another, larger base a short distance away continue to be felt;
- two of its major industries, shoe manufacturing, and food processing, were lost by the mid-1980s. One could not withstand the pressures imposed by low-cost foreign imports; the other simply closed its doors in the early 1980s after employing a workforce of nearly 1,800 persons during its peak production years;
- a reduction of 13% of its population;
- the number of acres in agricultural production was seriously reduced;
- nearly one-fourth of its tax base now qualifies as exempt from taxation;
- the number of Canadians crossing the border to visit or trade-in local stores has declined by more than 60% in the past ten years.

Despite these damaging blows, Presque Isle's economy has remained fairly resilient and has not been as devastated as might be expected; however, at a time when the national economy is growing at an encouraging rate, neither Presque Isle's or the region's economy is keeping pace. Retailers apparently have sufficient confidence in the local economy that at least two national retailers have established operations in Presque Isle, while several other large national and local retailers recently completed major expansions;

- ongoing upgrades and expansion of high-speed internet and cell phone coverage in dense and rural neighborhoods made possible through private and grant opportunities;
- the City's revolving loan and microloans funds have been responsible for creating or retaining over 680 jobs in Presque Isle, and has benefited over 73 local businesses;
- the various funding opportunities from Northern Maine Development Corporation and Presque Isle Industrial Council.

- Encourage downtown development and multiple new uses for Aroostook Centre Mall.

Regardless of the relative strengths or weaknesses of the Presque Isle economy in comparison with the regional, county, or state economies, Presque Isle cannot sustain or improve its currently fragile economic position by itself – it needs improved economic capacity and strength in the surrounding communities. The lifeblood of Presque Isle and the other Aroostook County communities is the people who live there; to ensure that those people stay and others migrate into the community, there must be a solid economic foundation, and that foundation must be anchored by the availability of meaningful and well-paying jobs.

1. Employment Trends:

Despite the continuing loss of population in Aroostook County and the loss of more than 1,000 persons from Presque Isle, Presque Isle’s labor force remains the largest of any municipality in Aroostook County. The table below represents the average annual labor force for Presque Isle, the Presque Isle/Caribou Labor Market Area, Aroostook County, and Maine. During the period 1990 to 2006, Presque Isle experienced the greatest percentage loss from its labor force, 8.6%, while the state of Maine labor force grew by 8.5%. It should be noted that Presque Isle has experienced a 6.8% increase in its labor force since 1998.

Average Annual Labor Force

	Presque Isle	P.I./Caribou-LMA	Aroostook County	Maine
1990	5,638	21,760	39,640	635,000
1991	5,870	22,690	41,960	647,000
1992	N/A	23,060	N/A	N/A
1993	5,339	21,920	39,510	629,000
1994	5,022	20,250	38,120	614,900
1995	5,099	20,630	38,810	641,900
1996	5,101	20,598	39,100	660,940
1997	4,885	19,732	37,753	660,650
1998	4,826	19,950	37,140	652,300
1999	4,990	20,690	37,660	669,900
2000	5,142	21,300	38,420	688,800
2004	4,928	24,452	35,006	677,212
2006	5,154	25,556	36,931	688,190
2007	4,896	24,491	35,078	699,363
2008	4,900	24,429	35,013	703,000
2009	4,815	24,088	34,693	699,400
2010	5,280	24,005	34,620	702,100
2011	5,226	23,919	34,620	705,200

2012	5,128	23,715	34,070	707,200
2013	5,053	23,546	33,670	709,000
2014	4,896	22,849	32,937	696,298
2015	4,713	22,004	31,658	683,369
2016	4,690	21,963	31,576	692,154
2017	N/A	N/A	N/A	700,099

Source: Maine Department of Labor

The table below represents the average annual unemployment rates for several surrounding towns, the Labor Market Area, the county, the state, and the nation for the period from 1990 to 2016. It is noteworthy that although Presque Isle is consistently a leader within the LMA and the county in terms of having a low unemployment rate. The table below presents the average unemployment rates for the Presque Isle/Caribou Labor Market Area for the same period.

Annual Average Unemployment Rates Percent (1990 through 2013)										
	1990	2004	2006	2007	2008	2009	2010	2011	2012	2013
Presque Isle	5.6	4.3	5	4.7	5.9	7.8	9.7	9.5	8.3	7.1
Caribou	8.4	6	6.1	5.8	6.5	8.1	7.9	9.1	8.6	7.9
Fort Fairfield	6	6.8	6.7	6.6	7.6	9.4	10	11.3	10.5	10.2
Mars Hill	6.4	5.4	5.3	5.9	5.7	7.6	7.5	8.2	8.4	7.6
Washburn	5.8	4.9	5.4	6.3	7.3	8.7	8.8	8	7.1	6.9
PI/Caribou- LMA	7.1	6.1	6.5	6.2	6.9	9.4	9.6	10	9.6	8.8
Aroostook County	6.9	6.2	6.5	6.3	7	9.7	9.7	9.9	9.4	8.6
Maine	5.3	4.6	4.6	4.7	5.5	8.1	8.1	7.9	7.5	6.6
United States	5.6	5.5	4.6	4.6	5.8	9.3	9.6	8.9	8.1	7.4

Source: Maine Department of Labor

Average Unemployment Rates (%) Presque Isle - Caribou Labor Market Area

AVERAGE UNEMPLOYMENT RATES (%) PRESQUE ISLE - CARIBOU LABOR MARKET AREA

	2014	2015	2016	2017 Estimate
Presque Isle	6	4.7	4	2.9
Caribou	7.4	5.6	5.4	3.7
Fort Fairfield	9.1	7.6	7	4.5
Mars Hill	6	5.2	4.4	2.5
Washburn	5.4	4.7	4.4	3.5
PI/Caribou- LMA	7.9	6.2	5.7	4.1
Aroostook County	7.6	6	5.7	4.2
Maine	5.6	4.4	3.8	3.3

United States	6.2	5.3	4.9	3.9
---------------	-----	-----	-----	-----

Source: Maine Department of Labor

Because the type and amount of products in Presque Isle’s and Aroostook County’s export base have a direct bearing on the ability of its industries to reinvest and grow and on the need and ability of its service sector to grow in support of those expanding industries, it is critical to local and regional growth to have a favorable balance of trade. Support for the growth of existing and new export businesses should be encouraged at all levels of government.

2. Commuting Patterns/Travel Time to Work:

In a significant departure from what was experienced in the 1970s and early 1980s, Presque Isle now has become more a destination for commuters than a starting point. The closure of Loring AFB and the loss of its numerous military and Civil Service jobs and the loss of other civilian employment in communities surrounding the base shifted the balance of employment toward Presque Isle.

A commuter survey conducted in 1980 indicated that there was a nearly equal distribution between persons living in Presque Isle and working in Caribou and those who lived in Caribou and worked in Presque Isle. With the loss of many of the businesses that once supplied or serviced Loring and its personnel and which drew commuters from Presque Isle, a supply of labor was available to move into positions at the numerous new retail establishments that opened in Presque Isle in 1993. The availability of more retail sales and service sector jobs, the increased numbers of students commuting to the University of Maine at Presque Isle and Northern Maine Community College, the steady growth of a press clipping service into Presque Isle’s leading private employer, and the expansion of services associated with the Aroostook Medical Center have contributed to the shift in local commuting patterns.

3. Border Crossings:

Combined crossings (resident and alien) at the three Ports-of-Entry that serve Presque Isle have progressively and dramatically decreased each year except one since 1990. The only departure from the trend occurred in 1993, the year that Wal-Mart and the Aroostook Centre Mall opened in Presque Isle. The three Ports-of-Entry, Houlton, Bridgewater, and Fort Fairfield reported a total of 4,368,880 crossings in 1990 and only 1,715,367 crossings in 2000.

Once an integral part of the Aroostook economy and way of life, cross-border shopping began slipping in the early 1990s when the New Brunswick provincial government began applying provincial sales tax to goods coming back to Canada from Maine. Coupled with higher tariffs on certain goods, despite the passage of the Northern American Free Trade Act (NAFTA), and a devalued Canadian dollar vs. the U.S. dollar, these fees forced Canadian shoppers to remain at home for much of the shopping that had previously sustained many Aroostook businesses.

Despite the decrease in cross-border shopping, retail sales figures have remained unexpectedly stable throughout northern Maine. In 1994, a 17% reduction in border crossings yielded only a

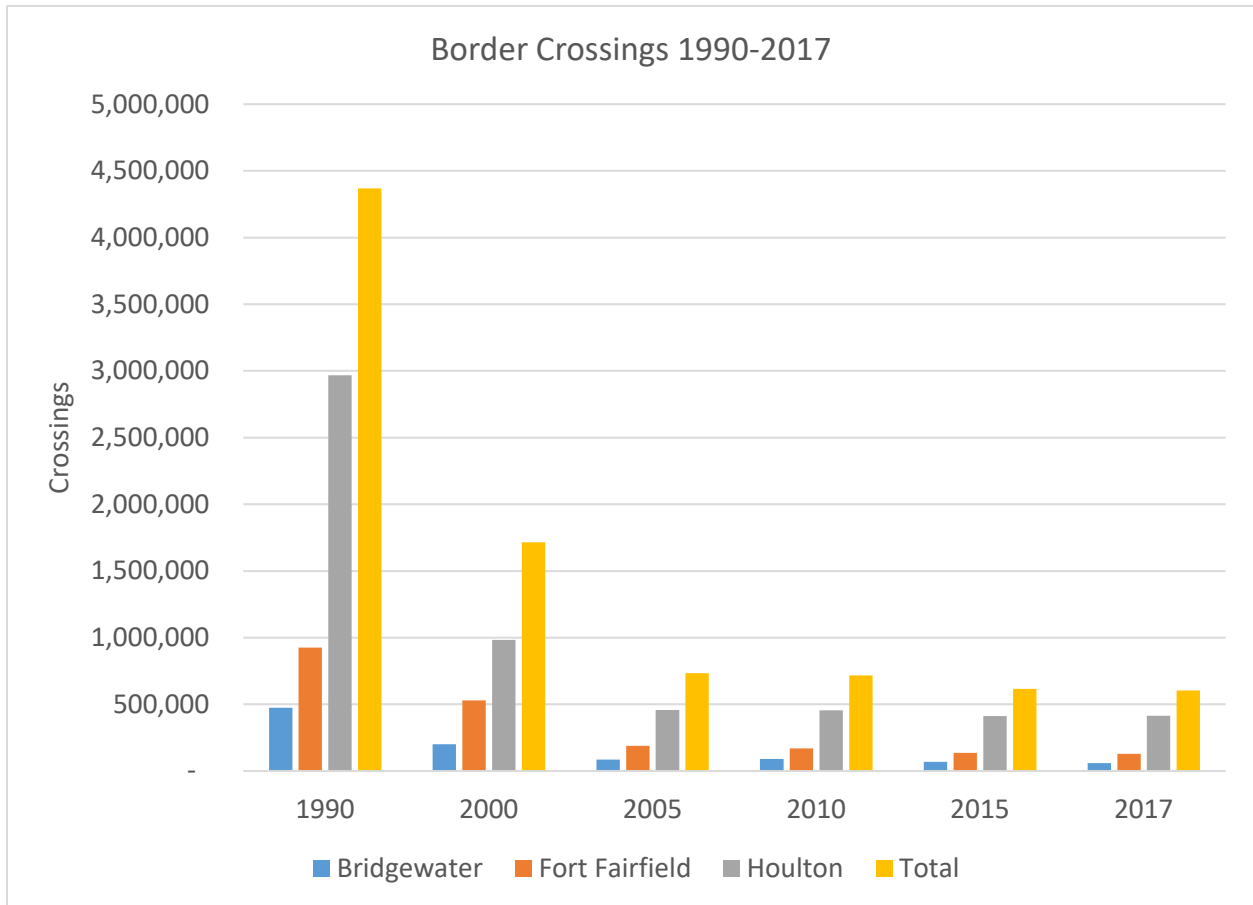
1% reduction in retail sales in Aroostook County. The central Aroostook area is no longer experiencing the 5-7% annual increase in retail sales that was common in the mid-to-late 1980s; retail sales gains now are more likely to be in the 0.5% to 2% range.

The following table represents the annual combined crossings of both residents and aliens at the U.S. Ports-of-Entry at Houlton, Bridgewater, and Fort Fairfield for the years 1990 to 2017.

BORDER CROSSINGS						
FORT FAIRFIELD, BRIDGEWATER, HOULTON						
1990-2017						
	1990	2000	2005	2010	2015	2017
Bridgewater	474,808	201,348	84,865	91,772	68,001	59,702
Fort Fairfield	926,792	530,355	189,826	170,664	135,729	129,174
Houlton	2,967,280	983,664	458,700	455,077	413,148	415,304
Total	4,368,880	1,715,367	733,391	717,513	616,878	604,180

(Source: U.S. Immigration & Naturalization Service)

The graph below represents the progressive decline in border crossings at Houlton, Bridgewater, and Fort Fairfield. Although not considered a primary crossing for general retail trade, the Port-



of-Entry at Van Buren has significant potential as a commercial link in northern New Brunswick/eastern Quebec and the intermodal rail facility in Presque Isle. Manufacturers and shippers in those Canadian provinces currently must send shipments of products for U.S. markets to Houlton; the only designated commercial P-O-E in Aroostook County. From Houlton, the products travel by road to their destinations.

Shippers in northern New Brunswick and southern Quebec interested in using Presque Isle’s intermodal facility to reduce costs and transit times lose any financial advantage afforded by the intermodal facility if they must enter the United States in Houlton. Recognizing the value of intercepting Canadian commerce that might otherwise be lost to northern and central portions of the county, Van Buren officials have been pursuing designation as a second commercial P-O-E for Aroostook County. Opportunities for transloading, bonded storage, fuel sales, and other types of economic growth could result from the designation. Presque Isle has supported Van Buren’s efforts in the past and should continue to do so.

4. Loring Commerce Center:

The Loring Development Authority (LDA) and the Loring Commerce Center present a curious dilemma for the City of Presque Isle. As the entity charged with redevelopment of the former

Loring Air Force Base, now known as the Loring Commerce Center, the LDA is a well-funded and infrastructure-rich contributor to economic development efforts in Aroostook County, and, in turn, Presque Isle. On that basis alone, the LDA is deserving of support from the City of Presque Isle.

Since the official closure of Loring AFB in 1994, the LDA and many other local and state entities have worked cooperatively to attract new businesses and industries to northern Maine, and particularly the Loring Commerce Center. The former base was officially transferred to the LDA in April 1997 and is now home to new businesses that employ over 470 individuals.

With federal and state economic readjustment and recovery funding to implement its marketing and redevelopment strategies and with an extensive inventory of marketable buildings to house new businesses, the LDA has a significant advantage over Presque Isle in terms of physical and fiscal resources. Presque Isle must counter those advantages with the strength of its location, its experience, its support facilities such as UMPI, NMCC, and the Aroostook Medical Center, and, perhaps most essential, a renewed commitment by the City to reinvest in the physical plant of its industrial park.

Despite its apparent inability to compete on an equal basis with the Loring Commerce Center for new businesses and industries, Presque Isle, the Loring Commerce Center, and the other Aroostook County communities can and must direct their unified efforts to attract business and industrial prospects to Aroostook County. A new business locating anywhere in Aroostook County is much better than that new business locating in southern or central Maine.

5. Agriculture:

Agriculture continues to maintain its prominent role in the Presque Isle and Aroostook County economies. Aroostook County produces 90% of Maine's potato crop, and Maine is the nation's eighth-largest potato producer. Within the region, Presque Isle has ranked within the top three producers (with Caribou and Fort Fairfield) for many years. During the past five years, the potato industry has weathered the recent problems with drought, late blight, and Canadian imports, the broccoli industry has continued to expand, and hops, barley, and cauliflower have been introduced to the region. Industry experts report that agriculture is still comparatively strong and should become stronger. See the Agriculture and Forestry Section for more detail.

6. Forestry:

It is reported that approximately 88% of Aroostook County is covered by forests, with the majority of those forests located to the south, west, and north of Presque Isle. Ownership of the vast woodlands between Route 11 and the Canadian border is heavily concentrated in the holdings of several large private landowners. Most of the commercial timber harvesting in northern Maine occurs in this area.

Although Presque Isle is more commonly regarded as both an urban and an agricultural setting, more than 50% of the City's land area is forested. Small family woodlots associated with farms

account for some of the forested areas. However, much of the forested land is located in areas near the larger water bodies, such as the Aroostook River, the Presque Isle Stream, and Echo and Arnold Brook Lakes, where shoreland zoning requirements and terrain make timber harvesting operations less economically feasible. See the Agriculture and Forestry Section for more detail.

7. Construction:

The amount of new construction that occurs each year in a community is a significant indicator of the economic vitality of that community. New construction is a clear representation of money moving in and through a local economy. As reported by *The Institute on the Maine Economy*, each dollar invested in a community for construction or reconstruction carries a “multiplier” of up to two times the original dollar amount.

As an example, if \$300,000.00 is spent on construction of a new building, the net impact on the local economy of that expenditure could be as much as \$600,000. The owner pays the contractor, who, in turn, pays employees and building materials or services suppliers, each of who move those dollars further through the local economy by purchasing more goods from other vendors for either personal use or for restocking inventory. This “*ripple-effect*” continues to move through the local economy until it no longer acquires local goods and services.

Upon completion of construction, the value of the new structure becomes part of the municipal tax base, allowing for additional municipal services to be provided or tax relief to be granted, each again generating a “*multiplier*” effect that spreads throughout the community. In Aroostook County, however, it has been a common experience that the broadening of the municipal tax base has been offset by a corresponding increase in the municipality’s county tax assessment and a reduction in the amount of State educational subsidy received by the local school system.

For the period of 1970 through 2000, Presque Isle has averaged \$5.5 million each year in new construction of residential, commercial, and tax-exempt structures. The table below lists the annual totals of new construction and single-family housing starts.

CONSTRUCTION IN PRESQUE ISLE - BUILDING PERMITS					
	TOTAL	TOTAL	TOTAL		ANNUAL
YEAR	RESIDENTIAL	COMMERCIAL	TAXABLE	TOTAL	AVERAGE
1970-1979	\$ 13,739,865	\$ 7,938,002	\$ 21,677,867	\$ 34,552,103	\$ 3,455,210
1980-1989	\$ 21,015,249	\$18,299,761	\$ 39,297,280	\$ 58,530,605	\$ 5,853,061
1990-1999	\$ 22,146,019	\$ 2,229,241	\$ 64,375,695	\$ 75,636,231	\$ 7,563,623
2000-2009	\$ 23,227,229	\$57,961,261	\$ 91,578,214	\$ 94,520,214	\$ 10,502,246
2011	\$607,185	\$3,778,926	\$4,386,111	\$4,386,111	
2012	\$1,360,521	\$2,008,102	\$3,368,623	\$3,368,623	
2013	\$1,953,974	\$8,517,064	\$10,471,038	\$10,471,038	
2014	\$1,181,655	\$7,471,636	\$8,653,291	\$8,653,291	
2015	\$1,143,285	\$14,899,544	\$16,042,829	\$16,042,829	
2016	\$908,639	\$3,878,896	\$4,787,535	\$4,787,535	
2017	\$1,445,893	\$1,482,993	\$2,928,886	\$2,928,886	
2018	\$2,084,050	\$16,837,676	\$18,921,726	\$18,921,726	

Source Presque Isle Code Office

Economic and Community Development Resources:

Effective economic and community development and the creation of a suitable business climate begins with a plan. The plan must identify development needs and opportunities, chart actions plans, and layout an organizational structure for implementation of the plan. The critical ingredient in the planning process is a solid public-private partnership. For most communities, including Presque Isle, a comprehensive plan is the primary vehicle for development planning.

To refine and/or implement specific aspects of the comprehensive plan as it pertains to economic and community development, Presque Isle has relied upon numerous entities, including, but not limited to:

- Project-specific citizen advisory committees;
- The Presque Isle Planning Board;
- The Presque Isle Zoning Board of Appeals;
- Its Planning & Development Department staff;
- The Presque Isle Industrial Council;
- The Presque Isle Utility District;
- The Presque Isle Development Fund Trustees;
- The Central Aroostook Area Chamber of Commerce;
- The Presque Isle Downtown Revitalization Committee
- Local commercial lenders;

Northern Maine Development Commission;
The Maine Development Foundation;
The legislative and congressional delegation serving Aroostook County;
The Main Department of Economic and Community Development;
The University of Maine at Presque Isle;
Northern Maine Community College;
Aroostook County Action Program;
The Maine Department of Transportation, Environmental Protection, Inland Fisheries, and Wildlife;
The Finance Authority of Maine;
the U.S. Department of Housing & Urban Development, Environmental Protection Agency, Small Business Administration, Fish & Wildlife Service, Economic Development Administration, Commerce; and Agriculture.

These relationships have yielded technical assistance and financial assistance that has allowed important economic and community development projects within Presque Isle to continue to completion.

Regional Economic Development Initiatives: The City of Presque Isle participates in a variety of regional economic development initiatives in the interest of improving opportunities for its citizens. These initiatives cover topics ranging from transportation to public infrastructure to wells and septic systems. The value of these initiatives lies in the larger voice that multiple communities bring to an issue, particularly when the local population continues to decline. It is important for the City to remain actively involved in these efforts, not only to realize direct benefits from funded programs or projects but also to maintain visibility as a community interested in growth.

SPECIFIC RECOMMENDATIONS CONCERNING ECONOMY

After reviewing the economic and community development strategies currently in place in Presque Isle, the following actions are recommended:

- Commit adequate funding for the rehabilitation, construction, or demolition of industrial and commercial buildings and facilities on Skyway Industrial Park;
- Actively advocate for further research and development into alternative uses of waste by-products generated by industries and businesses;
- Stimulate and support economic growth through the promotion of greater crop diversification;
- Join partnerships intended to ensure that all Maine workers will have the opportunity to acquire the skills and knowledge necessary to adapt to emerging technologies and other workplace changes in a sustainable, global economy;

- Join with other northern Maine communities to outline strategies to initiate further free trade options with Canada;
- Continue to provide, whenever feasible, financial and technical assistance to new and existing businesses;
- Continue to pursue alternative funding sources such as FAME’s REDRLP program, as a means of recapitalizing and complementing the Presque Isle Development Fund;
- Direct industrial and business growth to Skyway Industrial Park and the City’s designated growth areas. The environmental and service needs of both the business and the City should be addressed by site selection concerns that ensure the availability of water, waste disposal, and electric utility service. Costs should be minimized and convenience should be maximized to the extent possible;
- Continue active participation and support of the Overall Economic Development Program (OEDP) and the Northern Maine Development Commission;
- Continue to support the business contact and referral system utilizing the resources of Maine & Company and Northern Maine Development Commission
- Whenever feasible, the City should promote technological advancement and training;
- Encourage the development of businesses and industries which fully utilize natural and human resources, and which use alternative fuels and/or are energy efficient;
- Continue revitalization of its entire Main Street and should continue annual commitments of capital funding to maintain and streetscape improvements in a safe and functional condition;
- Actively promote itself and “*central Aroostook*” as a location for new, expanding, or relocating businesses and industries;
- Join other Aroostook County communities to pursue redundant fiber-optic service and at least one telecommunications “*point-of-presence*” in Aroostook County;
- Support four-season tourism development as a means of expanding and diversifying the regional economy;
- Maintain and expand its program of “*access management*” to improve safety, reduce congestion, and assist in the safe and efficient movement of workers to and from job sites;
- Improve Route 11 to a year-round road between Ashland and Sherman, as a means of stabilizing the economy of the Route 11 Corridor and to improve vehicular and pedestrian safety and reduce damage to city streets in Presque Isle.

- Pursue “*value-added*” businesses and industries with export potential to help reduce the region’s trade deficit;
- Pursue funding assistance from CDBG, EDA, RECD, and other funding sources for community and economic development projects;
- Work with other central Aroostook County communities to develop and implement regional plans, in such areas as transportation, land use, and economic development
- Encourage job creation and job retention;
- Examine and, if appropriate, propose new and alternative uses for marginal or unsuitable farmland;
- Encourage retail sales as home occupations where permitted.
- Encourage and support the development of centralized packing, storage, and marketing facilities for agricultural products;
- Not sacrifice its historical, archaeological, and natural resources for short-term economic gains.
- Continue to support the Presque Isle International Airport as an economic development tool for the City and the region.
- Support redevelopment of the Aroostook Center Mall.

HOUSING

Overview:

The following information is a summary of existing housing data for Presque Isle. It should be noted that current, reliable data for Aroostook County, Presque Isle, and the surrounding communities is severely limited and oftentimes out of date. Therefore, this section will attempt to reflect this data for historical reference only. This section attempts to address, as completely as possible, the current availability of housing and the costs associated with obtaining decent, safe, and sanitary dwelling units. The main emphasis of the comprehensive planning process related to housing is an assessment of the affordability of housing within the community. An important component of the process is to identify the segment of the population most significantly affected by the costs of housing, their income ranges, what type of housing stock is needed (if any), and the geographical areas which are a priority. Ultimately, the community should be able to project the future housing needs of the residents and base policy and strategy decisions upon those findings.

Within the past ten years, the City's Planning Board has reviewed and approved twelve residential subdivisions, containing a total of 68 new single-family housing lots, six mobile home lots, 12 apartment units, and one assisted-living housing subdivision containing 58 units. Three of the subdivisions approved were urban (70 units/lots), two subdivisions (24 lots) were in the suburban residential zone, and seven were rural (50 lots).

The housing stock in Presque Isle has improved substantially in recent years. Building permits for additions and/or renovations have been plentiful, and many issues, such as roofing, siding, painting, windows, etc., which require no building permits, have kept contractors busy. Affordability of housing is well addressed through the numerous subsidized apartments and moderately priced single-family homes and mobile homes available on the local housing market. Homelessness is being well addressed by the local homeless shelter, which has recently added a transitional housing component to its services. An active Code Enforcement Office strives to ensure that the housing is constructed to code standards and maintained in a clean, safe, and sanitary manner.

Housing Trends

The number of housing units existing today versus the past two decades helps the community better understand how the overall housing stock is growing or declining. Demographic trends within Presque Isle, such as an increase or decrease in family size, as well as changes in the number of housing units, play an important part in the future housing needs of the community.

The inventory of housing trends includes data from communities within the central Aroostook County sub-region, Aroostook County, and the State of Maine. Communities studied in this section include; Caribou, Chapman, Easton, Fort Fairfield, Mapleton, and Westfield. The selected communities all showed an increase in the number of housing units between 1980 and 2010. The number of housing units in Presque Isle has grown from 3,572 in 1980 to 4,608 in 2010, a 29 percent increase. Between 1980 and 2010, Presque Isle reflected the third-highest percent growth of the selected sub-regional communities.

Housing Units Comparison, 1980-2010

Town	1980 Housing Units	1990 Housing Units	2000 Housing Units	2010 Housing Units	% Change 1980-2010
Caribou	3,694	4,089	3,831	3,914	5.96%
Chapman	145	176	187	213	46.90%
Easton	483	527	566	596	23.40%
Fort Fairfield	1,599	1,648	1,654	1,674	4.69%
Mapleton	645	726	798	864	33.95%
Presque Isle	3,572	4,411	4,405	4,608	29.00%
Westfield	233	250	240	240	3.00%
Aroostook County	35,920	38,421	38,719	39,529	10.05%
Maine	501,093	587,045	651,901	721,830	44.05%

Source: 1980-2010 US Census.

As is the case with most communities in Maine, the housing stock is old. One thousand four hundred and five (1,405) homes (31.9 percent of the housing stock) were built before 1940. Aging houses, not properly cared for can impact the quality of housing stock, and overall reduce the valuation of a community. Low family incomes due to hard economic conditions in the area may mean that families cannot afford better housing or adequately maintain existing housing. It is important for all of Presque Isle's residents to be aware of existing housing rehabilitation funds and for renters to be aware of their rights to demand a certain level of maintenance by their landlords.

Year of Structure Built

	Presque Isle	%		Aroostook	%
2005 or later	45	1.00%	2005 or later	623	1.60%
2000 to 2004	126	2.80%	2000 to 2004	1,562	4.00%
1990 to 1999	217	4.80%	1990 to 1999	3,557	9.00%
1980 to 1989	564	12.40%	1980 to 1989	4,961	12.60%
1970 to 1979	720	15.80%	1970 to 1979	6,709	17.00%
1960 to 1969	582	12.80%	1960 to 1969	3,716	9.40%
1950 to 1959	715	15.70%	1950 to 1959	4,260	10.80%
1940 to 1949	445	9.80%	1940 to 1949	3,305	8.40%
1939 or earlier	1,129	24.90%	1939 or earlier	10,789	27.30%

Source: U.S. Census

Nearly all of the residential development that has occurred in the past few years has been located outside of the area served by the Water and Sewer District and on lots not associated with subdivisions. Over 75 percent of the new development has occurred on the Centerline Road and western portions of State Street.

It should be noted that Presque Isle’s bedroom communities of Westfield, Chapman, and Mapleton have seen considerable new residential construction and corresponding population growth. The main reasons cited are the lower mil rates and perceived lower cost of living in these communities. Residents in the bedroom communities have access to and utilize the services provided by Presque Isle (schools, recreation, fire, ambulance).

According to the City’s Planning and Development Director, there is ample land available for residential and commercial growth. However residential growth, especially in subdivisions cannot occur until lots are served by public roads, sidewalks, water, and sewer. All costs for these types of infrastructure are the responsibility of the developer. This standard has not proven to be a hardship for large scale commercial developers such as those working with Wal-Mart or Lowe’s. It has proven to be a detriment to those developers proposing residential subdivisions.

Substandard Characteristics

The U.S. Census indicates that there has been a marked improvement in the standard of housing in Presque Isle with regard to plumbing, and cooking, but there is a trend not to have a landline telephone.

Selected Housing Characteristics

	Presque Isle			Aroostook				
	1990	2000	2010	% of total units	1990	2000	2010	% of total units
Lacking complete plumbing facilities	43	11	0	0	1,666	329	243	0.8
Lacking complete kitchen facilities	49	12	12	0.3	1,252	166	159	0.5
No telephone in housing unit	63	52	129	3.1	1,125	423	869	2.8
Total Housing Units	4,411	4,405	4,608		38,421	38,719	39,482	

Source: U.S. Census

HOUSING UNITS AND TENURE IN PRESQUE ISLE

	1970	1980	1990	2000	2010
TOTAL HOUSING UNITS	3572	4052	4411	4405	4608
TOTAL YEAR-ROUND UNITS	3513	3996	4349	4319	4540
OCCUPIED YEAR-ROUND UNITS	3304	3703	4124	4014	4201
Owner Occupied	2074	2411	2449	2403	2328
Renter Occupied	1230	1292	1675	1557	1873
VACANT YEAR-ROUND UNITS	209	293	287	382	407
SEASONAL UNITS	N/A	56	62	60	68

(SOURCE: U.S. Census; Municipal Tax Data)

The breakdown of occupied housing units by the type of structure reveals that there has been a balance between the different types of structures evident since 1980. Over the past twenty years, the only noteworthy trend in the occupancy of the different types of structures has been a shift downward in the occupancy of two-family units. The table below represents the types of occupied units in Presque Isle.

OCCUPIED HOUSING UNITS BY TYPE OF STRUCTURE

YEAR	SINGLE FAMILY HOUSES	MOBILE HOMES	TWO FAMILY HOMES	MULTI FAMILY HOMES
1980	61.90%	8.90%	10.30%	18.90%
1990	59.00%	11.00%	14.00%	16.00%
2000	63.20%	12.00%	8.00%	16.80%
2018	54.00%	9.00%	6.00%	10.00%

(Source: U.S. Census; Municipal Tax Data)

The majority of dwelling units in Presque Isle are year-round dwelling units, with three out of every four of those units served by public water and sewer services. Slightly more than half to two-thirds of those units are owner-occupied, depending upon the time surveyed. There has been a decrease in units, most probably due to the demolition of Fairview Acres and the construction of numerous apartment complexes. The table below depicts the selected characteristics of housing units in Presque Isle.

SELECTED CHARACTERISTICS OF HOUSING UNITS IN PRESQUE ISLE

TOTAL DWELLING UNITS	YEAR-ROUND DWELLING UNITS	SEASONAL DWELLING UNITS	OWNER-OCCUPIED UNITS	% ON PUBLIC WATER SEWER
1970 3572	98.30%	1.70%	N/A	N/A N/A
1980 4052	98.60%	1.40%	65.10%	74.7% 75.9%
1990 4411	98.50%	1.50%	55.60%	76.6% 78.4%
2000 4379	99.20%	0.80%	67.20%	76.3% 77.9%
2018 3261	99.00%	1.00%	61.00%	79% 80%

(Source: U.S. Census; Municipal Tax Data)

Affordable Housing

The Growth Management Law requires that Maine towns prepare a Comprehensive Plan that addresses the state goal of promoting affordable housing opportunities for all Maine citizens.

A rented home is considered affordable to a household if the monthly estimated rent, insurance costs, and utility costs do not exceed 30 percent of the household monthly income. According to the 2017 US Census in Presque Isle, the median gross rent was \$655 and the median value of owner-occupied housing was \$108,000. An owner-occupied home is considered affordable if the unit's sale price or value does not exceed that for which monthly estimated mortgage payments (including principal and interest), property tax, insurance costs (homeowner's and private mortgage insurance), maintenance costs, and utility costs equal 28 percent of the household's monthly income.

Affordable housing availability is focused on very low income, low income, and moderate-income households defined as follows:

- Presque Isle's median household income for 2013-2017 was \$37,036.
- Very low income means 50 percent of the town's median household income based on 2017 US Census information.
- Low income means between 51 percent and 80 percent of the town's median household income.
- Moderate income means 81 percent to 150 percent of the town's median household income.

	Very Low Income	Low Income	Moderate Income
Percent of Median Income	50 %	51% to 80%	81% to 150%
In dollars	\$18,518	\$18,889 to \$29,629	\$29,999 to \$55,554
Affordable Rent	\$463	\$472 to \$741	\$750 to \$1,389
Affordable Mortgage	\$432	\$441 to \$691	\$700 to \$1,296
Affordable House Price	\$55,800	\$57,000 to \$89,500	\$91,500 to \$168,500

*Interest rate of 3.9% MSHA First Time Home Buyers program

A review of home selling prices for 2018 was completed through records provided by the City Office (recorded real estate transfers). These comparisons were based on all home sales within Presque Isle during the period, including foreclosure, mobile homes, and urban and rural properties. They do not include sales due to family transfers or divorces. The average for 11 months in 2018 was a total of 115 home sales were considered as part of the housing affordability study. During the period, the average sale price was \$105,136 with a high of \$408,000 and a low of \$4,000.

Housing Sales 2018

Sale Price Range 2018	Number of Sales and Percentage of Total Sales
Under \$20,000	14 (12%)
\$20,001-\$40,000	4 (3%)
\$40,001-\$60,000	20 (17%)
\$60,001-\$80,000	8 (7%)
\$80,001-\$99,999	16 (14%)
\$100,000-\$149,999	25 (22%)
Over \$150,000	28 (24%)

Source: Real Estate Transfer Records

Affordable Housing Availability

- At least 18 (15%) homes sales in 2018 were affordable to very low-income families
- At least 46 (39%) home sales were affordable to low-income families. The moderate-income families had the widest available options for home sales.
- Very low-income families had the fewest options but still had potential access to over 15 percent of the sales during the period.

Rental Affordability

According to the US Census, rental units make up 1,829 or 49.8 percent of the total housing stock in Presque Isle. Rental affordability was determined with US Census information utilizing the following two (2) tables.

- The median gross rent was \$655, within the low-income bracket.
- Approximately 500 rental units (30%) had rents that were affordable to very low-income families.
- At least 1,200 rental units were affordable to low-income families.
- Approximately 1,458 rental units (93.7%) were affordable to moderate-income families.

Presque Isle Gross Rent

Gross Rent	Number of Units	Percent of Total
Less than \$500	544	30%
\$500 to \$999	986	54%
\$1,000 to \$1,499	185	10%
\$1,500 to \$1,999	36	2%
\$2,000 to \$2,499	0	0%
\$2,500 to \$2,999	0	0%
\$3,000 or more	0	0%
No cash rent	78	4%
Total	1,829	100%

Source: US Census 2010

Gross rent as a Percentage of Household Income	Number of Units	Percent of Total
Less than 15 percent	184	11%
15-19.9 percent	201	12%
20-24.9 percent	220	14%
25-29.9 percent	192	12%
30-34.9 percent	161	10%
35 or more percent	557	34%
Not computed	110	7%
Total	1,625	100%

Source: US Census 2010

Residential Building Permits New Construction/Buildings

RESIDENTIAL BUILDING PERMITS			
New Construction/Buildings			
YEAR	STICK BUILT	MODULAR	MOBILE HOMES
1990	4	1	5
1991	5	6	13
1992	8	1	14
1993	4	2	14
1994	7	7	19
1995	6	14	10
1996	16	4	18
1997	12	5	24
1998	4	9	13
1999	4	12	22
2000	4	5	15
2001	4	8	13
2002	7	5	11
2003	5	8	11
2004	10	11	8
2005	8	12	8
2006	8	7	3
2007	8	1	1
2008	7	5	4
2009	6	2	3
2010	8	0	0
2011	0	0	1
2012	3	1	1
2013	5	1	0
2014	4	0	0
2015	0	1	0
2016	0	0	1
2017	0	5	0
2018	0	2	0

(Source Municipal Code Enforcement Officer)

A. Rental Housing:

Approximately one-third of the rental units in Presque Isle are subsidized in some manner by state or federal housing agencies. Some subsidies are consolidated in elderly and multifamily apartment complexes, while others are contractual agreements between the housing agencies and landlords dispersed through the community. For example, the Presque Isle Housing Authority administers 65 HUD Section 8 Housing Certificates, 10 HUD Section 8 Housing Vouchers, and 31 units of “Rental Rehab” rental housing for the Maine State Housing Authority. The table below describes the federal subsidies associated with multi-family and elderly rental housing units.

FEDERALLY ASSISTED ELDERLY AND MULTI-FAMILY RENTAL HOUSING

NAME	TYPE	TOTAL UNITS	# UNITS SUBSIDIZED
Academy Park	E/H	30	100% -30
Applewood Apts.	E/F/H	4	100% - 4
Birchwood Apts.	E/F/H	8	25% -2
Greenbrier Apts.	E/F/H	31	33% - 10
Helen Noreen Apts.	F/H	50	100% - 50
McCulley Commons	E/H	24	84% - 20
Northland Park	E/H	29	38% - 11
P.I. Housing Auth.	E/F/H	185	100% - 185
Woodland Terrace	F/H	25	44% - 11

E = ELDERLY H=HANDICAPPED F=FAMILY

The City has conducted rental housing surveys periodically since the early 1980s, targeting property owners with more than three rental units. The average sample generally covers 55-60% of the total rental units in the City. Information requested from the property owners includes the number of units, number of bedrooms, rental rates, utilities paid, vacancies, problems, number of subsidized units, and number of persons on a waiting list.

The results of the surveys have been consistently similar, with one exception. City-wide vacancy rates extrapolated for the total rental units in the City have remained in the 1-2% range, except for an unexplainable spike to 5.8% in 1987. Due to staffing limitations within the Economic & Community Development Department, there have been no rental housing surveys conducted for several years. Several common findings among many of the past surveys include:

- Landlords have difficulty raising rental fees to cover overhead expenses, due to the prevailing wage scales in the area;
- There is a scarcity of rental units of quality to attract upper-middle to upper-income persons;
- Rental rates for apartments vary little among the respondents;
- Few rental property owners report extensive waiting lists. Waiting lists appear to be unnecessary due to high demand and apparently limited housing resources to meet that demand.

B. Other Housing:

1. Group Homes:

For many years, Presque Isle has been one of the leaders within the state in integrating group homes for persons with disabilities into the general neighborhood mix. There are

currently group homes or transitional living facilities for those with developmental disabilities, mental illness, and behavior problems located throughout the City. Group homes are “permitted uses” in all zones allowing residential use, under the City’s *Land Use and Development Code*.

2. “Assisted Living” Housing:

Within the past ten years, “Assisted living” housing has become available within Presque Isle. “Assisted living” housing is a form of non-institutional residential housing consisting of private apartments, in which congregate-type services may be made available by the operator to residents for a fee beyond the basic shelter costs. Medical or mental health services, meals, laundry assistance, or other types of aid appropriate to the needs of the individual resident are among those services that may be provided.

3. Nursing Home:

An 82-bed, fully certified private nursing home is located in Presque Isle. The facility is located adjacent to the Aroostook Medical Center, which ensures residents immediate access to hospital care when needed. The facility also is connected with the “assisted living” facilities.

4. Emergency Shelter:

The Sister Mary O’Donnell Shelter for the Homeless (formerly the Temporary Shelter for the Homeless, Inc.) is a private 501(c) (3) nonprofit organization. It serves all of Aroostook County, an area covering more than 6,400 square miles, and it is the only homeless shelter north of Bangor. The Temporary Shelter for the Homeless was incorporated as a nonprofit organization in 1984 to serve the needs of the homeless. Northern Maine Community College leases the former Presque Isle AFB chapel to the Shelter for \$1 per year, with an option to renew at periodic intervals. The Shelter is a two-story facility with 30 beds to house families or individuals, as needed. Private and shared bath facilities are available. A kitchen, fully stocked pantry and laundry facilities are available for a client’s use.

The mission of the Shelter is to provide a safe place to stay and other basic necessities for people who encounter adverse circumstances and cannot furnish these things for themselves. The Shelter provides case management for clients and refers them to appropriate agencies that can assist them in becoming self-sufficient. The newest program offered at the Shelter is an 8-bed youth shelter. The youth shelter provides teenagers in Aroostook County a “safe” place to stay that is closer to friends and family than the next closest shelters, which are located in Bangor or Portland.

The Shelter also has added a Transitional Housing Program to its offerings, using former off-base military housing associated with Loring AFB. The Transitional Housing Program, which is not considered emergency shelter, has seven 3-bedroom units for homeless families. The program provides homeless families with temporary housing for up to two years until the family becomes adequately self-sufficient to obtain permanent housing.

The Transitional Housing Program helps the family develop a work or educational plan, job skills, and budgeting and financial planning skills to stabilize their living situation and manage their funds and their lives. The following table describes the utilization of the Temporary Shelter over the past four years.

Sister Mary O’Donnell Shelter for the Homeless, Inc. - Total Clients and Bed nights

	2012-13		1998		1996	
TOTAL CLIENTS	349		344		367	
TOTAL BEDNIGHTS	16152		3234		3536	
<i>C=Clients / BN=Bed nights</i>	C	BN	C	BN	C	BN
PRESQUE ISLE	97	5,148	110	5,186	42	2,024
AROOSTOOK CNTY.	243	10,500	225	10,467	107	4,919
IN STATE/OUT OF COUNTY	46	2,144	38	1,096	44	2,163
OUT OF STATE	59	3,507	56	3,634	36	2,339
OUT OF COUNTRY	1	1	0	0	1	181

(Source: Temporary Shelter for the Homeless, Inc.)

C. Current Issues:

1. A major issue now confronting the City is the manner in which the municipal planning board should address proposed rural residential subdivisions. At issue is whether the City should accept, as public ways, any streets in rural subdivisions that are not contiguous to streets or roads already serviced by the City. The cost of providing public works services to non-contiguous streets or roads can be excessive, in terms of both costs and time. The countering argument suggests that it is better to have planned rural subdivisions than individual house lots lining existing collector and arterial roadways, leading to increased sprawl. Obviously, the acceptability of streets within rural subdivisions may influence the will of a developer to proceed with a subdivision plan.
Until codified in a new zoning/land use ordinance, the City Council should reaffirm its position that new streets in rural subdivisions, presented for acceptance as public ways, must intersect existing public ways owned and/or maintained by the municipality. Streets in subdivisions proposed in portions of the City outside the urban compact area should remain the responsibility of the developer or an association of property owners within the subdivision for maintenance. If the construction of the street follows municipal specifications and receives written approval of the municipal public works director, the developer or association may offer the street to the City for acceptance as a public way. Acceptance should be at the City’s sole discretion, when and if conditions warrant.
2. Increasing efforts in the U.S. Congress to eliminate or substantially modify housing subsidies for low to moderate-income persons pose a serious problem for communities with high numbers of subsidized housing units, such as Presque Isle. Without the availability of subsidized housing, many members of the continually growing elderly

segment of the local population, for example, would be at risk. With an already long waiting list for affordable elderly housing units, the Presque Isle Housing Authority would be unable to meet the demand. The City should report its concerns to its congressional representatives, its state legislative delegation, and the Maine State Housing Authority. It should take an active role to ensure its most at-risk populations continue to have housing options.

3. Low-cost, Canadian-built, modular housing imports constitute a growing concern for the City. While providing affordable housing, Canadian imports carry a third-party certification of building code compliance that may or may not satisfy locally adopted building codes. Under the regulations of the Maine Manufactured Housing Board, the local code enforcement officer may not evaluate the materials and quality of construction of the housing to ascertain its compliance with local codes. The code enforcement officer must accept at face value a certification issued at the manufacturer's place of business. A new twist on the problem is the use of modular housing units as commercial/retail structures. If a private homeowner is prepared to accept an imported structure as a residence that is a personal decision. Members of the public, entering a place of business, have come to expect that the City, through its code enforcement officer, has determined that the structure is safe to enter. Under the rules of the Manufactured Housing Board, the City is powerless to ensure adopted state and local standards. The City should pursue rule changes at the state level to ensure equal application of standards for residential and retail uses of imported modular housing units.
4. Several neighborhoods throughout the City need varying but extensive levels of housing rehabilitation to ensure the availability of clean, safe, and sanitary housing for local residents. The City should undertake a thorough assessment of the various neighborhoods, working with area residents and various state programs, to establish a priority for seeking housing rehabilitation funding assistance.
5. Housing subdivisions in any residential zone should utilize public water and sewer.

Analysis

Shelter is the primary need of every community. When a community begins to lose sight of this fact, a slow process of decay will eventually result in dilapidated and inadequate housing units and vacant businesses. A feeling of despair, evident in many small rural communities losing population can be brought on by the poor physical appearance of the community and its housing stock. This is the result of several factors: (1) Much of the rural housing stock is old; (2) few rural communities have adopted or enforced housing, building, plumbing, electrical, and fire prevention regulations; (3) lending institutions generally prefer to lend money to individuals and developments in larger cities, rather than small towns; and (4) low family incomes, due mainly to poor economic conditions and limited opportunities, mean that many families cannot afford better housing or to even maintain their current housing. This housing section provides an important link between the community's growth goals, and the economic development and land use sections. If a town wants to have population increases and economic development, then adequate, safe, and affordable housing will be needed for residents of differing income levels.

Affordable housing is not a significant problem in Presque Isle. However, a quick review of the US Census information and average home selling price and a review of property tax information shows that housing sale trends indicated that housing units are beginning to not be affordable to very low and low-income families. Housing affordability should not be a problem for other segments of the city’s population. Average rentals prices are well within the means of very low and low-income families.

Although the focus of Presque Isle City officials has always been on housing rehabilitation because this was the wish of its residents, a thorough review of other issues that may or may not exist was undertaken. At this time, there appears to be a lack of quality vacant housing in the community for anyone wishing to relocate to Presque Isle. The educational and property tax burden for the community is above average for Aroostook County but comparable to other service center areas.

MIL RATES - 2018	
ASHLAND	27.750
BLAINE	23.500
CARIBOU	23.700
CASTLE HILL	15.700
CHAPMAN	16.600
EASTON	18.056
FORT FAIRFIELD	24.700
HOULTON	22.250
LIMESTONE	25.250
MAPLETON	15.800
MARS HILL	17.250
NEW SWEDEN	20.000
PERHAM	18.000
PRESQUE ISLE	25.820
STOCKHOLM	19.100
VAN BUREN	27.250
WADE	20.000
WASHBURN	31.000
WESTFIELD	22.000
WOODLAND	21.250
AVERAGE	21.749

The issues of substandard homes throughout the community, as well as the rehabilitation needs of elderly housing in Presque Isle, are the only two issues in need of addressing. The City needs to begin the task of addressing substandard housing in their community.

HOUSING – GOALS, POLICIES, AND OBJECTIVES:

STATE PLANNING GOAL: *To encourage and promote affordable, decent housing opportunities for all Maine Citizens.*

LOCAL GOAL:

Encourage and promote a wide variety of decent safe, and sanitary housing opportunities to meet the diverse needs of the local residents.

POLICIES:

1. The City of Presque Isle will seek to meet the goals of the Growth Management Act regarding affordable housing.
2. Continue to support the efforts of the Presque Isle Housing Authority to address the housing needs of low and very low-income persons;
3. Continue to encourage a strong code enforcement program to ensure the health and safety of City residents;
4. Continue to encourage the integration of group homes in residential neighborhoods;
5. Continue to support the Sister Mary O'Donnell Shelter for the Homeless as a community resource;
6. Advocate for the licensing of additional nursing home beds in Aroostook County;
7. Continue to monitor Real Estate Transfer Tax Declaration forms for trends in housing prices;
8. Continue to support the Maine State Housing Authority's First Time Home Buyers program;
9. No rural street or road will consider for acceptance as a public way unless it directly accesses a street or road maintained by the City Public Works Department;

OBJECTIVES:

1. Conduct a rental housing survey to determine average rental rates, vacancy rates, and other information deemed appropriate and necessary;
2. Review and amend, as necessary and as appropriate, the City's subdivision review criteria;
3. Amend the Land Use and Development Code to require developers to prepare two site plans for subdivision coming before the Planning Board. At least one shall present a "clustering" concept;
4. Conduct information programs for local rental property owners concerning the availability of City and State loan funds for rental unit rehabilitation;
5. Identify target areas and gather preliminary information on neighborhoods that might be eligible for CDBG rehabilitation assistance.

PRESQUE ISLE AREA TRANSPORTATION

State Comprehensive Plan Review Criteria for Transportation

State Goal: To plan for, finance, and develop an efficient system of public transportation facilities and services to accommodate anticipated growth and economic development.

Northern Maine Overview

Roads and Bridges

There are 1125 miles of roadway in northern Maine not including the interstate system. Of that roadway mileage, approximately 35 percent is 50 or more years old. Since the early 1960's new road construction in Maine has been on a steady decline.

The condition of the existing roadways in northern Maine and the rest of the state had deteriorated at an alarming rate in the 1990s. In May 2000, the 119th legislature enacted a law that required the Maine Department of Transportation (Maine DOT) to present annual budgets that will result in the improvements of the rural arterial highway system to modern design standards within 10 years. This represents the most ambitious highway program undertaken by Maine DOT. According to Maine DOT, Region 5 has 205 miles of National Highway System/Principal Arterial mileage of which 16.4 miles (8 percent) are considered deficient. In addition, there are 174 miles of minor arterial (18% deficient), and 488 miles of major collector (32% deficient). Maine DOT estimated that the cost of removing all of the backlog projects in Region 5 could exceed \$87 million. Maine DOT defines deficient as needing to bring the condition of the road to modern safety standards and adequate structural capacity.

Houlton is the northern terminus for the Interstate 95 system in the United States before it connects with the Trans-Canada Highway System (Route 2) in New Brunswick, Canada. Along with the Trans-Canada Highway, all of these routes provide the necessary infrastructure to serve forest products industries, agricultural industries, connect population centers, encourage tourism, and to provide access to and from Canada. These various highways also provide vital connections to the remainder of Maine, New England, and the Atlantic Provinces of Canada.

There are 351 bridges in the northern Maine area. Of the 351 bridges, 74 percent are the responsibility of the state, 15 percent are town, 8 percent are city, and 1 percent is the responsibility of the Maine Forest Service. There are 334 rural bridges and 17 urban bridges. 227 bridges need no improvements at this time, 43 are in need of replacement, 30 need to be widened, and 41 need to be rehabilitated.

Statewide Airports

Maine is broken down for aviation planning purposes into eleven (11) regions in the Maine Aviation Systems Plan (MASP) prepared by the Department of Transportation, Office of Passenger Transportation (2005). Region 11, which covers all of Aroostook County, has four (4) system airports. These airports include: Presque Isle International, Northern Aroostook Regional, Caribou Municipal, and Houlton International. The existing airside facilities at Loring AFB and other smaller privately owned airstrips are not included in the MASP analysis.

Presque Isle International Airport

The Presque Isle International Airport (PQI), located in Presque Isle, is one of only four fully certificated airports in the State operating under Federal Aviation Regulations (FAR) Part 139. The airport has two large paved runways measuring 7,440' x 150' and 6,000 ft. x 100 ft. PQI has been designated an economic development airport and provides Aroostook County with daily commuter flights as well as scheduled flights operated by two (2) overnight freight companies. Principal facilities at the airport include an air terminal building, a general aviation terminal, and hangar facility, a crash rescue, and maintenance building, and an office and hangar complex. NMRA offers a full line of aviation services including air charter, aircraft maintenance, flight instruction, fuel services, aircraft de-icing, and on-call customs and agricultural clearance services. The facility offers a full instrument landing system (ILS) and a variety of additional current technology navigational aids. The airport, although not currently used on a regular basis by larger commercial jet aircraft, has the capacity to handle such craft.

Presque Isle International Airport is operated by the Airport Department. The Department is run by an Airport Manager and employs an administrative assistant as well as 7-8 grounds persons. The Department's goal is to obtain long term sustainable growth in revenues, aircraft operations, and aviation services. The growth will be managed in such a way that it reduces the dependence on local and county taxpayers. The airport department's vision is as follows:

- Promote the establishment of a military/government aviation presence.
- Increase enplanements and de-planements.
- Enlarge security hold room as enplanements warrant.
- Develop partnerships with community organizations such as Chambers of Commerce.
- Establish an Air Show Committee.
- Secure federal funding to implement the 20-year Airfield Capital improvement Plan.
- Implement Capital Improvement Plan to maintain airfield and buildings.
- Expand upon general aviation services.
- Attract additional aviation-related businesses.

Overall, the facilities are in excellent condition. In total, Presque Isle expects the Federal Aviation Administration's Airport Improvements Program to fund approximately 95 percent of the planned capital investments. The department is planning the following capital improvements through 2020:

Airport officials are working towards the increased marketing of the airport and the services provided. There has been a concerted effort to obtain regional jet service that could potentially open other hub cities for fliers in the region. A recent study indicated that Presque Isle International Airport only gets about 8.0% of the total enplanements in its catchment area. Being able to attract these fliers back to PQI may make it more attractive to a regional carrier that provides jet service. Airport officials are working with the present carrier to examine pricing and service issues. In addition, potential new carriers are being contacted regularly to see if there is any interest in servicing northern Maine.

The Federal Aviation Authority (FAA) operates a long-range radar facility (ARSR 4) on the Albert Road in Caribou. The radar has an operational radius of 250 miles and services air traffic from airports located in Presque Isle, Caribou, Houlton, and Frenchville. There are two full-time and one part-time federal employees located at the site that oversees the day to day operation.

There is a Doppler weather radar system in Hodgdon which indicates areas of active precipitation and fills a previously existing gap in the nationwide coverage of weather service. The local TV and radio weather sources use the reports and advise people (travelers) of weather conditions.

Freight Routes

In 2001, the Regional Transportation Advisory Committee (RTAC) and Maine DOT designated certain routes in the region as heavy haul truck routes. Heavy haul truck routes are a highway network that carries the most significant heavy haul truck traffic into and out of the region. Heavy haul trucks are those with three or more axles. Routes designated in the central Aroostook area include: Route 161 (Allagash to Fort Fairfield), Route 1 (Fort Kent to Danforth), Route 1-A (Van Buren to Mars Hill), Route 89 (Caribou to Limestone), and Route 163 (Ashland to Easton).

Northern Maine Rail

The State of Maine purchased the Montreal, Maine and Atlantic Railway, LTD (MMA) to avoid its discontinuation and to continue to provide dependable transportation of products into and from the Aroostook region. According to the *Due Diligence Report: Montreal, Maine & Atlantic Railway*, prepared for Maine DOT in 2010, if the State can provide consistent and reliable service, the rail line operations, upon which the forestry industry depends, can be profitable. The Maine DOT has arranged for the Maine Northern Railway to operate what is left of the MMA line.

The Maine Northern Railway Company Limited is a 258 mi US and Canadian short line railroad owned by the New Brunswick Railway Company, a holding company that is part of "Irving Transportation Services", a division within the industrial conglomerate J.D. Irving Limited. Maine Northern Railway operates over tracks that were originally built for the Bangor and Aroostook Railroad but were most recently owned and operated by the Montreal, Maine, and Atlantic Railroad. Approximately 233 mi of Maine Northern Railway's route is owned by the state of Maine while the remaining 25 mi is owned by the railway outright, including the tracks in Canada. Maine Northern Railway is reliably running 200 car trains 4 times a week. While currently, the primary user of rail transport is the forestry industry, the State's goal is to encourage more transport of agricultural products by rail. Maine Northern Railway is continually looking for new customers throughout Aroostook County.

There are approximately 20 miles of rail line in Presque Isle with a crossing located Route 1 and 163. The line accesses the Presque Isle Industrial Park where there was an intermodal facility. The Inter-modal facility is currently not in use.

Maine DOT also offers an Industrial Rail Access Program (IRAP) to encourage the development of access to rail. The program is a 50:50 match, with the State providing half and either the rail company or a manufacturer providing the other half of the cost of building spurs. Fort Fairfield participated in the program and though its project was not initially successful when the rail was

owned by MMA, the State took back the line and it appears to be working well under NMR's management. The State is about to announce another 10 projects and there will be other rounds in competition for State funds for this program.

Rail is a key component in the region's economic development plan and one that could greatly enhance the region's economic development potential especially if fuel prices continue to climb. If these issues could be resolved shippers have expressed a willingness to utilize rail again.

Intermodal Facilities

Presque Isle Industrial Council operates an intermodal facility located in the industrial park. This facility enables cargo containers to be transferred to train flatbeds via a piggy packer. Since the economy of northern Maine is based on natural resources, which tend to be high volume and low value, this facility was designed to open new opportunities for economic growth and enhances the ability of northern Maine farmers and manufacturers to ship products throughout the United States. Rail lines connect with another intermodal facility located in southern Maine.

According to PIIC staff, the \$3.3 million dollar facility is in excellent condition with no renovations planned for the foreseeable future. PIIC currently carries no debt and maintains the yard, equipment, and tracks. There is ample land for any potential needs that may arise at the facility. PIIC maintains rail and equipment that can meet projected future needs at the facility. In 2009 The MDOT re-allocated the intermodal loader equipment to Waterville with the understanding that a similar piece of equipment will be restored to Presque Isle if the need presented.

The major challenge for the intermodal facility is lack of use. As stated previously, the facility is in excellent condition and available at a competitive cost to the region's manufacturers. However, it is underutilized due to a variety of reasons. Shippers, as stated in the rail section above, did not have the confidence in the former rail provider which inhibits businesses from committing to the facility out of concern that the rail provider may not remain in operation. City officials recognize the need to continue to pursue shippers now that a new railroad owner and operator are in place. City officials and MDOT intend to re-initiate conversations with shippers to utilize this valuable resource.

Public Transportation

Bus Station/Bus Stops

At the moment, there is only a singular distance bus service provided by Cyr Bus Line. That bus service stops at a number of locations on it meandering way south. The City and northern Maine, in general, could use a bus company that offers a faster, more convenient, non-stop service to Portland and Boston. A small bus station and one or more designated "bus stops", with canopies, should be considered at the location of the Community Center for the greater convenience of the traveling public.

Somewhere near the Riverside Drive and Chapman Street area might be a good location, as there is ample public parking.

Aroostook Regional Transportation System (ARTS)

Aroostook Regional Transportation System, Inc. (ARTS) was incorporated in 1979 and was certified as a regional transportation corporation, in accordance with the provisions of Title 30 MRSA, Section 4977A, on November 9, 1979. ARTS' corporate headquarters is located in Presque Isle, Maine. ARTS is a private, non-profit agency that brokers and provides transit service to the general public, individuals with disabilities, low income and senior people in Region 1, includes all of Aroostook County, Danforth in Washington County, and Patten/Stacyville in Penobscot County. ARTS has 38 years experience providing public, social service, and non-emergency medical transportation through a variety of transportation modes including agency vehicles, volunteers, private car drivers, and prior to the initiation of a brokerage system delivered payments for MaineCare Friends & Family, Waiver Providers, Volunteers, Taxis and a Fixed-Route Provider. ARTS currently maintains on-going contracts with the Maine Departments of Transportation (Maine DOT) and Department Health and Human Services (DHHS) that includes these sub-departments; Child & Family Welfare and MaineCare services as well as local agencies. Under these contracts, ARTS provides transportation services to the seniors, mentally and physically challenged, home and community-based services, as well as the general public.

Currently, ARTS provides the following transportation services in Region 1:

- MaineCare non-emergency transportation services: Services include door-to-door transportation to MaineCare members for medical appointments. ARTS provides this service on referral from Coordinated Transportation Services (CTS). In 2011-2012, ARTS brokered and provided a total of 210,752 trips for MaineCare members in all modes of transportation. Of those, forty-two percent (42%) (88,888 trips) were referred to the nine (9) Home Community Based Services (HCBS) waiver providers. The remaining 121,864 trips were broken down as follows: 72% (87,636 trips) were reimbursement through Friends and Family, 4% (5,580 trips) were volunteer drivers, 10% (12,077 trips) ARTS demand response system, 13% (16,571 trips) were HCBS waiver trips provided by ARTS agency vehicles, and 1% were ad hoc providers/taxi.
- Administration of the volunteer driver program: ARTS has recruited and trained 30 volunteer drivers throughout the region and there is on-going recruitment for volunteer drivers.
- Provides transportation to a variety of riders going to employment opportunities, medical appointments, and educational programs.
- ARTS has provided transportation to Maine DHHS Child and Family Services for 38 years. This service is critical to the well-being of children and their families.
- ARTS has provided school bus transportation for a private school facility for 38 years. This transportation helps children with disabilities receive educational programs.

The Aroostook Regional Transportation System provides general public transportation throughout Aroostook County with its main office located in Presque Isle. Services are provided from each town in the County at least once a week to the nearest commercial center. Services are available to all members of the general public from outlying towns to the commercial center and pick-up services are available in-town to the elderly and handicapped only. Fares are charged to members of the general public and a half fare is charged to the elderly and handicapped. No fare is charged to Medicaid clients going to Medicaid covered services or to the elderly and handicapped going to a medical appointment. Services are provided to individuals with special needs who attend daily work or rehabilitation programs. These daily runs are also available to the general public, but no deviation from the special runs can take place due to time limitations.

Cyr Bus Lines

Cyr Bus Lines provides daily regional bus service from northern Maine to Bangor and points south with connections to the major national bus lines. The northernmost pick-up point for the bus line is in Caribou and Cyr has a stop located on Main Street in Presque Isle.

Strategic Investments

In 2006, Maine DOT with assistance from NMDC and the Rural Planning Organization (RPO) identified and prioritized strategic transportation investment needs along transportation corridors of regional significance. The goal is to focus on transportation investments that will benefit the entire region, can begin within the next 10 years, and be part of the Maine Department of Transportation Long Range Plan. Transportation investments may include, but may not be limited to, projects and needs that would not be expected to be funded through traditional transportation funding or programs.

The following four (4) investments were identified by the RPO as being regionally significant and transcend all of the transportation corridors in the region:

- Improve north-south mobility to include projects listed in the Aroostook County Transportation Study (ACTS) Environmental Impact Statement. This investment includes improving mobility on Routes 1 and 161. EIS has identified by-passes around Caribou and Presque Isle as well as the implementation of the corridor management plan between Presque Isle and Caribou.
- Improve and maintain US Rt. 1A from Van Buren, Maine to Mars Hill, Maine as the designated heavy truck route. This designation would require significant investment in time and money, but such a truck route would keep the truck traffic coming through Presque Isle to a minimum. Route 1A already is the “de-facto” heavy truck route serving the upper valley communities.
- Implementation of the Air Service Redevelopment Plan at the Presque Isle International Airport (PQI) which includes seeking regional jet service and improved air service (pricing and increased frequency)
- Improve access to Maine's seaports.

The following investments are specific to the Presque Isle or central Aroostook area and were included in the Long Range Plan.

- Eliminate turning radii issues in Presque Isle. Upgrade all intersections to allow efficient traffic flow and truck traffic to pass efficiently and safely.
- Upgrade all multi-season multi-use trail crossings located in the region to improve safety.

Presque Isle’s Road System

The road system in Presque Isle links residents of the community with the rest of Maine, Canada, and beyond. They are generally in good condition for present levels of traffic with the roads in the worst condition being State routes. With continued routine maintenance, the scraping back of the shoulder build-up, and the cleaning of the ditches, the life of the roadway surface can be prolonged and save the City money. It is important to note in this comprehensive plan that there are a number of gravel roads in the City, which should be targeted for upgrading from gravel roads to paved ways. These gravel roads should be improved to paved ways during the term of this comprehensive plan. Should continue growth and development pressure occur, a thorough look at transportation systems, design, construction, and maintenance will be necessary.

Funding for local projects is obtained from several sources, these include:

- The Local Road Assistance Program (LRAP), which consists of both the Rural Road Initiative and the Urban Road Initiative, municipalities receive regularly scheduled payments from DOT for capital improvements to local roads and rural State Aid minor collector roads. Since July 1, 2000 funds may be used only for capital improvements. “A Capital improvement” means “any work on a road or bridge that has a life expectancy of 10 years or restores the load-carrying capacity”. These funds may be used only for maintenance and improvements of public roads.
- The City of Presque Isle can also utilize The Indian Reservation Roads program available through the U.S. Bureau of Indian Affairs (25 CFR 170.200 Subpart C) to fund certain transportation facilities and services recognized as transportation facilities and services “that support and sustain the transportation needs of the tribes and the traveling public”. Local governments, such as the City of Presque Isle can include their roads/facilities into the Indian Reservation Roads Inventory, thus acknowledging that their transportation systems contribute to the transportation network affecting the local tribe(s).

Public roads in Maine are classified by Maine DOT into three functional classifications based on the needs served by those roads. They are arterial, collector, and local roads. Arterial roads are roads that Maine DOT defines as the most important in the state. These are designed to carry significant high-speed long-distance traffic. When improvements or upgrades are necessary to these roads, substantial Federal funding is usually available. Collector roads that collect and distribute ("feed") traffic to arterial roads are called collector roads. As a general rule, they serve

places of lower population density. The State provides routine maintenance to these roads, and the City has the winter responsibility for plowing and sanding the roads and the numbered routes within the Urban Compact Area. Finally, local roads are roads that the Maine DOT defines as all roads not in the first two categories. These roads are maintained by the City for local use and provide service to adjacent land areas and usually carry low volumes of traffic. There are 106.9 miles of local roads in Presque Isle.

Potential Problem Areas

The following areas have been observed as potential trouble spots or issues and should be reviewed in the context of this comprehensive plan. These include improperly designed intersections, drainage problems, and/or snow drifting issues. Through the drafting of policies and the application of strategies, these potential problem areas could be eliminated. These areas include:

Like many communities that have a major arterial that also serves as Main Street, heavy truck traffic in the downtown is one of the major problem areas identified by City officials. Trucks have a difficult time turning onto Academy Street from Route 1 and onto Main Street from Route 163. These issues lead to the discussion concerning by-passes around Presque Isle. Many of the trucks are coming from the commercial forestlands located west of Presque Isle and from agricultural areas and attempting to access mills and plants located in Easton. City officials feel that a western connector from Routes 227 and 163 along the Parsons Road to Maysville Road would significantly reduce the truck issues from trucks entering downtown from the west. This connector along with the “industrial” connector from Maysville to the Conant Road would greatly enhance the traffic movement downtown. See the section entitled “Presque Isle/Easton Industrial Connector Road”, which follows for more details about the importance of an east/west by-pass and its priority to our community.

Several other issues were also identified:

- Lathrop Road is a gravel road leading to the landfill. It must be partially posted during the spring thaw.
- Williams Road was never constructed to a standard. It needs right of way work, drainage, curbs, and reconstruction.
- Academy Street needs a complete rebuild. This is the State’s responsibility as Presque Isle maintains the road (summer) and performs winter maintenance. The project would include sidewalk rebuilds also.
- Harmony Way. Needs to be constructed to City standards before being turned over to Presque Isle.

Speed Limits

Speed limits have been identified on the Transportation Map located at the end of this section. For the most part speed limits within the urban compact area are 25 mph and increase as one moves away from the more populated area of the community. City officials need to be aware that as development occurs and is encouraged along arterials and major collectors, such as Route 1, 163, 10, and 227 that traffic impacts can have a detrimental impact on the economic

development potential in that area. At the present time, development does not appear to be impacting traffic in other areas.

Bridges

There are 30 structures under this definition, which run the gamut from culverts to major bridges such as the Aroostook River Bridge. The responsibility for maintenance and repair also varies from full State responsibility for major bridges to a shared responsibility between the state and Presque Isle, and full responsibility by the City for the rest. The bridges are in good condition.

Sidewalks

There are approximately 24 miles of sidewalks in Presque Isle that are in fair to good condition. Several projects that should be considered including:

Extending sidewalks on Academy Street to Erskine Street.

City officials are also currently seeking ways of getting pedestrians off of busy roads in an effort to improve safety. Solutions include better access to the pedestrian and bike paths in town and the extension of sidewalks around the IGA.

Parking

Parking in the downtown and the shopping areas on Main Street appears to be adequate at this time. As part of a larger downtown revitalization plan, it is suggested that the revitalization Committee review parking at the Riverside Inn lot in the back of Main Street. Suggestions could include the lot being remarked and reconfigured. Since this is part of a larger effort involving downtown revitalization and since parking has been deemed very important to that revitalization effort, “refurbished and r-designated” parking is a high priority project for Presque Isle. As other projects are investigated and completed regarding parking, City officials will seek funding for the completion of this project.

There are certain time periods when parking may occur on the roadway shoulders, such as at the churches during Sunday services and during peak user hours at public buildings. This should be monitored by the City and additional parking planned when appropriate. If additional commercial or industrial development were to take place, the location, kind, dimensions, and quantity of the parking on those lots should be reviewed.

Handicapped parking is available at the City Office, the schools, library, at strategic locations in the downtown, the shopping centers (i.e. The Aroostook Centre Mall/Lowe’s, Graves Shop & Save, Walmart, North Street Plaza), and post office. There is an adequate number of handicap parking spaces located at the Hospital.

Gateways

The entrance to a community provides an important first impression to the resident and visitors alike. The City of Presque Isle is currently working to beautify and revitalize its downtown. Presque Isle also has several major transportation corridors located within the community. These corridors are used by visitors to the region and city officials should consider applying for funding to enhance the gateways to Presque Isle. Gateway funding can provide the framework for

making a positive first impression as visitors and residents enter the community. City officials may wish to consider looking at developing gateway projects on Route 1 near the Westfield and Caribou town lines.

Trails

Old logging roads, railroad rights-of-way, and trails serve as cross-country skiing, snow-shoeing, and snowmobile trails in the winter; hiking and nature trails during the non-winter months; and access for fire control year-round. The continued maintenance of these trails for recreation and transportation pursuits will enhance recreational and transportation programs and economic development in the area.

There are approximately 125 miles of State-supported snowmobile trails in the Presque Isle area. These include: ITS 83 (north-south) and ITS 88 (east-west) and 74, 76, 76A, 81A, 81B, and 81C. ITS 83 runs from just south of Hodgdon to the north up through Caribou and ITS 88 from just west of Fort Fairfield and heads west to Ashland. The other feeder trails in the area are fully maintained by the Snowmobile Clubs, these include: 74, 76, 76A, 81A, 81B, and 81C which also have services provided in the area. Under a State grant, Presque Isle receives funds to cover 70% of the maintenance cost of this portion of the State System. The actual maintenance is performed by the Presque Isle Snowmobile Club. The State funds are derived from the gas tax and snowmobile registrations. Presque Isle should consider seeking a Recreational Trails Program grant, which helps to improve access to the downtown and local vendors. Such a project will accomplish at least two desirable objectives:

- Allow easier access for recreational riders to Presque Isle rather than bypassing the community.
- Help promote economic vitality in Presque Isle by enabling recreational riders to access business establishments located on US Route 1 and conversely, enabling people to "park and drop" their vehicles at these same establishments and access the trail system.

Presque Isle, because of its location, would benefit from the year-round use of trails as recreational and transportation resources. In addition, with proper and compatible trail development and tourism promotion, small scale year-round economic development could be realized. Issues that should be reviewed by this plan include, among others; compatible use of the trails; alternative trails for incompatible uses; the need for additional trails or connectors; trail maintenance; and private property rights.

Access Management

In the year 2000, the 119th Maine Legislature approved LD 2550, An Act to Ensure Cost-Effective and Safe Highways in Maine. The purpose of the act is to assure the safety of the traveling public and protect highways against the negative impacts of unmanaged drainage. The law is intended to ensure safety, manage highway capacity, conserve state highway investment, and enhance economic productivity related to transportation; and conserve air, water, and land resources. The Access Management Program for Maine includes Access Management Rules and Corridor Planning and Preservation Initiatives.

The Act specifically directs MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials". U.S. Route 1 in Presque Isle is considered to be a retrograde arterial.

The following major state corridors in Presque Isle that fall under the rules include:

- Route 1
- Route 163
- Route 10
- Route 227
- Route 167
- Route 164

In addition, the following state aid roads fall under the rules:

Conant Road	Parsons Road	Craig Road	Mountain Road
Reach Road	Spragueville Road	Route 205	

I-Industrial Connector Route between Presque Isle and Easton

The purpose of the Presque Isle Bypass is to enhance regional transportation by improving traffic mobility in Presque Isle.

The Preferred Alternative, Alignment Option 7, is a refinement of SDEIS Alignment Option 2 and Tier 1 FEIS Alignment Option 7. The Preferred Alternative is a new 2-lane controlled-access highway extending northeast from Route 1 immediately north of Cambridge Road in Westfield, continuing north for 7.3 miles, crossing the Aroostook River, and reconnecting to Route 1 immediately south of Brewer Road. The total length of the proposed Presque Isle Bypass is 9.8 miles, of which 0.6 miles is in Westfield. The project will provide transportation improvements to travel times and mobility and decrease the volume of through trucks in downtown Presque Isle, while at the same time minimizing environmental and community impacts. Sufficient right-of-way would be acquired to allow the Presque Isle Bypass to be widened to four lanes in the future.

According to the January 2013 Final Environmental Impact Statement, the Presque Isle Bypass, has logical termini and independent utility and satisfies the ACTS Purpose and Need by:

- Improving mobility through reducing travel times for through trips on Route 1 between points north and south of Presque Isle for present and future traffic;
- Improving public safety in Presque Isle through reducing vehicular conflicts caused by an undesirable mix of local/through traffic and car/truck traffic;
- Reducing unsafe speed differentials along Route 1 in Presque Isle;
- Improving safety at five High Crash Locations (HCL); and

- Providing better access to the east side of Presque Isle, particularly the Easton Industrial Area.

The Presque Isle Bypass would address the need for traffic relief (particularly trucks) in downtown Presque Isle; would improve safety at five HCLs; would improve access to the Easton Industrial Area (east of Presque Isle); would improve travel times within and through Presque Isle; and would support the transportation and economic goals of the City of Presque Isle’s Comprehensive Plan.

On March 6, 2008, the Presque Isle City Council unanimously voted to support the Alignment Option 7 (referred to as locally-modified 2X) as their preferred alternative. Alignment Option 7 is supported by Maine DOT and the City of Presque Isle.

- Alignment Option 7 would affect the lowest amount of farmland (218 acres), with the lowest impact to farm functions. Farming is the most important industry in Aroostook County and the Presque Isle-Caribou area is the center of farming activities in Aroostook County. Therefore, limiting impacts to farmland not only benefits the specific property owners but the community as a whole.
- Alignment Option 7 would impact 22 acres of wetland, 13.2 acres of which are high-value wetlands (the same as Alignment Option 4B, which provides fewer transportation benefits). Alignment Option 7 would bisect three high-value wetlands, resulting in habitat fragmentation.
- This alignment option does not affect any Section 4(f) properties.

Alignment Option 7 offered the best balance of improving transportation mobility while limiting to the extent of possible impacts to natural and social environmental resources. While Alignment Option 4B and 6 impact slightly less wetland, they do so at the expense of farmland and structures (some of which are historic structures protected under Section 4(f)).

II- Maysville/Parsons Street and U.S. Route I (Main Street)

The Maysville St/US Rt. 1 Intersection concept plan shows the provision of grade-separation for Main Street and Maysville Street; it is anticipated that Main Street would be maintained at its current grade, while Maysville Street would be lowered to form a grade-separated intersection. A connector road would be constructed opposite from the existing Aroostook Centre Mall driveway on Main Street and terminate on the Parsons Street Connector west of Main Street (study completed in April 2011, Titled “Preliminary Traffic Assessment” for proposed Maysville/ Main Street connection).

The street itself would have a 25 mph design speed and would have two or three approach lanes at the Parsons Street Connector and Main Street intersections, respectively. Alternatively, the Parsons Street Connector intersection could be served by a single-lane roundabout. As a single-lane roundabout was recently constructed in Caribou, such a method of traffic control is familiar to area residents.

The Parsons Street Connector is designated by the Maine DOT as an access-controlled highway. However, Title 23 of the Maine Motor Vehicle Statues, states:

“The Department of Transportation and the municipalities shall deny ingress to and egress from property abutting the highway when access rights have been acquired by the department, except that the Commissioner of Transportation may allow access for the development of state and state aid highways and may approve a relocation of an existing break in a control of access consistent with rules adopted pursuant to subsection 2.”

Thus, it appears the Commissioner of the Maine DOT could allow the intersection on the Parsons Street Connector as shown on the enclosed concept plan. The previous page also illustrates the fourth leg to the proposed Parsons Street Connector intersection for a new full-access driveway to the Marden’s/Shop n’ Save plaza on Main Street.

Conclusions

- **Operations with Phase I+II of Bypass and Existing Route 1/Maysville Intersection**

Based on the review and analysis of the four scenarios contained in the preliminary study, it is the opinion of the City’s engineering consultant that the intersection of Maysville Road and Route 1 as it is currently constructed would continue to operate acceptably following Phase I+II of the Bypass project. However, left turns from Route 1 southbound to Maysville Road would likely operate with some delay, and the intersection would likely continue with the current collision rate.

- **Operations with Phase I+II of Bypass and Potential Grade-Separation**

It appears that the grade separation of Route 1 and Maysville Road and its related connector road can accommodate the changes in traffic volumes associated with Phase I of the proposed Bypass project. While addressing the collision issue, the vehicular delay for north-south traffic traversing Maysville Road and the proposed intersections will be greater than that associated with Phase III (the bride crossing) of the Bypass project.

- **Operation with Phase III of Bypass**

Based on a review of the mapping prepared for Maine DOT, it appears that the construction of Phase III of the Bypass would result in a significant reduction of travel distance and delay for vehicles headed to or from north downtown Presque Isle using Phases I+II of the Bypass.

III-Five Point Intersection Redesign

In October 2012, the City’s Planning Board and Planning & Development Office initiated a re-zoning of portions of Industrial Street and Parsons Street to facilitate the conversion and designation of this portion of the City’s transportation system as a heavy truck route. In concert with the planning work being advanced for the Maysville Street and US Rt. 1 intersection and the first phase of the by-pass, it is anticipated that this major transportation truck route destination will significantly reduce heavy truck and pedestrian conflicts within our downtown.

It has been the vision and plan of the City of Presque Isle, for many years, to positively impact the amount of truck traffic that moves through the downtown in an east to west and west to east fashion. With the anticipated opening of the first section of the by-pass, the City intends to create a designated truck route for such traffic. The intention is to create the route from Mechanic Street along Parsons Street to Fort Road. Traffic will then use the constructed by-pass to the Conant Rd. This route will reduce the number of left-turning moments that are currently required by trucks in our downtown area.

One of the potential bottlenecks that will make the proposed truck route more difficult is the so-called five-point intersection (State, Dyer, Parsons and Mechanic Streets). The City has requested that the Maine Department of Transportation included the necessary engineering, design and construction funds to conduct the studies necessary to improve this intersection to more effectively handle the proposed truck route. In addition, the City requested that the Department of Transportation include the funding necessary to improve the design of the intersection and fund those improvements.

IV-Transportation Impacts on Downtown Revitalization

A transportation consult firm, named Eaton-Peabody and Gorrill-Palmer Engineers team was retained in August of 2011 to analyze options for changing vehicular traffic flow in downtown Presque Isle to:

1. Improve the pedestrian experience.
2. Enhance the value of existing businesses and attractions.
3. Alter land-use patterns to attract and support new investments.
4. Accommodate the location of a new community center.

The study was to consider existing traffic constraints such as the rail line, which runs through the downtown parallel to Main Street and the Presque Isle Stream which channels traffic across the State Street and Park Street Bridges. The study was to examine alternative downtown traffic patterns with reference to the proposed North-South Highway through Presque Isle to understand what effect, if any, that highway would have on the options studied for the downtown.

After consultation with the City, the study area was defined to run along Main Street from the northern border of the University of Maine campus to Allen Street and be bounded on the west by the Presque Isle Stream and on the East by Second Street. Ultimately, the concepts explored most intensely involved the area from Chapman Street to Allen Street. A focus was given to those options which would reduce the number of left-turn movements and in particular those associated with Maine and State Streets and Main and Academy Streets.

Summary: Presque Isle Downtown Transportation Planning Study-2012

If it was the City's objective to move vehicles along Main Street through the downtown as unencumbered as possible this analysis reveals that the status quo is a competitive option.

However, based on the purpose of this study, the City's objectives as stated previously are as follows:

1. Improve the pedestrian experience.
2. Enhance the value of existing businesses and attractions.
3. Alter land-use patterns to attract and support new investment.

Two options surfaced during the study. The City is best able to advance these objectives with the Academy Street extension option, which is anticipated to only slightly compromise traffic flow on Main Street even if the bypass is not built at all. The construction of the proposed easterly bypass either partially or fully offers some beneficial impact to downtown traffic flows but the anticipated benefit is not dramatic.

There is a more noteworthy overall compromise to traffic flow on the side streets of Main and Academy by instituting the three-lane configuration. However, this diminishment of flow is not viewed as serious and is more than offset by the other gains to be realized. The move to a three-lane configuration on Main Street enhances pedestrian safety and perceptions of ease of accessibility. This is simply due to the narrowing of the crossing of Main Street and the likely reduction of vehicle speeds this configuration is expected to generate.

According to the study, the Academy Street extension option has the added benefit of creating a pedestrian crossing of the railroad tracks more proximate to the downtown also connecting pedestrians to the amenities of the Stream and the proposed community center.

The Academy Street extension supports the recommendation of the Maine Downtown Center for Presque Isle's downtown by building out the depth of the downtown beyond Main Street moving more toward a grid and away from a linear pattern. This option should also improve access to parking west of Main Street between Chapman and State Streets.

As mentioned previously, future refinements to the downtown plan, if using the Academy Street option, should consider a pedestrian mini-park where Chapman now connects to Main Street. Similar consideration should be given to space now occupied by the access to parking on the west side of Main Street between State and Chapman Streets if this is viewed as redundant once Academy connects to the same parking area a short distance away. Eliminating these two access points to Main Street to create pedestrian amenities would likely also improve traffic flow and parking.

The obvious negative to extending Academy Street is that it impacts existing businesses and private property. It does not appear to impact national register eligible historic properties as earlier concepts involved. Nevertheless, a negotiated approach is encouraged and the City should consider the many apparent options available for relocation including onto current property held by the City west of the rail tracks to spur the build-out of the downtown.

As the community analyzes the options it is suggested that it focus its attention on comparing the status quo with the option of the Academy Street extension. The three-lane only configuration is not a strong contender.

To assess the pros and cons of these two suggested options, the following measures might be applied to rank the options. These measures arose through public dialogue and are offered in no particular order.

1. Economic growth potential -acatalyst for development
2. Pedestrian and vehicular safety
3. Pedestrian and vehicular access to businesses
4. Aesthetics and amenities
5. Public support
6. Ease of implementation -regulatory hurdles, financing, property transactions
7. Consistency with prior plans
8. Tax base enhancement
9. Historic preservation
10. Support for proposed community center investment`

Mapleton Road to Parsons Road Connector

A less significant priority is a connector from the Mapleton Road (Rt. 163) following approximately parallel to the railroad spur serving the Presque Isle Industrial Park and connecting onto the Parsons Road connector is an essential part of this project east./west by-pass. Such an east/west by-pass or heavy truck connector route will re-route heavy truck traffic away from and around the City's commercial center.

US Route 1 to Skyway Industrial Connector

Another transportation priority for the City of Presque Isle is the construction of a North/South Connector to the westerly side of the City's downtown with connection to the Skyway Industrial Park. This north/south connector should be aligned, as proposed in the early 1990s by Louis Berger & Associates and consistent with environmental assessments. It should be noted that since the 1960s, city officials have planned for a westerly by-pass of the city. As such, appropriate growth within the city has been directed to the west (industrial parks, airport, and commercial development) while high-end housing has been encouraged east of the downtown. The westerly connector would accomplish 2 important issues within Presque Isle, reduce or eliminate both the east-west issues and the north-south and protect the growth that has occurred within the city. City officials strongly urge Maine DOT and FWHA to reconsider the western connector option.

The construction of a westerly connector would run north and south connecting to the Skyway Industrial Park and the Parsons Street "Heavy Truck" Connector route to U.S. Rt. #1, south of the Bangor & Aroostook railroad trestle. Such a westerly connector could parallel the State of Maine rail line & thereby reduce impacts to a reasonable level.

Corridor Management/Access Management

The route one corridor management plan was undertaken in 2008 by the Northern Maine Development Commission initiative is also significant to the extent that the leadership for the effort is shared between Maine DOT and the communities of Caribou and Presque Isle. Given the sensitivity of the land-use decisions that must be made, this initiative would be difficult to advance if driven principally by State or State/Federal parties. By emphasizing the importance of local decision-making, this initiative respects the tradition of having land-use planning subject to local control. Nevertheless, since Route 1 is a State highway, there must be a partnership between Maine DOT, Caribou, and Presque Isle and furthermore, there must be FHWA participation since Route 1 at this location is part of the National Highway System. Other key participants must be the landowners along this portion of Route 1 with unique consideration given to the Aroostook Band of Mi'kmaq.

Biennial Capital Work Plan

The Biennial Capital Work Plan is a dynamic document, and projects listed within may change over the next two fiscal years to reflect both the readiness of projects for construction and changes in the fiscal resources available to support Maine's transportation program.

2019/20 Presque Isle Aviation Runway/Taxiway Crack Sealing \$252,350

2019/20 Presque Isle Aviation Apron Reconstruction Safety and infrastructure improvements that may include the construction of the general aviation \$1,030,000

2019/20 Presque Isle Aviation Runway/Taxiway Capital Equipment Purchase \$988,800

2019/20 Presque Isle Aviation Runway/Taxiway Crack Sealing \$252,350

2019/20 HCP 4 Presque Isle Highway Safety and Spot Improvements Large Culvert Rehabilitation McBurnie Road \$55,000

2019/20 Presque Isle Bridge Beam Ends & Bearing Painting Route 1 H.N. Flagg Memorial Bridge (#2189) over the Aroostook River. \$250,000

2019/20 HCP 3 Presque Isle Highway Safety and Spot Improvements Large Culvert Replacement Route 164 Large culvert located 0.16 of a mile south of the Chandler Road. \$200,000

2019 HCP 4 Presque Isle Highway Paving Light Capital Paving Spragueville Road Beginning at Route 1 and extending southwest 1.91 miles. \$69,911

2019/20 Presque Isle Rail Bridge Scour Countermeasures Presque Isle Sub Rail Line Presque Isle Rail Bridge 24.91 (#7805) over Presque Isle Stream. \$110,000

2019/20 Presque Isle Highway Paving 1 1/4" Overlay Route 1 Beginning 0.06 of a mile north of the Westfield town line and extending northerly 5.61 miles. \$2,409,888

2019/20 Presque Isle Highway Construction/ Rehabilitation Highway Rehabilitation Route 10 Beginning 0.30 of a mile east of Egypt Road and extending easterly 0.12 of a mile. \$165,000

Presque Isle should continue to submit any potential future projects to MDOT for inclusion in

the next 2-year plan. Typical projects could include rail crossing improvements, pedestrian enhancements, landscaping, and curbing, or general road surface and structural improvements

Transportation Summary

Presque Isle is a transportation hub for Aroostook County and contains transportation systems of regional and statewide significance. Roads have been the top priority in transportation planning in the region for many years and Presque Isle has been extremely proactive in its pursuit of maintaining a safe and efficient road system and is more advanced in thinking and programs than many communities in Maine. One of the major north/south corridors serves also as Presque Isle's Main Street (U.S.Rt.#1) with reduced speed limits, a variety of traffic types, business, and industry, pedestrians, and bicyclists utilizing the corridor. As a result, traffic is oftentimes congested in these areas making it difficult for through traffic to reach destinations in a timely manner.

- City officials have recognized that unrestricted access to this arterial roadway, in particular, Route 1, can ultimately result in increased traffic congestion and safety problems. Officials also have recognized that growth has occurred along Main Street between Rice Street and Maysville Road and are encouraging infill development in this area. However, they have recognized that Route 1 is strategically important to the region and have begun to take steps to protect the capacity of the route. A Corridor Management Plan and Implementation strategy is being pursued in the portion of Rt.1 north of the Aroostook River Bridge.
- The City of Presque Isle places a priority on a westerly connector, as outlined in the early 1990s engineering studies by Louis Berger & Associates, Inc. Such a westerly connector would have a positive impact on both Central Business District commuters, businesses & pedestrians, as well as increasing the economic development benefits & impacts to the Skyway Industrial Park. This is the preferred westerly connector alignment over all others preferred to date.
- Presque Isle International Airport is also an asset that if developed to its full potential could have a significant positive impact on the region. This airport contains a wealth of infrastructure that is not found north of Bangor and is in excellent condition. Completion of projects listed the CIP will ensure that the facility remains a viable and important resource to the region. Airport officials are working towards the increased marketing of the airport and the services provided. There has been a concerted effort to obtain regional jet service that could potentially open other hub cities for fliers in the region. City officials should continue to seek funding to update and maintain the infrastructure at the facility.
- A pedestrian transportation study should be funded and conducted to help determine what sorts of transportation facilities and improvements could be made within the City to encourage further pedestrian traffic & accessibility to necessary services.

RECREATION

Residents have a multitude of choices for recreation and cultural events year-round. Recreation has been an essential element of community life in Presque Isle for more than 80 years. The first community-supported recreational activity began in the late 1920s when three teenage boys canvassed Main Street seeking donations to cover the costs of creating a swimming hole in the Presque Isle Stream. Within several days, the boys were able to create a swimming hole, complete with a diving board and a ten-foot-high diving platform. From those humble beginnings, the type and number of recreational programs provided by the City and available in the City have grown through the years to a level rarely found in a community of its size.

Presque Isle is fortunate to have a variety of non-municipal recreational opportunities in the city and within a short drive. Organizations like the Nordic Heritage Center, Quoggy Jo Ski Center, Presque Isle Snowmobile Club, Star City ATV Club, Aroostook State Park, University of Maine, Northern Maine Community College and Maine School Administrative District #1 each operate one or multiple recreational facilities. Other recreation opportunities exist at the fairgrounds, Presque Isle Country Club, Wintergreen Arts Center, snowmobile club and various health clubs. Partnerships between the Presque Isle Recreation & Parks Department and each of these organizations has enabled additional programming opportunities otherwise not possible. Particularly with M.S.A.D. #1, the recreation department and the school system frequently collaborate with one another to share recreational areas when appropriate.

Presque Isle Parks and Recreation Department

The Presque Isle Recreation & Parks Department is currently made up of 8 full-time staff including a Director, Program Director, Maintenance Supervisor, Forum Supervisor, two Maintenance staff, an Administrative Assistant, and a Janitor. Depending on the season an additional 20-50 part-time staff are hired to assist with programs, provide event support, meet maintenance needs, and/or help maintain grounds and parks.

An Advisory Board acts in a consulting role to the department in regard to facilities, parks, and programs. Selected by the City Council for a 4-year term, the 7 member board is made up of Presque Isle citizens who help to provide a continuous connection between the department and the citizenry relating to the recreational needs and wishes of the community.

Facilities

The City has a wide variety of parks and recreation facilities available to the public:

Sargent Family Community Center

The 30,000 square foot facility was completed in October of 2016 and includes a full-sized gymnasium, walking track, senior center with kitchen, teen center, and a multi-purpose room. It averages over 5,000 visitors a month and permits the addition of new programs.

The Forum

Opened in 1979, The Forum is a 45,000 square foot facility has a seating capacity for as many as 5,000 people for some events or it can be utilized to accommodate 25,000 square foot of vendor space. Events can range from trade shows to concerts, to conventions or sporting events. During

the winter months, the facility serves as an ice arena. The Forum provides opportunities for the public to enjoy skating and hockey.

Riverside Bicentennial Park

Riverside Bicentennial Park is located on the banks of the Presque Isle Stream, within easy walking distance of the downtown business district. This area consists of approximately 7 acres of developed park space. The park has a play area with playground equipment, picnic tables, and a hexagonal-shaped covered shelter, benches, a swing bench, a shuffleboard court, and a boat ramp. The City's Bike-Walk Path connects the park with other areas of the City. Also included in the park was an arboretum, which contains more than twenty different species of trees; this educational project was undertaken jointly by the City, the Star City Arbor Council, and the Maine Forest Service.

The newest highlight of the park is the addition of a new splash pad, opened in the spring of 2018. The only such facility in the north of Bangor, this 3,700 SF water play area will provide area youth with a fun, safe, and refreshing way to keep cool in the summer. Along with this project, the park's 30' x 90' support building was renovated to better serve the park with added bathrooms, changing rooms, concession areas, and a mechanical room for the splash pad. Thanks to efforts by United Way, Presque Isle Rotary, and Kiwanis Clubs, a new playground was installed in 2018.

Mantle Lake Park

Constructed on the shores of Presque Isle's original public water supply, this 46-acre park was initiated in 1952 by the Presque Isle Lions Club. The park facilities consist of three tennis courts, a 2-acre grassed play area, picnic tables, eight family picnic shelters, one large picnic shelter with kitchen facilities, several benches, restroom facilities, and walking trails. There is also a play area that consists of two large play structures, swings, and spring toys. On-site parking facilities can handle 50 vehicles.

Bike/Walk Way (Bike Path)

The 4.4-mile Bike Path is probably the most widely used recreational facility in the City of Presque Isle. People of all age groups use the Bike Path at all hours of the day, 12 months a year. It draws many people from the rural areas of Presque Isle and from neighboring communities who appreciate its attractiveness, well-maintained conditions, and level surfaces. The well-lighted path serves as a safe link between many different neighborhoods.

For much of its length, the Bike Path follows an abandoned railroad right-of-way, acquired by the City from the railroad under "friendly" eminent domain proceedings.

In 2017 the city was successful in obtaining a grant for fitness equipment to be installed along the route offering additional workout opportunities to the public for free. The installation will occur in 2019 and future expansion of equipment is desired.

Efforts are underway to construct additional loops around the community center to connect the various sports fields, pavilion, splash pad, and playground. Construction is anticipated in 2019.

Downing Memorial Park

Downing Memorial Park is an arboreal park that has been landscaped and planted with trees, shrubs, and flowers. The park, an on-going cooperative effort between the City, the Downing family, and the Presque Isle Garden Club, has benches and other amenities and serves as an excellent mid-way point on the Bike Path.

Bishop's Island Ballfield

In October of 2000, the Recreation and Parks Department received a matching grant from the Land and Water Conservation Fund through the Maine Department of Conservation to construct a new ball field on "Bishop's Island," the 8 acres, undeveloped property adjacent to the Riverside Bicentennial Park. In 2016, the field was overhauled to include lighting, drainage, better access, and appropriate parking at Riverside. The new field began to be used in 2017. The multi-use field is utilized for adult softball, youth baseball, flag football, and youth soccer.

Double Eagle II Park

Commemorating the flight of the Double Eagle II, the first manned balloon to make a Trans-Atlantic crossing, this one-acre park is located on the Spragueville Road. The park was created on the exact site from which Ben Abruzzo, Maxie Anderson, and Larry Newman launched their balloon in 1978; the balloon landed in Miserey, France. The flight of the Double Eagle II has been a prominent exhibit at the Smithsonian Institute's National Air and Space Museum. The park consists of a replica of the balloon, a flagpole, plantings, and benches.

Peace Park

Located at the intersection of Parsons Street and Central Drive, this open space was dedicated to the cause of world peace on August 6, 1983, the 38th anniversary of the use of the atomic bomb on Hiroshima, Japan. The park consists of a swing set, a basketball court, and a green space. At the present time, there is no parking area. The park provides an aesthetically pleasing entrance to the Airport and the Skyway Industrial Park.

Veterans' Park

This 1.3-acre park was constructed by the City of Presque Isle, the Veterans of Foreign Wars, and the American Legion to honor those local Veterans who served their country in time of need. The park consists of a large grassed area, with a monument and several benches, located on North Main Street, overlooking the Presque Isle Stream. A permanent display of a decommissioned missile, carried as part of the weaponry of a B-52 bomber, is a recent addition to the Park.

Arnold Brook Lake

Located on the west end of the Niles Road, near the intersection with the Chapman Road, the Arnold Brook Watershed Recreation Area occupies 22.2 acres on the south side of Arnold Brook Lake. Completed in 1979, the facility included a beach, swimming area, boat ramp, 11 picnic tables with fireplaces, a large group picnic shelter, a bathhouse, a playing field, walking trails, and a 50-vehicle paved parking area.

Gentile Hall Indoor Swimming Pool

Located on the University of Maine at Presque Isle campus and first opened in 2005, Gentile Hall hosts a 25'x75' indoor swimming pool, gymnasium, running track, fitness room, and climbing wall. The facility is owned and operated by the University and although run with a membership-based system, an agreement allows the City to utilize the pool during scheduled times. This agreement allows the City to utilize its own staff in providing swimming lessons and aquatic programs to its residents without the requirement of membership. This agreement has worked successfully since it first began in 2014, following the closure of the City's own Indoor Pool.

Action Plan

Staffing

- Add a full-time Outdoor Programmer position. Aroostook County is full of opportunities for outdoor recreation year-round, including activities like camping, hiking, snowshoeing and fishing. This position would oversee trips and such activities to allow families to take advantage of these great opportunities and resources our area provides naturally.
- Add a full-time maintenance position and eliminate the equivalent number of part-time maintenance hours during the year. This would essentially turn multiple part-time positions into one full-time position. The reason to do so is due to the limitations placed on "part-time" status employees. Previously, when The Forum was under its own department, multiple seasonal part-time staff were hired to help during the ice season and let go during the other months. The Recreation Department would do the same and hire multiple seasonal part-time staff, but for the spring and summer seasons. Now that the two are one department the obvious conclusion would be to maintain the same staff year-round. However, due to labor laws, "part-time" staff are not permitted to average over 30 hours without being offered benefits. This creates difficulties in hiring, forces us to hire more staff, and makes it challenging to keep quality staff.
- Recruit local citizens to share special skills to assist with new programs.

Programs

- Develop additional outdoor programming (i.e. – camping overnights and field trips)
- Develop additional non-sports activities (i.e. - Lego Club and cooking classes).

Facilities

The Forum

- The heating system is in need of replacement. The underground tank is due for removal/replacement.
- Rear parking lot needs paving.
- Locker-rooms should be updated.
- Construct two changing rooms with a collapsible wall dividing the two rooms. This would replace the Youth Hockey changing trailers that are brought in each winter and also provide a meeting space for the non-ice season.

- Rear entrance doors need replacement.
- Replace office windows & flooring.
- Coolant pipe linings should be installed to extend the life of lines.
- The header pipe is original and should be replaced.
- Exterior siding needs paint.

Riverside Bicentennial Park

- Complete improvements detailed in the master plan that include new playground equipment, picnic tables, benches and an update to the lighting and the parks electrical.
- Initiate a horticulture program for the proper upkeep of trees and hedges.

Mantle Lake Park

- Complete trail improvements detailed in the 2008 plans.
- Connect the Bike Path to Mantle Lake Park.
- Update playground equipment.
- Construct a walking bridge over the dam.
- Mantle Lake Park is one of a very few “green belts” remaining in the urban area of the City. It is recommended that the City apply stringent safeguards to Kennedy Brook and Mantle Lake.

Bishop’s Island Ballfield

- Complete landscaping around the perimeter of the field.
- Construct ADA walkway connecting with the Bike Path.
- Obtain adjacent property on Chapman Street, demolish house and landscape accordingly.

Bike/Walking Path

- Extend Bike Path to Mantle Lake Park and Peace Park.
- Extend Bike Path from State Street Bridge, along Presque Isle Stream, ending at Parsons Road Connector.

Arnold Brook Lake

- Coordinate efforts with the State of Maine to establish a wildlife refuge around the lakeshore.
- The City should work with adjacent landowners, users of the area and state officials to develop strategies for improving water quality.
- Boat landing improvements are needed.
- The roadway entering the lake needs major repairs if not a total replacement and should be implemented in the Public Works program.

Peace Park

- Safety is a concern – signs should be posted and a crosswalk established to aid children crossing Parsons Street & Central Drive.
- Playground equipment needs replacement.

- An 8-10 vehicle parking area should be constructed to eliminate on-street parking.
- Create a connection to Bike/Walk Path.

Tennis Courts

- The courts at Mantle Lake Park will require repaving within three years and the perimeter fence is in need of replacement.

Swimming Opportunities

- Revisit the feasibility of indoor/outdoor swimming opportunities as community conditions and funding prospects change in the future.

NATURAL RESOURCES

Overview:

From its earliest days to the present, Presque Isle has relied upon the abundant natural resources found locally and within the region to define its way of life. Early residents traveled and fished the river and streams, harvested timber from large forests as they cleared land for agriculture and homes, and hunted and trapped the plentiful wildlife for food and income.

Today's residents of Presque Isle continue to rely upon forestry and agriculture as important elements of the local and regional economies. Ironically, some of the land originally cleared by hand for farming purposes is now reverting to woodland as a result of increased mechanization of farming; however, the available farmland is growing a wider variety of crops. Through all of the intervening years, the physical beauty of the area has been and continues to be hard to ignore.

It is important to protect natural resources with regulations that are clearly reflective of the public interest; those regulations must be based on specific public health, safety, and welfare issues. To understand the protection of a natural resource as a matter of public interest, it is essential for the public to understand the value of the resource. It is hoped that the information contained in this section will contribute to that understanding.

The City of Presque Isle, through the provisions of its current Land Use and Development Code, has attempted to provide adequate and reasonable protection for natural resources. Mandatory Resource Protection Zones around all water bodies and wetlands, erosion control requirements, timber harvesting requirements, site design, and development standards, and soil suitability and wastewater pollution control standards, among others, have been adopted by the City to ensure that its natural resources are available to be used and enjoyed by future generations.

Topography:

Presque Isle is characterized by gentle slopes with an elevation generally between 400 and 700 feet above mean sea level. Higher elevations to the southwest (1213 feet) and the northeast (1085 feet) give the topography a general north/south orientation. The urban area of Presque Isle is located on a lower elevation (430+ feet) than the surrounding terrain (600-700 feet), which suggests a bowl-like setting. The scarcity of wooded areas and the irregularity of slope combine to create an open, rolling landscape.

A significant land feature that has influenced growth in Presque Isle is the preponderance of water bodies, with many of them linked. The connections between Merritt Brook, the Aroostook River, Presque Isle Stream, Arnold Brook, Arnold Brook Lake, and Echo Lake encompass much of the center of the double-township. With the additional segment of Clark Brook and the Prestile Stream, only minor gaps exist in a complete encircling of the core of the community. This physical feature led to the name of Presque Isle, which in French means "*almost an island*".

Geology:

In a publication entitled "*The Geology of Northeastern Maine and Neighboring New Brunswick*", Andrew N. Genes prepared an outline of the Pleistocene geology of northern Maine. He describes the area topographically as dissected upland plateau with regional bedrock structures oriented northeasterly to southwesterly, transverse to the known ice-flow direction. For the most part, the region is underlain by the cyclically bedded grey slate and metasandstone

Seboomook Formation. Some large areas of metamorphosed volcanic rocks appear scattered throughout the region. Metamorphosed sandstone, siltstones, and limestone outcrop near the eastern Maine-New Brunswick border. Additional information on this subject is available through the University of Maine at Presque Isle.

Soils:

Soil survey information can be a valuable tool for municipalities in their planning and land use activities. Soil surveys are developed through extensive fieldwork and represent one of the highest available levels of detail about the landscape in the surveyed community. As useful as soil survey may be, they are most useful when used in conjunction with resource data from other sources. Because the pattern of soils is very complex in some locations, on-site investigations are essential for the precise determinations needed for certain land-use activities.

Soils are the fundamental resource by which the suitability of the land to support a variety of land uses is determined. The United States Department of Agriculture-Soil Conservation Service (USDA-SCS) has mapped the soils found in Presque Isle. The various soil types that occur in Presque Isle have been detailed in the USDA-SCS's Aroostook County Soil Survey – Northeastern Part issued in 1964. Usually, it is assumed that soils are somewhat different in each region. Houlton is located in the southern part of the soil survey area and has soils similar to the surrounding regions. Soil information for Presque Isle's natural resource inventory is from two sources: Soils Survey-Aroostook County, Northeastern Part issued in April 1964 and Soil Survey Data for Growth Management in Aroostook County, Maine, Northeastern Part.

Definitions

Soil Associations – several main patterns of soil types.

Soil Series – soils with profiles that are almost alike.

Soil Types – distinct soils irrespective of slope.

Soil Group – soil series that have many internal features in common.

Phases – distinct soil type including slope.

Soils are listed in two ways in the soil surveys. First, they are listed by name (i.e. Plaisted gravelly loam). Secondly, they are listed as a symbol containing three letters (PgC). The first two letters indicate the soil type (i.e. Pg, Ha, Ma) and the last letter indicates the slope on the map ("A" indicates a 0-2 percent slope, "B" 2-8 percent, "C" 8-15 percent, "D" 15-25 percent, and "E" 25-45 percent). For example, PgC indicates a Plaisted gravelly loam, located on an 8-15 percent slope.

There are twenty-eight (28) distinct **soil types** mapped by the USDA-SCS within Presque Isle. Of these 13 types, Monarda and Burnham silt loams make up the greatest proportion of soils and are a couple of the dominant soil types found within the Northern Aroostook County Soil Survey area.

Symbol	Type	Symbol	Type
Ag	Allagash Fine Sandy Loam	Mm	Mapleton very rocky silt loam
Cd	Canandaigua silt loam	Mn	Mixed alluvial
Cg	Caribou gravelly loam	Mo	Monarda & Burnham silt loam
Co	Conant silt loam	Pa	Peat and muck
Ea	Easton and Washburn silt loams	Pg	Plaisted gravelly loam
Es	Easton and Washburn stony silt loam	Pr	Plaisted very stony loam
Fh	Fredon and Halsey silt loam	Ra	Red Hook and Atherton silt loam
Ha	Hadley silt loam	Sa	Salmon silt loam
Ho	Howland gravelly loam	Sb	Steep rock land
Hv	Howland very stony loam	Sg	Stetson gravelly loam
Ma	Machias gravelly loam	Th	Thorndike shaly silt loam
Mb	Madawaska fine sandy loam	Tk	Thorndike very rocky silt loam
Md	Made land	Tr	Thorndike extremely rocky silt loam
Mh	Mapleton shaly silt loam	Wn	Winooski silt loam

Threats to Farmland

As discussed in the LAND USE section of this plan, development is a constant threat to farmland. As previously noted, however, growth pressures have had a minimal impact on farmland in Presque Isle, to date. Neither subdivision development nor the sale of single house lots has had a serious impact on the availability and use of farmland in Presque Isle. Most of the agricultural property developed over the past ten years had been taken out of active production by mechanization, slopes, and other conditions prior to considerations of residential development.

Erosion of topsoil from farmland is another threat to farmland. Each year thousands of tons of topsoil are washed away from Aroostook County farms. In recent years, considerable progress in reducing soil erosion has been reported by state and federal regulators. The adoption and use of “*best management practices (BMP’s)*”, specific guidelines that if followed can improve productivity while protecting natural resources, has increased substantially.

Threats identified elsewhere but which do not appear to be serious in Presque Isle at this time are

over-production of agricultural commodities and unregulated chemical applications.

Forestland

Forestland, although not a prevalent commercial resource in Presque Isle, continues to remain a valuable natural resource. As noted in the LAND USE section of this plan, the only detailed indicator of forestland in Presque Isle is the reported participation of property owners in the “*Tree Growth Program*”. Participation in this program is voluntary and accounts for only 5% of the forested acreage in Presque Isle.

Forestlands outside the urban area of the City serve as wildlife habitat, buffer areas, natural windbreaks, soil erosion inhibitors, recreation areas, Christmas tree nurseries, protection for aquifer recharge areas, a source of wood that supplies several small local sawmills and firewood splitting operations, and as an aesthetic resource.

Most of the commercial forest tree species found in Aroostook County are also found in Presque Isle. The three major forest cover types include softwood, hardwood, and mixed forest stands. Approximately 88 percent of Aroostook County is forested primarily with spruce, fir, maple, birch, and beech trees. The County is the largest timber-producing county in Maine. There are a number of mills in the region that employ Presque Isle residents.

Town-specific forestry data is difficult to obtain for many Aroostook County communities due in large part to the lack of managed forest lands. Many of the managed lands are small woodlots between agricultural fields. Presque Isle's woodlands are owned for the most part by approximately 200 different landowners. These woodlands are in parcels of less than 500 acres and are usually attached to farms. Based on municipal tax records there are no large tracts (500 acres) owned by industrial forest management companies. Typically forest landowners look to their woodlots for an extra source of income during winter months when many of these forest lands are frozen and accessible. As a result, some of these lots have been "managed" for a one-time harvest that produced a one-time cash flow for the owner.

Aspen, or poplar, is the predominant tree species in Presque Isle. Virtually all of the aspen harvested is used for waferboard. The Louisiana Pacific mill in New Limerick and J.M. Huber mill in Easton are mills that purchase aspen for waferboard. Spruce and fir harvested today frequently goes to the J. Paul Levesque mill in Ashland, Domtar Mill in Baileyville, or the Irving mill in St. Leonard, New Brunswick. There are two log home manufacturing companies in southern Aroostook County, Ward Log Homes, Inc., of Houlton, and Katahdin Forest Products in Oakfield, that are purchasers of cedar. Many of the recent timber harvest operations on small woodlots are buffered by agriculture fields or are away from developed areas. Based upon current land-use patterns and resource constraints such as wet soils, steep slopes, and accessibility, development does not appear to be impacting Presque Isle's forest resources.

Urban “*forests*” are also a valuable resource to the City. Beyond the aesthetic benefits of trees, they also provide protection from heat and cold, wind, and blowing snow, as well as helping clean the air.

Wetlands

Freshwater Wetlands are defined under Maine's Natural Resources Protection Act, MRSA Title 38, Section 480-3 as: "freshwater swamps, marshes, bogs, and similar areas that are: inundated or saturated by surface or groundwater at a frequency and for a duration sufficient to support and which under normal circumstances do support a prevalence of wetland vegetation typically adapted for life in saturated soils; and are not considered part of a great pond, coastal wetland, river, stream, or brook. These areas may also contain small stream channels or inclusions of land that do not conform to the above criteria."

Some of the local benefits of Presque Isle's wetlands relate to wildlife, flood control, and water quality protection. The amount and variety of plants found in wetlands create an excellent habitat for wildlife such as moose, deer, snowshoe hare, songbirds, ruffed grouse, and waterfowl. The dense cover and available browse found in wetlands and their fringe areas are essential for the survival of wildlife during the region's long winter. During periods of heavy rain and spring run-off, wetlands act as catchment basins or sponges that collect and hold water and gradually release it as streamflow or groundwater recharge. All wetlands, regardless of size, perform the important function of reducing flooding.

The biological composition of wetlands allows them to absorb tremendous quantities of nutrients and pollutants which make them act like a water purification system. The quality and quantity of ground and surface water are maintained by healthy, undisturbed wetlands.

According to the freshwater wetland map prepared by the Maine Department of Environmental Protection in 1989, Presque Isle has eleven (11) non-forested wetlands. *These wetlands range* from 19 to 1436 acres for a total of 2398 acres. All of these wetlands are over 10 acres in size, therefore requiring mandatory protection under the Shoreland Zoning Act, Title 38 MRSA, and Sections 435-488. Prior to the adoption of the Shoreland Zoning Ordinance, wetlands could be encroached upon by timber harvesting to the detriment of ground and surface water quality. Areas within 250 feet of the upland edge of the City's mapped wetlands have been included within the City's Stream Protection District.

According to the National Wetland Inventory information, there are significantly more wetlands located in Presque Isle than identified by MDEP. These wetlands also provide wildlife habitat and flood protection. The Maine Department of Inland Fisheries and Wildlife has mapped many of these as wading bird and waterfowl habitat over 10 acres in size. In total there are 2398 acres of wetlands that need to be afforded protection under Shoreland Zoning. These have been identified on the Water resources map at the end of this section.

As stated in the soils section, the Monarda and Burnham silt loam soil series is considered a hydric soil. Much of the lowland portions of Presque Isle associated with the Aroostook and Presque Isle Stream and its major tributaries are dominated by this soil type. While these areas are not entirely classified as wetlands, they possess areas that are, in fact, wetlands. City officials should be vigilant in their enforcement of the Shoreland Zoning Ordinance to protect the Town's wetlands and water quality.

Water Resources

Presque Isle's past, present, and future have been and continue to be closely related to the availability of adequate supplies of usable ground and surface water. Availability of water

remains a major contributor to most economic development opportunities; new residences, new businesses, and new industries all need access to on-demand water supplies in volumes and pressures that address their respective needs.

Water resources also are an integral part of the quality of life experienced in Presque Isle; beyond the educational and recreational potential offered by the river, streams, brooks, and lakes located within the municipal boundaries, the wildlife habitats in and around these many water bodies provide an opportunity for residents to experience and to co-exist with nature on a daily basis, even in the center of the town. The influence of the surrounding water resources on the community is even reflected in Presque Isle's name, which in French means "almost an island".

The abundant water resources in Presque Isle and the entire central Aroostook County area have served many varied functions throughout the history of the city. Presque Isle is located within the watersheds of the St. John and the Aroostook Rivers, as well as the Presque Isle and the Prestile Streams. Presque Isle has utilized its many water resources for activities ranging from transportation and commerce, such as sawmills and potato starch production in the early settlement years, to current uses such as fire protection, flood control, a public water storage and distribution system for commercial and domestic uses, recreation, and the disposal of treated domestic and industrial wastewater

Despite having encountered and survived fairly well the numerous threats associated with the extensive population growth and the development that has occurred in Presque Isle and Aroostook County since the mid-1800s, the long-term viability of the waterbodies in the Presque Isle is now in question. Under the pressures of increased levels of point-source and non-point source pollution and continuing development, a strong focus of public concern and action will be necessary to preserve the supply and quality of Presque Isle's water resources into the next century.

Six major bodies of water are located in whole or in part within the corporate boundaries of Presque Isle. Each of those water bodies will be described with respect to all or most of the following criteria: Location, Area, and Physical Characteristics; Beneficial Uses in Presque Isle; State Classification in Presque Isle. Water Quality; Water Quantity; Activities Detrimental to Water Quality; Existing Protective Measures; Regional Information of Importance to Presque Isle; and Identification of Water Resource Problems.

Aroostook River:

The Aroostook River has a drainage area of about 2,400 square miles, of which 2,300 square miles are located in the United States. It is the major sub-basin of the St. John River. The main stem of the Aroostook River is approximately 105 miles long. The river flows in a general northeasterly direction, crossing the international boundary at Fort Fairfield before flowing into the St. John River. Approximately 5 miles of the main stem are in Canada.

The drainage area above Washburn is about 1,650 square miles. It is comprised mostly of forestland and is managed for the production of logs, chips, and pulpwood. The drainage area between Washburn and Fort Fairfield is approximately 650 square miles. It contains the major population centers and most of the commercial activities and agricultural areas of the central

Aroostook region.

In Presque Isle, the Aroostook River assimilates wastewater from McCain Foods, Inc., in Easton, via an underground pipeline, which discharges back into the Aroostook River near the former Potato Service Processing site. More recently from the Presque Isle, sewage treatment plant discharges at the mouth of the Presque Isle Stream. The Presque Isle Stream is a non-attainment stream. The Aroostook River is also used for recreation, such as canoeing and fishing, and to irrigate farmland. The Aroostook River provides a significant wild brook trout fishery that is managed by IF&W.

Through a cooperative agreement between the Maine Department of Inland Fisheries and Wildlife and the City, a new public boat launch facility was constructed on the Aroostook River in Presque Isle. This facility, located immediately north and east of the Aroostook River Bridge on US Route 1, allows improved access to the river for a wide variety of uses.

The Aroostook River is Class B from the corporate limits with Mapleton to its confluence with the Presque Isle Stream. The River is Class C from its confluence with the Presque Isle Stream to a point located three (3.0) miles upstream of the intake of the Caribou water supply, including all impoundments.

In Presque Isle, just upstream of its confluence with the Presque Isle Stream, the peak discharge of a 100-year flood on the Aroostook River is estimated at 55,000 cubic feet per second (CFS) (1Q100=35,500MGD). This means on average the flow rate will equal or exceed 35,500 million gallons per day (MGD) once in a period of 100 years. In contrast, the average daily flow is approximately 1,680 MGD⁶, and the average one-day low flow is about 250 MGD (1 Q1.1).

There is extreme variability in the flow rate because the Aroostook River is almost a free-flowing river. There is a low-head dam, owned and operated by Integris, in Caribou. This dam has very little flood storage capacity; therefore it does not have a significant effect on the extreme flows. Integris also owns and operates dams at Scopan Lake and Millinocket Lake, which also have little effect on flood flows. When the flows tend to diminish during the summer months, the flows from these lakes are curtailed, providing no flow augmentation during dry periods.

According to the MDEP, point source discharges and their permitted licensed flows are as follows: Ashland (0.3 MGD), Washburn (0.28 MGD), Presque Isle (2.3 MGD), McCains (2.5 MGD), Caribou (1.41 MGD), Loring (2.5 MGD), and Fort Fairfield (0.6 MGD). The influence upon downstream water quality from the first two-point sources is minor due to their low flow volume.

The next four point sources have more flow volume and result in a noticeable difference in downstream water quality.

In Presque Isle, one-point source of pollution is located near the former potato processing plant owned by McCain Foods, Inc. Another is the effluent from the Presque Isle sewer treatment plant. Other point sources are an undetermined number of so-called “straight pipes” leading

from domestic septic systems directly into the river. Within the past ten years, a cooperative program between the City, DEP, and the individual property owners has corrected 34 of these defective systems.

There are non-point sources of pollution resulting from activities related to agriculture, forestry, transportation, and development. According to a 2004 report completed by the MDEP, the following areas had a high potential for non-point source pollution potential to the Aroostook River; Merritt Brook, Hardwood Brook, unnamed brook located in the industrial park, and the north branch of Presque Isle Stream. Non-point source (NPS) inputs related to agricultural and forested land uses are also possible relevant pollution sources to the Aroostook watershed.

City officials need to be aware that stormwater flowing into the City's brooks and rivers can have a detrimental effect on those water bodies. The MDEP has created strict stormwater management rules that all cities and towns are required to follow.

In 2002 and again in 2004, the MDEP completed a large water quality monitoring project in the Aroostook River. The following are summary results of MDEP's water quality monitoring efforts in 2004:

Low early morning dissolved oxygen levels that are under statutory criteria, do not appear to currently be an issue on the Aroostook, despite the high levels of floating and bottom attached algae observed and measured in impoundments and flowing river sections. Both the data collected and model predictions support this statement. Large reductions of point source phosphorus are needed to reduce algae to a non-eutrophic state. Non-point (runoff induced) phosphorus pollution, although not significant at base flow conditions, shouldn't be totally ignored.

The Aroostook River watershed is unique from most other modeling studies undertaken by MDEP on other rivers statewide. A large portion of the watershed in the Aroostook River is composed of agricultural and cleared land when compared to other watersheds. This results in a large potential for non-point source pollution.

Non-point pollution is currently not expected to be a significant contributor to water quality degradation during base-flow conditions. During runoff events, the proportion of non-point source phosphorus and BOD loading to the river increases as compared to base flow conditions. However, river travel times are also decreased as the river flow increases. As a result, a large portion of runoff loads during storm events may pass through without having a large impact on water quality.

It is presumed some proportion of the runoff loads will impact the river during base-flow conditions. For example, particulate BOD and phosphorus could settle to the river bottom in impoundments or other areas with slow river velocities. Dissolved phosphorus may also be uptaken and stored in plant cells of bottom attached algae. The exact proportions are difficult to predict and are beyond the capability of the water quality model.

Gravel pits along the Aroostook River are an aesthetic problem, and they increase the risk of

groundwater and surface water pollution.

There is an inherent conflict between existing state laws that has a direct bearing on Presque Isle. Maine law recognizes the importance of industry and provides for industrial discharges into classified waters, while at the same time requires upgrades in classification when water quality exhibits higher quality. An example of this conflict is the reach of the Aroostook River, which is Class C between the international boundary and its confluence with the Presque Isle Stream. The water quality may exhibit the higher quality of Class B waters because of curtailed production at McCain Foods in Presque Isle and a reduced BOD loading in wastewater pumped from McCain's Easton facility and because of the closure of two wet-process industries in Caribou. Current state laws favor, if not require, an upgrade to Class B; however, with an upgrade to Class B, it is recognized that it would be nearly impossible to license any new industrial discharges which would lower the water quality back to Class C. In this case, the state laws which seek to maintain and enhance water quality would work to the detriment of commerce and industry in Presque Isle.

Presque Isle Stream

Presque Isle Stream is a part of the St. John River watershed and ends in Presque Isle at the confluence with the Aroostook River. Presque Isle Stream is a high priority water body, listed on Maine's 1998 303(d) list as non-attainment for Class B in Mapleton and Presque Isle, due to nutrients from both point and nonpoint sources. Presque Isle Stream encompasses a drainage area of approximately 124,000 acres (194 square miles). It includes about 800 acres of stream beds and lakes, 14,000 acres of farmland, 83,000 acres of forest, 6,000 acres of urban and suburban land, and about 20,000 acres of bottomland, which includes at least 3,000 acres of wetlands. The watershed is about 24 miles long, and it varies from 7 to 12 miles in width. The watershed is unique in that the storage capacity of the watershed, as measured by the surface area of the lakes and ponds, is very small, i.e., less than 1 percent.

Part of Presque Isle, Castle Hill, Chapman, Mapleton, and Westfield are located within the watershed. The balance of the watershed is located in unorganized townships which are administered by the Maine Land Use Regulation Commission (LURC).

Presque Isle Stream and its tributaries are in sub-basins 139R and 140R of the State's Waterbody System. Presque Isle Stream and its tributaries above its confluence with, but not including, the North Branch of the Presque Isle Stream, are Class A. With the possible exception of a small segment of Dockendorff Brook, none of the Class A waters are located in Presque Isle. The North Branch and the Presque Isle Stream and its tributaries below its confluence with the North Branch are Class B.

A one-mile segment of the Presque Isle Stream located below the Presque Isle Sewer District (PISD) outfall fails to meet minimum Class B dissolved oxygen (DO) standards due to nutrient enrichment with phosphorus being the limiting nutrient. The major causes of DO impairment are: attached algae attributed to excessive nutrients from point and nonpoint sources, and point source BOD. TMDLs are proposed for: ammonia-nitrogen (NH₃-N), biochemical oxygen demand (BOD) and total phosphorus (TP).

In 2000, MDEP completed a TMDL for Presque Isle Stream. The water quality modeling effort includes the one-mile stretch below the Presque Isle Sanitary District (PISD) outfall and background conditions. At that time, the PISD discharge is diluted 3.3:1 at 7Q10 flow conditions. Water quality data indicate routine non-compliance of class B standards below the PISD outfall despite a well-operated plant, and minor non-compliance of class C criteria for dissolved oxygen (DO). Results of a component analysis of the water quality model prepared by ME DEP “indicated that point source discharges are responsible for about 2/3 of the impact below the PISD outfall. Nonpoint source related diurnal effects from attached algae respiration represent about 1/3 of the impact. As a result, the PISD recently completed an effluent project and now utilized the Aroostook River for its discharge.

Flow in the Presque Isle Stream varies considerably throughout the year, but generally, the flow is greatest during spring runoff and at its minimum during late summer. The watershed has very little storage capacity in the form of lakes and ponds, so stormwater tends to run off rapidly.

Presque Isle Stream has been prone to flooding, with major floods occurring in 1923, 1932, 1937, 1954, 1958, and 1961. The 1954 flood caused approximately \$290,000 in damage to residences, businesses, and roads and bridges in Presque Isle. The peak discharge (1Q100) from a 100-year flood is estimated at 6,400 MGD at its confluence with the Aroostook River.

Although there are no known naturally occurring detriments to water quality in Presque Isle, there are man-made sources of pollution affecting Presque Isle Stream. In Presque Isle, there are non-point sources of pollution resulting from activities related to agriculture, forestry, transportation, and development.

Presque Isle Stream has been developed for flood control, recreation, and fisheries and wildlife habitat. In 1964, the City in cooperation with the towns of Chapman and Mapleton and the Soil Conservation Service agreed to a *Work Plan* for the Presque Isle Stream watershed. The primary purpose of the *Work Plan* was to formulate land treatment measures and structural measures to control flooding on the Presque Isle Stream. This eventually resulted in the construction of floodwater retarding dams on Alder Brook and Burntland Stream and in the construction of multi-purpose dams on Arnold Brook and Hanson Brook. Flood damage has been relatively minor since the implementation of the *Work Plan*.

Prestile Stream:

The Prestile Stream is a minor tributary of the St. John River, crossing the international boundary at Bridgewater. It encompasses a watershed of approximately 110,000 acres (172 square miles) within the United States. The watershed is primarily forested, but there is a significant amount of farmland. The Prestile Stream has one major tributary, which is Young’s Brook. Parts of Presque Isle, Easton, Westfield, Mars Hill, Blaine and Bridgewater, and the unorganized township of E Plantation are located within the watershed. From its source to U.S. Route 1A in Mars Hill, the Prestile Stream is Class A while from U.S. Route 1A in Mars Hill to the international boundary; the Prestile Stream is Class B.

Although there are no known naturally occurring detriments to water quality in Presque Isle,

there are man-made sources of pollution affecting the Prestile Stream. Non-point source of pollution resulting from activities related to agriculture. There are potential non-point sources of pollution resulting from activities related to forestry, transportation, and development.

Arnold Brook Lake:

Arnold Brook Lake is a man-made lake, created in 1970 with the construction of a dam on Arnold Brook. The lake was created to provide storage for floodwaters and to provide public recreation. Arnold Brook Lake has a drainage area of 8.12 square miles, and Echo Lake is in its drainage area. The lake has a surface area of 400 acres, with a mean depth of about 7 feet and a maximum depth of about 14 feet and is a Class GPA waterbody.

Arnold Brook Lake is one of four floodwater retarding structures that have been constructed in the Presque Isle Stream watershed. Arnold Brook Lake is used for recreation such as boating, fishing, and swimming. Presque Isle has operated a recreation area on its shoreline since 1979. This recreation area includes picnic tables, a swimming area, a boat launching area, and sanitary facilities. Motorboats with more than 10 horsepower are prohibited.

The lake is listed by the DEP as a “*non-attainment*” lake; however, there is no data available on water quality. It has a storage capacity of approximately 2,700 acre-feet of water for recreation and a floodwater storage capacity of approximately 1,600 acre-feet. There are potential non-point sources of pollution resulting from activities related to agriculture, forestry, transportation, and development. There have been periodic outbreaks of the so-called “*swimmer’s itch*”, believed to be caused by parasites found in the fecal matter of waterfowl on the lake.

Echo Lake:

Echo Lake (Class GPA) is a small lake with a surface area of approximately 90 acres. It has a mean depth of about 5 feet and a maximum depth of about 9 feet. It is a natural lake, but its size has been increased by a dam. Echo Lake is a sub-basin of Arnold Brook Lake, which drains into the Presque Isle Stream.

Echo Lake is used for recreation such as boating, fishing, and swimming. It is managed as a cold-water fishery by the Department of Inland Fisheries and Wildlife. Echo Lake has an aesthetic value as evidenced by the growth of single-family homes in its watershed. In addition, part of its shoreline is in Aroostook State Park where there is a public beach.

Water quality has not been classified according to trophic state, but it is estimated to be in a moderate/sensitive category. This means that a small increase in phosphorus may cause a significant decrease in water quality. In the early 1980s, concern about water quality led to the construction of a domestic wastewater collection and disposal system, with pump station and leaching fields, by the City of Presque Isle. The system, serving fourteen properties on the south shore of Echo Lake, is operated and maintained by the City under licensure by the Maine Department of Environmental Protection.

Although there are no known naturally occurring detriments to water quality in Presque Isle,

there are man-made sources of pollution affecting Echo Lake. There are no known point sources of pollution but non-point sources of pollution resulting from activities related to agriculture and shoreland development have been identified as impacting water quality. There are potential non-point sources of pollution resulting from activities related to forestry and transportation.

Property owners have formed the “Echo Lake Association”, for the expressed purpose of identifying and addressing sources of water quality degradation. The Association receives technical and programmatic support from the City of Presque Isle, DEP, and Vital Pathways. Echo Lake is listed by the DEP as a “*non-attainment*” lake. It does not fully meet the state goal of being swimmable because there have been at least two seasons of algal blooms. It may not meet the state goal of fishable because of dissolved oxygen impairment.

Mantle Lake:

Mantle Lake is a man-made lake. It was created in 1887 with the construction of a dam on Kennedy Brook. The creation of the dam provided a water supply for Presque Isle. The lake has a surface area of about 4 acres, and it has a drainage area of less than 2 square miles. For the most part, Mantle Lake is used for fishing by persons younger than 17 and older than 69 and is part of a municipal park.

Although there are no known naturally occurring detriments to water quality in Mantle Lake, there are non-point sources of pollution resulting from activities related to agriculture and development. There are potential non-point sources of pollution resulting from activities related to forestry and transportation. In 2005, the City completed a watershed inventory of Mantle Lake and the surrounding area. This survey identified areas where erosion was occurring as well as potential solutions. In 2006, the City, with the assistance of the Central Aroostook Soil and Water Conservation District and the Maine Department of Environmental Protection completed dredging and dam renovations at the lake. This project increased the water depth from 3-5 feet in most places to up to 16 feet and improves the cold water fisheries habitat. City officials intend to complete Phase 3 of the project by 2008. This includes maintaining the trail system around the lake so to reduce or eliminate erosion issues. City officials have applied for Land for Maine’s Future and Project Canopy funds.

Hanson Lake:

Although it is located outside the corporate boundaries of Presque Isle, Hanson Lake in Mapleton is included in this discussion of water resources because it falls within the watershed of the Presque Isle Stream and because part of its drainage area is in Presque Isle. Hanson Lake was created in 1966 as a watershed project with the purpose of improving the water quality and flow in the Presque Isle Stream, the secondary source of Presque Isle’s drinking supply. In 2006, the public well field off of the Reach Rd. became the “primary” water supply for the City. Hanson Lake has a maximum depth of 32 feet, a mean depth of 14 feet, and is managed as a coldwater fishery by Inland Fisheries and Wildlife. The lake was created to provide additional spring flood protection for the Chapman Road area of Presque Isle. Hanson Lake activities are jointly coordinated through an inter-local agreement between Presque Isle and Mapleton which has been in effect since the lake’s creation.

A watershed survey was conducted during the spring of 2001 to determine the extent of the water quality problems and the sources of pollutants. A report summarizing the findings, *2001 Non-Point Source Watershed Survey of the Hanson Lake Watershed*, was developed. The entire watershed was surveyed by local volunteers and an AmeriCorps SERVE/Maine Volunteer Leader in preparation for a federally funded NPS Pollution Watershed Project and/or a Watershed Management Plan.

The purpose of the survey was to identify and prioritize non-point source pollution sites in terms of runoff, erosion, nutrient loading, and sedimentation. The results are designed to be used to help encourage sustainable, or “best management practices” (BMPs) within the watershed by those who utilize its resources and to educate interested individuals about the importance of water quality. The City can also use this report to identify problem areas that need attention and as a base in reviewing existing ordinances.

One of the major findings was the impact of roads and new development on the lake’s water quality. The most common problem found was a lack of buffer zones protecting the lake from erosion and stormwater pollutants off camp/home lots and driveways. The report calls for Mapleton’s Planning Board to develop more guidelines on new development, making sure permit applications include stormwater and erosion control plans, and that the Planning Board and/or Code Enforcement Officer review these plans before issuing a permit to limit the amount of impact new development will have on water quality. Also that the CEO inspects these BMPs to be sure they are (1) installed (2) being maintained (3) working as planned.

There is a concern that the water quality of the lake may affect or be affected by activities related to the Northern Maine Regional Airport at Presque Isle. These concerns include the cutting and clearing of trees and brush from the approaches to the airport, per FAA regulations.

Other Waterbodies in Whole or in Part in Presque Isle:

Arnold Brook	Kennedy Brook
Birch Brook	Knights Brook
Clark Brook	Lamson Brook
Dockendorff Brook	Merritt Brook
Ginn Brook	Rand Pond
Glidden Brook	Richardson Brook
Hughes Brook	Williams Brook

There are at least eighteen smaller unnamed brooks and at least five larger unnamed brooks located in Presque Isle.

Ground Water

Groundwater, very simply stated, is water found beneath the land surface. It generally is found in one of two types of geological formations: sand and gravel aquifers or fractured bedrock aquifers. Aquifers are rock or soil formations that are capable of storing, transmitting and yielding water to wells and springs.

Approximately 3 out of every 4 residences in Presque Isle utilize the public water system, a groundwater system, for their domestic water supply. This is nearly the inverse of the experience of the State as a whole, where more than 60% of Maine households reportedly draw their drinking water from the groundwater found in private wells, public wells, and springs.

Protection of groundwater is no less important here than elsewhere in the State. Water pumped from wells in the ground must be replenished or “*recharged*”, by infiltration of rain or snowmelt or the wells will eventually be depleted. It is essential to those wells that precipitation finds its way back to the aquifers from which the well water is drawn.

Within the City, there are four “*Significant Sand and Gravel Aquifers* “, as described by the Maine Geological Survey. “*Significant*” in this context means the aquifers are capable of producing yields of 10 gallons or more per minute to a properly constructed well.

The first aquifer spans the Presque Isle/Westfield municipal boundary line on the Tompkins Road, adjacent to Clark Brook. It is considered an esker segment containing gravel and sand. It is characterized as having moderate to good potential groundwater yields; however, because of its elevation, it may have only a small saturated thickness, which may limit yields.

The second aquifer is located in the extreme southeast corner of the City, at the confluence of Clark Brook and the Prestile Stream. The portion of this aquifer actually located in Presque Isle (0.2 miles) is a very small portion of a much larger aquifer that extends approximately 3 miles along the Prestile. It is reported to be predominantly outwash valley-train deposits, although some ice contact and recent alluvium is present. This aquifer is generally considered to have moderate to good potential yields, but throughout the aquifer, there are locally high yields.

The third identified aquifer is located between Echo Lake and Arnold Brook Lake. This aquifer is considered an esker segment containing gravel and sand. It, too, may have a limited yield and small saturated thickness due to its elevation.

The largest and one of the most productive sand and gravel aquifers encompasses much of the area immediately along the full length of the Aroostook River in Presque Isle, as well as the sizable area along Mantle Lake, Kennedy Brook, and the Presque Isle Stream. The aquifer is comprised of ice contact, alluvial, and outwash sands and gravel; it is coarse, high-yielding, and hydraulically connected with the river. Although the greatest portion of the aquifer is listed as having the potential for moderate to good yields, one section of the aquifer near the confluence of the Presque Isle Stream and the Aroostook River contains wells that yield from 60 to 100 gallons per minute. A short distance downriver, three wells in a well field on a site owned by McCain Foods, Inc., yields 600, 800, and 1,710 gallons per minute, respectively. The 1,710 gallons per minute is the greatest of any known yield in the northeastern Maine study area, an area of 2,139 square miles.

Downtown Presque Isle’s water needs are met by the Presque Isle Water and Sewer District which operates both water and wastewater plants. The District operates a water filtration plant and until 2005 all water was taken from Presque Isle Stream. In 2005, deep wells were constructed with approximately 80 percent of the water currently being supplied by these wells.

The Water District plans a complete change over to groundwater. Like the sewage treatment plant, the water plant also is not designed to serve wet processing industries. There is sufficient capacity in the system for current and planned residential and commercial development and no additional major expansions are planned.

District officials have identified the need to develop a wellhead protection ordinance. While the District owns all of the land located within the 200 day time of travel zone and a portion of the land in the 2500 day zone, officials are looking at protecting the area around the larger distance. Both zones have been identified on the Water Resources map located at the end of this section.

As previously noted, all groundwater is vulnerable to contamination, with almost all of the contamination originated from non-point source pollution. The Maine Department of Environmental Protection views leaking underground storage tanks as the greatest threat to groundwater quality in the state. According to the records of the DEP Regional Office in Presque Isle, there are no on-going projects or known groundwater issues relating to underground tanks in 2007.

Landfills:

In 2019, the City merged solid waste and recycling operations with Tri-Community Landfill to form a regional entity now called Aroostook Waste Solutions.

Road Salting and Storage:

Two registered sand-salt storage areas are located in Presque Isle, and both are classified by DEP as being of low priority, based on their level of groundwater contamination problems. One site, operated by the City's Public Works Department, is located on the Skyway Industrial Park and the other site is operated by the Maine Department of Transportation on Mapleton Road (Route 163).

The City maintains its sand-salt supply at the Public Works Department garage. Although the sand-salt supply is stored uncovered at this time, funding has been secured for the construction of an enclosed sand-salt storage shed to be completed by mid-2007. The City's use of sodium chloride is concentrated in the downtown business district, where air quality concerns have prompted a reduction in the amount of sand applied to that area. The salt is supplemented by an application of liquid calcium chloride to lower the melting point. The remainder of the City streets receives sand mixed with only enough salt to keep the sand from freezing.

Application of salt by the City is more likely to affect surface waters than groundwater since most of the melted ice and snow runs into the storm drain system. The paved streets and curbing direct runoff to the storm drains, rather than to areas where it can infiltrate the soil.

The Maine Department of Transportation sand-salt pile is also stored uncovered. This has produced leaching into adjacent lower surface areas, reportedly resulting in the death of some trees in that area. Although near the Presque Isle Stream and the intake for the public water supply, the MDOT sand-pile has had no apparent effect on water quality. Quarterly testing by the Presque Isle Water District at the intake has shown no elevated sodium or chloride levels. MDOT plans to relocate the sand-salt pile to a covered location in the near future.

Septic Systems:

Roughly one out of every four residents in Presque Isle relies on an individual well as a water source and on a septic system to treat its waste. For residences in the current Agriculture/Farming Zone, outside the service area of the Presque Isle Water and Sewer District, the current zoning ordinance for the City requires a minimum land area of 1 acre per dwelling unit and compliance with State Department of Human Services, Division of Health Engineering, standards for septic system design and permitting. There is no data available to describe the extent of groundwater contamination in Presque Isle, if any, that is attributable to faulty septic system design, improper construction, or incorrect citing.

Floodplains

Three areas of Presque Isle display significant amounts of floodplain soils. These areas also are most prone to flood events, particularly during spring runoff. The wide, flat areas surrounding these locations are susceptible to ice dam formation, but their width and flatness provide a broad head pond, which tends to reduce the velocity of water that eventually breaches those ice dams.

From the Washburn town line to its confluence with the Presque Isle Stream and from its confluence with Merritt Brook to an area roughly $\frac{3}{4}$ mile upriver from Parkhurst Siding, the Aroostook River exhibits flood plain characteristics. The third area displaying floodplain soils and flooding tendencies is a segment of the Presque Isle Stream between the areas of the Presque Isle Sewer District's treatment plant downstream to the area just upstream of the Parsons Street Connector Bridge.

These floodplain areas have several benefits for the City. In addition, to their natural flood and erosion control capacities, they contribute to groundwater recharge over large sand and gravel aquifer present in that area. They are fish and wildlife habitats, supporting a high rate of plant growth. The segment upriver from the confluence with the Presque Isle Stream is awaiting final designation as a "*Wading Bird and Waterfowl*" protected habitat. These floodplain areas provide recreational use, including fishing and canoeing. They border historical and archaeological sites, specifically Native American encampments. Recent test digs in one location unearthed artifacts dating back several hundred years. Equally as important as the other benefits they provide, these floodplain areas provide open space and aesthetic pleasure through their scenic vistas. Each of these areas is protected by a Resource Protection Zone.

Wildlife Habitat

A wide variety of wildlife can be found in Presque Isle, including moose, deer, bear, furbearers, game birds, waterfowl, and wading birds such as herons, cranes, and bitterns. The many water bodies, wetlands, scattered forested areas, and prime agricultural land provide many opportunities for habitat.

The abundance of prime forestland soils and wetlands in Presque Isle are an indicator of the City's potential to support wildlife. In addition, agricultural land that is no longer in production and reverting back to upland vegetation provides important habitat for woodcock and other upland birds, snowshoe hare, deer, bear, and moose. Arnold Brook and Echo Lakes are resting areas for migrating waterfowl. Cut-over woodland areas also provide significant amounts of browse, provided they are near uncut areas. Most of Maine's wildlife needs a diversity of habitat

including wetlands, fields, fringe areas, and woods. Populations of these important species are influenced by land-use practices in both agricultural and forestlands.

A potentially serious problem affecting the Arnold Brook Lake wildlife habitats is a deterioration of the water quality of the lake as a direct result of the lake's attractiveness as a waterfowl habitat. The large permanent population of Canadian geese that have occupied the lake for the past 5-6 years, in combination with the lake's shallowness and low current, has produced a significant decline in water quality and a fouling of the open areas of the shoreline with droppings.

This situation is a cause for concern on three (3) levels: 1) it has virtually destroyed the recreational value of the City's Arnold Brook Lake Recreation Area; 2) there is concern that decomposition of the fecal matter will further diminish the oxygen content of the lake, adversely affecting the remaining game fish and allowing propagation of the non-game fish species to the exclusion of brook trout; and 3) there is concern that the value of Arnold Brook Lake as a waterfowl habitat will be compromised. The City, Inland Fisheries and Wildlife, and the Department of Environmental Protection should collectively begin studying this situation and develop options for ensuring the viability of the lake as habitat and as a source of public water.

A problem also exists in the area surrounding Clark Brook, particularly in the vicinity of U.S. Route 1. This portion of the City is subject to a high incidence of moose-automobile accidents. The woods and wetlands surrounding the brook make this a particularly appealing moose habitat, much to the detriment of motorists. Signs warning motorists of the moose hazard have been put into place, but the combination of moose with the posted speed, terrain, steep side slopes, and narrowness of the roadway combine to create a serious safety issue. Reducing the posted speed limit in the area of Clark Brook is not seen as an option, as it would adversely affect the ability of the many heavy trucks that must struggle now to climb the steep grade south of the brook. This remains a problem deserving further study.

Fisheries

Vital and productive fisheries serve a variety of purposes within the community. Beyond the recreational value of sport fishing, the size, abundance, diversity, and physical condition of species in the local waterbodies provide indicators of the viability of the waterbody and the effectiveness of the municipality's land-use controls. A healthy fishery also often translates to greater diversity in the wildlife present in the community. The following are synopses of the status of the fishery potential in the various local waterbodies:

1. High-Value Coldwater Fishery Habitat (per MDIFW)
 - Aroostook River: brook trout, landlocked salmon, Atlantic salmon
 - Prestile Stream: brook trout
 - Presque Isle Stream: brook trout, Atlantic salmon
 - Arnold Brook Lake: brook trout
 - Echo Lake: brook trout
 - Mantle Lake: brook trout
 - Williams Brook: brook trout
 - Arnold Brook: brook trout

- Clark Brook: brook trout
2. Moderate Value Coldwater Fishery Habitat (per MDIFW)
 - All tributaries to the Aroostook River, Presque Isle Stream, and Prestile Stream not listed above.
 3. Low-Moderate Value Coldwater Fishery Habitat (per MDIFW)
 - Glidden Brook: brook trout

Presque Isle Stream and its tributaries serve as valuable wild brook trout breeding and nursery areas, due in part to the colder waters of tree-protected brooks like Kennedy Brook and Arnold Brook. While the headwaters of these brooks are not conducive to strong brook trout fisheries, the brooks themselves provide ample protection for fertilized eggs and immature fish, while providing a continuous supply of cool water to help keep the water temperatures lower in the Presque Isle Stream during the warm summer months. The stream is also considered a high-value coldwater fishery habitat for Atlantic salmon, a species currently in the process of being restored to the region.

Fishing in Mantle Lake, the headwater for Kennedy Brook, and the brook itself are limited to those under age sixteen and those who hold complimentary licenses issued by Inland Fisheries and Wildlife. A 100-foot wide Resource Protection Zone extends outward from the normal high water line on each side of the brook.

Arnold Brook Lake, the headwater for Arnold Brook, although not as well-suited to serve as a strong brook trout fishery, occasionally yields a trophy-size trout and is rated a high-value coldwater fishery habitat. Arnold Brook Lake provides a popular put and take trout fishery and has been recently opened to ice fishing. MDIF&W annually stock brook trout in the lake. The colder water of the brook serves as a wild brook trout hatchery, and both the lake and the brook are protected with a 250' wide Watershed Resource Protection Zone around the shoreline of the lake and on each side of the brook.

Echo Lake has been rated as low in terms of species abundance and diversity. The documented water quality problems of Echo Lake limit its capacity as a strong fishery; however, it is rated as a high-value cold water fishery habitat. MDIF&W annually stocks brook trout in Echo Lake which also proves to be a popular early season fishing location for area residents. A small cold brook entering on the south shore has been observed to contain immature brook trout. Echo Lake, too, is protected by a 100' Resource Protection Zone around its perimeter.

Prestile Stream, a portion of which flows through and along Presque Isle's municipal boundary with Easton, is considered an excellent brook trout fishery and a high-value coldwater fishery habitat. The cooler water of the Prestile and its numerous feeder brooks is maintained through the summer months by shade cover.

While the Aroostook River is recognized as an excellent wild brook trout sport fishery water body and a high-value coldwater fishery habitat for landlocked salmon, a substantial amount of time, effort, and money have been invested in the restoration of the Atlantic salmon. A group

called “Atlantic Salmon for Northern Maine” has been working since 1979 to enlist the support of multiple levels of government and citizens in the United States and Canada for the purpose of restoring a self-sustaining run of Atlantic salmon to the Aroostook River.

The City of Presque Isle has been an active participant in the Atlantic salmon restoration project. In 1995, the new State Street dam in Presque Isle was completed, equipped with a fishway that would allow salmon and trout to move up and downstream with minimal problems. The addition of the fishway to the dam was seen as integral to the success of any future trout or Atlantic salmon activity in the 19 ½-mile-long stream and its feeders. It is judged to have 7 miles of suitable spawning area and 10 ½ miles of suitable nursery area. The Presque Isle Stream was noted as early as 1874 for supporting an abundant run of salmon; the City is hoping for a return to that status within the next 20 years.

Unique Natural Areas

Unique natural areas include any occurrences of endangered, threatened, or rare plants, animals, and natural biological communities as identified by the Natural Areas Division of the Maine Department of Conservation.

The following unique natural areas, including rare plants and natural communities, have been listed:

	Common Name	Scientific Name	State Status*	State Rarity Rank	Global Rarity Rank
Animals	Mystery Vertigo	<i>Vertigo paradoxa</i>	SC	SNR	G3G4Q
	Pygmy Snaketail	<i>Ophiogomphus howei</i>	SC	S2S3	G3
	Wood Turtle	<i>Glyptemys insculpta</i>	SC	S4	G4
	Upland Sandpiper	<i>Bartramia longicauda</i>	T	S3B	G5
Plants	Alpine Milk-vetch	<i>Astragalus alpinus var. brunetianus</i>	SC	S3	G5T3
	Alpine Sweet-broom	<i>Hedysarum alpinum var. americanum</i>	SC	S3	G5T5?
	Capillary Sedge	<i>Carex capillaris</i>	SC	S2	G5
	Dioecious Sedge	<i>Carex sterilis</i>	SC	S3	G4
	Few-flowered Spikerush	<i>Eleocharis quinqueflora</i>	SC	S2	G5
	Fries' Pondweed	<i>Potamogeton friesii</i>	E	S1	G4
	Garber's Sedge	<i>Carex garberi</i>	SC	S2	G5
	Glaucous Rattlesnake Root	<i>Prenanthes racemosa</i>	SC	S3	G5
	Hyssop-leaved Fleabane	<i>Erigeron hyssopifolius</i>	SC	S2	G5
	Longleaf Dropseed	<i>Sporobolus asper</i>	E	S1	G5
	Mistassini Primrose	<i>Primula mistassinica</i>	SC	S3	G5
	New England Violet	<i>Viola novae-angliae</i>	SC	S2	G4Q
	Pale Green Orchis	<i>Platanthera flava var. herbiola</i>	SC	S2	G4T4Q

Natural Communities	Shining Ladies'-tresses	<i>Spiranthes lucida</i>	T	S1	G5
	Soft-leaf Muhly	<i>Muhlenbergia richardsonis</i>	SC	S3	G5
	Wild Ginger	<i>Asarum canadense</i>	T	S1S2	G5
	Wild Leek	<i>Allium tricoccum</i>	SC	S3	G5
	Circumneutral Pond	Circumneutral-alkaline water macrophyte suite		S2	GNR
	Rivershore Outcrop	Bluebell - balsam ragwort shoreline outcrop		S3	G3
	Riverside Seep	Circumneutral riverside seep		S2	G2

- E** Endangered: Rare and in danger of being lost from the state in the foreseeable future, or federally listed as endangered.
- T** Threatened: Rare and, with further decline, could become endangered; or federally listed as Threatened.
- SC** Special Concern: Rare in Maine, based on available information, but not sufficiently rare to be Threatened or Endangered.
- S1** Critically imperiled in Maine because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres).
- S2** Imperiled in Maine because of rarity (6–20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3** Rare in Maine (on the order of 20–100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- G1** Critically imperiled globally because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation.
- G2** Globally imperiled because of rarity (6–20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3** Globally rare (on the order of 20–100 occurrences).
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.

Rare natural features such as threatened or endangered plants are among the most fragile of those resources. The City should work with the Maine Natural Areas Program to develop strategies for improving the inventory of rare features, as well as to devise reasonable and effective protective strategies that will enhance the efforts already taken by the City to secure those resources.

Scenic Resources

The many hills, valleys, water bodies, and open spaces in Presque Isle present numerous opportunities for scenic vistas. Private property owners have long recognized the value of properly placing a new home on a lot to maximize “the view”. A spectacular view becomes marketable when that home is sold. Very little, however, has been done by the City or the State to acquire vantage points that provide the general public with a safe, unobstructed view of the City’s natural resources. The Aroostook River Valley, Quaggy Jo and Green Mountains, the colorful quilt work of different agricultural products growing in adjacent fields, to name several, are resources that should be viewed and appreciated by the residents of the City.

The City, private property owners, the State, and others should begin planning for the development of scenic turnouts, gateway protections, and “below-the-crest” development

standards to ensure that the visual beauty of the natural environment, an integral part of Aroostook County's "*quality of life*", is not lost or forgotten.

PUBLIC FACILITIES AND SERVICES

Overview

Public facilities and services are those functions of government that are considered necessary to provide for the public's health, safety, and general welfare. They range from functions essential to the actual conduct of government, such as city clerk and tax assessor, to those functions that have been developed in response to a demonstrated public need or interest, such as police protection, fire protection, recreation, and community planning.

Presque Isle has an eclectic mix of old and new facilities to house the services it provides. The demolished William V. Haskell Recreation Center (replaced by the Sargent Family Community Center) was constructed as a USO center during WWII; City Hall served as the local hospital from 1921 to 1960; the City's Recycling Center once housed Snark missiles during the height of the "*Cold War*"; and the former Police & Fire Station was constructed in 1912 to house fire apparatus and to serve as the municipal office building. The City acquired many of the buildings on Skyway Industrial Park from the federal government in 1961 as part of a low-cost sale of Presque Isle Air Force Base to the City. The former airbase is now a municipal industrial park.

Inherent in the use of these buildings for their current purposes are both the cost savings realized from buying an existing building rather than constructing a new building and a lack of functionality and operational cost efficiency resulting from the use of that building for a purpose it was never expected or intended to house.

The City's newest facilities are the Sargent Family Community Center, the corporate hangar and the Crash, Fire, Rescue Building, located adjacent to the airport terminal building at Presque Isle International Airport. The two airport structures were added to the City's inventory to meet current and future needs at the regional airport. The Turner Memorial Library has also received significant improvements over the past few years.

Presque Isle anticipates replacing and/or renovating several municipal buildings within the next few years. The Presque Isle City Hall is under review, the Presque Isle International airport terminal building, the General Aviation building, the Forum, and many of the Industrial Park buildings will also need periodic renovations during the life of this municipal plan.

Presque Isle historically has provided a high level of municipal services compared to municipalities of comparable size. When substantial amounts of grant funding assistance and federal revenue sharing were available, the municipal government has aggressively pursued community improvement projects such as Riverside Bicentennial Park, the Bike Walk Way, the Forum, and a variety of outdoor recreation projects, including tennis courts, playground equipment, and ball fields. These projects were seen as valuable assets to not only the residents of the City but as attractions to prospective new families, businesses and industries looking to take advantage of the rural quality of life found in northern Maine.

The scope of recreation programs offered by the City has enriched the lives of citizens with a variety of constructive outlets that have kept juvenile crime within controllable limits.

The ability of the City of Presque Isle to continue to provide its current level of services to the public will be influenced strongly in the next few years by legislative action or lack of action related to property tax relief, by development of an equitable formula for school funding subsidies, and by the removal of unfunded mandates from intergovernmental relationships. Perhaps the most important consideration is the local commitment to continue to provide those services required and desired by our residents. It must weigh carefully its desire to maintain the services it provides against its willingness to adequately fund its public facilities to keep them viable.

Municipal Administration and Services

Municipal Administration

Authority: In 1939, Presque Isle became the first city chartered in Aroostook County by the Maine Legislature. The new governmental structure went into effect on January 1, 1940.

In November of 1993, the first full revision of the City Charter was approved by the voters. The Charter contains six articles, including: the powers of the City; the City Council; elections; administrative officers; financial procedures; and an article that addresses miscellaneous issues, including the transition between the old and new Charters and separability of the various sections of the Charter.

The 1993 Charter revision contained several significant changes from the original Charter:

The City Council increased from 5 to 7 members;

Councilors' terms increased from 3 to 4 years;

Councilors and other elected officials are now subject to recall;

Ordinances passed by the Council are automatically repealed after four years unless reviewed and repassed;

Similarly, citizen action by initiative or referendum may be substantively altered by the Council only after four years; and

The City's budgetary process is altered somewhat to account for change, to provide more structure, to mandate that a budget be passed before the fiscal year begins, and to develop and maintain an emergency reserve account to be used only to meet unanticipated, extraordinary needs.

City Council Form of Government

All powers of the City are vested in the City Council, except as otherwise provided by law or the Charter. The City Council consists of seven members, elected at large by the voters of the City. Councilors serve four-year terms. The chair is elected by a majority vote of all Councilors for a one year term, the Chair presides at Council meetings, represents the City in intergovernmental relationships, appoints with the advice and consent of the Council the members of citizen advisory boards and commissions, and performs other duties specified by the Council.

City Council Appointments

The City Council is required by the Charter to appoint a City Manager, City Clerk, and City Attorney. The Council also must designate any or all administrative officers or boards to be appointed by the Council and those to be appointed by the City Manager, subject to confirmation by the Council.

Administrative Boards and Committees - Appointed

The City Council appoints citizens of the City to the following boards and committees:

Board of Assessment Review

Registrar of Voters

City Finance Committee

Presque Isle Development Fund Trustees

Forum Advisory Committee

Library Board of Trustees

Planning Board

Presque Isle Housing Authority Board

Recreation and Parks Board

Registration Appeals Board

Representatives to Industrial Council Board

Representatives to Northern Maine Development Commission Board

Zoning Board of Appeals

Airport Advisory Committee

Utility District Trustees

Downtown Revitalization Committee

Audit Committee

Municipal Services

Presque Isle International Airport

The Presque Isle International Airport Manager and staff are responsible to ensure that the airport meets all applicable FAA regulations and requirements for the safe and efficient operation of airport facilities. The Airport Manager negotiates contracts and leases, administers federal grant programs and grant assurance programs, compiles data on the airport operations, conducts facility inspections, and interacts with federal and state regulatory agencies.

Under the direction of the Airport Manager, the staff maintains more than 2 1/2 miles of runways, taxiways, ramps, and safety areas. Airfield maintenance programs include crack sealing, line painting, airfield lighting, loaming, seeding, and mowing, winter snow removal, ice scarifying, and sanding. The airport staff also operates and maintains the airport support equipment, such as trucks, plows, and snow blowers, and the Airport Terminal Building, the General Aviation Terminal Building, commercial hangar and the North End Hangar and Office complex.

The Airport staff provides a variety of aircraft services, including fueling, towing, de-icing, and hangering.

In February 2000, the Airport adopted a new “*Master Plan*” and “*Airport Layout Plan*” to guide the airport through the next two decades. Consultants examined all aspects of the airport operation to ensure that the public will be served by safe, economical, and efficient airport services. The document, which has been accepted by the City Council, will serve as the basis for

future Federal Aviation Administration funding participation in airport improvement projects. An update to the plan was completed in 2018.

Planning & Development Department

The functions of the Planning & Development Department and Code Enforcement create a department with complementary functions, responsibilities, and staffing. The department has proven cost-effective and productive while allowing each of the offices to address its specific responsibilities under State law and local ordinances. The Planning & Development Office is responsible for a wide range of activities of interest and importance to the City.

The Code Enforcement Office ensures that the minimum levels of public safety, health, and welfare are maintained, as they are affected by land use and development and by building construction and maintenance. The Code Enforcement office is charged with the legal responsibility for administering the City's Land Use and Development Code; all of the City's adopted building, electrical and construction codes, and the State adopted planning and land use statutes pertaining to code enforcement.

Presque Isle Development Fund

The Planning and Development Department administers the City's Revolving Loan Fund. A board of nine "Trustees" provides oversight and direction of the portfolio. The Presque Isle Development Loan has made approximately 110 commercial loans since its inception in the early 1990s. Those loans, totaling more than \$ 7,686,321, were made to local businesses over the past twelve years and have aided in creating and/or retaining around 1,387 jobs.

Assessor's Office

The function of the Assessor is to accurately and efficiently estimate the market value of taxable properties. The Assessor's appointment is confirmed by the City Council; the Assessor is responsible for meeting the statutory requirements for a legal assessment.

Assessment policies and procedures are guided by Maine Property Tax Law, as prescribed primarily in *Title 36, MR.S.A.* Assessor(s) are selected by the municipality but act as agents of the State in the performance of assessment duties.

Finance Department

Functions of the City Finance Office include:

- Overseeing the receipt, safekeeping, and proper disbursement of public funds
- Monitoring and analyzing funds to ensure that they stay within generally accepted accounting standards
- Providing advice and guidance to the City Council, City Manager, and staff on financial matters
- Overseeing the disposition of tax acquired property
- Preparing schedules for comprehensive annual financial report
- Preparing schedules and coordinating external audit
- Carrying out the policies of the City Council concerning the investment of City funds
- Issuing checks for accounts payable
- Analyzing and keeping updated records of all capital projects and fixed assets per GASB 34 requirements

- Preparing, recording, and maintaining all City Council records and Official Documents, including City Ordinances
- Preparing and supervising all Municipal and General elections, according to Title 21 A, M.R.S.A.
- Supervising issuance of all City licenses, maintaining records of vital statistics, and maintaining records on business recordings.

The General Assistance Program, mandated by State statute and supplemented by City Ordinance, provides assistance in the categories of rent/housing, medical expenses, food, fuel, utilities, burials and "miscellaneous" for individuals and families who qualify under the standards of eligibility.

The Tax Collector is a publicly appointed municipal officer entrusted with the duty of collecting taxes lawfully assessed within the municipality. These include:

- Collection of all taxes imposed by the City, which include: real estate, personal property, supplemental, tax liens, vehicle, and boat excise tax
- Acting as an agent for the State of Maine to collect fees and to issue stickers and plates for the following: motor vehicles, boats, ATV's, snowmobiles, Sales Tax, Transfers, Duplicate Registrations, Diesel Fuel stickers, Special Commodity and Booster permits
- Maintaining real estate mortgage recordings and discharges on tax accounts
- Issuing receipts for Treasurer's receivables and funds
- Responsible for tax lien process and a foreclosure notice
- Issuing "*Tax Club*" booklets.

Presque Isle Fire Department

The Presque Isle Fire Department provides the citizens of Presque Isle with an Insurance Services Office (ISO) rating of (4), which is the best rating in Maine for a comparably sized community. The rating is based on the size of the "available" crew and "call" personnel, as well as the apparatus and equipment used, dispatching and water supply. The high level of service provides very low fire insurance rates for the residents of the City of Presque Isle. Three full-time crews of six firefighters each work shifts of 24 hours on duty/48 hours off.

The Fire Department has four separate areas of responsibility, direct fire suppression/rescue, emergency medical transport, fire safety/prevention education, administrative responsibilities.

The Fire Department's suppression/rescue duties include: fire coverage in Presque Isle and, by agreement, East Chapman; emergency medical services, rescue services at automobile, snow sled, ATV and all other emergency incidents, emergency evacuation; crash/rescue coverage at the Presque Isle International Airport; site command at all hazardous materials incidents; mutual aid assistance to neighboring communities, if requested; and maintenance of apparatus, equipment, at the fire station.

The Department's emergency medical services using four ambulances licensed at the advanced EMT and paramedic level provides treatment and transport of the sick and injured for Presque Isle, provides transfer of patients to other hospitals, home, and doctors' appointments when

ambulance transport is required.

The Department’s fire prevention/safety activities include: public education programs, such as “*Learn Not to Burn;*” woodstove inspection, including instruction on proper maintenance, fire safety inspection; and plan review for all construction projects and fire extinguishing systems. They also participate in a wide variety of community events.

Administrative duties of the Fire Chief include: general administration of full-time and “call” personnel; monitor and coordinate training for the entire department; conduct fire/arson investigations; and assist in the enforcement of local codes and state statutes pertaining to fire safety and prevention.

The Fire Department continues to look for regional approaches for fire and ambulance services, rather than just within the city. The department has a long-standing contract with the Town of Chapman for fire protection and has ambulance agreements with the Towns of Washburn and Wade. The Fire Department also has a variety of mutual aid agreements with the surrounding communities and continually looks for other ways to collaborate to improve service to the greater central Aroostook Area.

Another area to consider for enhancing emergency response is through a regional dispatching center. A regional center could enable a coordinated, improved response to emergencies by mobilizing specific apparatus to certain incidents.

Current Fire Department Apparatus

Engine 2	2001 Pierce-Dash	1500gpm pumper	1000 gallons of water with foam
Engine 6	2016 Pierce	1500gpm pumper	1000 gallons of water with foam
Tanker 1	1984 Thibault	1500gpm pump	3000 gallons of water
Tanker 2	2006 Metal Fab	1250gpm pump	3500 gallons of water
Ladder 1	2006 Pierce-Dash	1500gpm pump	500 gallons of water with foam
Medic 10	2016 Horton	Ambulance	
Medic 12	2008 Horton	Ambulance	
Medic 14	2008 Braun	Ambulance	
Medic 16	2010 PL Custom	Ambulance	
Pickup 3	2003 Chev. 4WD	Used as a brush truck, with 250 gallons of water	
Pickup 4	2010 Ford 4WD	Extended cab, crew transport for airport duty	
CR-1	2012 E-One Titan	Crash/Fire/Rescue vehicle for Airport	

1. Fire suppression and rescue, rescue includes motor vehicle incidents with entrapment requiring vehicle extrication tools (Jaws of Life). Below grade rescues such as trench rescue, confined space rescue, above ground rescue, water rescue, snowmobile rescue, and ATV rescue to name a few.
2. Emergency Medical transport of the sick and injured, the department operates three advanced life support ambulances and responds to all 911 emergency calls for the City of Presque Isle. The department also provides transfer services for patients who need to be transported to another hospital, nursing home, or rehabilitation facilities.

3. Airport Firefighter and rescue, the department maintains 9 firefighters certified in airport firefighting and rescue duties for the Presque Isle International Airport as required under the FAA rules and regulations for a part 139 airport that handles commercial airline services.
4. Code Enforcement duties, the department handles the code enforcement for the City, this includes a review of building plans, issuing permits such as building permits, electrical permits, plumbing permits, enforcing Shoreland zoning ordinances, and issuing a certificate of occupancies after inspections. This office also handles the enforcement side of code as well issuing a notice of stop-work orders, if need be to issue summonses for illegal or unpermitted work without proper permits or for unsafe building practices. As well maintains the sewer system at Echo Lake.
5. Emergency Management, the Fire Chief is assigned the emergency management function of the City this includes building and reviewing the City's all-hazard plan which is the blueprint the City would follow in the event of a large scale incident which could be a man-made incident or natural disasters. The plan covers how we would respond, mitigate, and return the city back to normal (pre-incident).
6. Fire prevention and education, the department provides fire prevention to SAD 1 for children K- 5, we provide home fire safety inspections upon request. Woodstove inspections, however, we only inspect to see that they have been installed to manufactories recommendations. Fire safety programs for the elderly, University, Community College. The department also has certified personal for child safety seat installation and inspection. The department also provides fire extinguisher training to business or any organization in Presque Isle that request them.

Emergency Management Services

The Emergency Management Director, as prescribed in Maine statutes, is charged with the overall administration of the local emergency planning and activation program. The Director is charged with developing and updating a comprehensive plan to mitigate the effects of a disaster. The Director will respond to emergencies by establishing and maintaining an emergency operations center (EOC) which will serve as a piece of central information, communications, and response center, coordinating public and private municipal resources.

Police Department

The Presque Isle Police Department is enabled by local ordinance and State statute; it enforces Presque Isle City Ordinances, laws of the State of Maine, and applicable federal codes. It is staffed by officers who have all completed the course of instruction at the Maine Criminal Justice Academy. Dispatchers for the Department also have completed a specified course of training under the auspices of the Criminal Justice Academy.

The department enjoys a positive working relationship with the Maine State Police, Aroostook County Sheriff's Department, and other local law enforcement agencies. The Presque Isle Police Department covers all criminal and traffic complaints from line to line. Should there be a need for assistance in an emergency situation the Maine State Police or Aroostook County Sheriff's Department will respond.

The Presque Isle Police Department makes available to other local law enforcement agencies the resources of its detention facilities for prisoners awaiting transfer to the

Aroostook County Jail. Without the facility, departments would be forced to take officers and cruisers off patrol for the transfer to Houlton.

Public Works Department

The Presque Isle Public Works Department performs a variety of services and functions for the City. The Department is housed in a 7,200 sq. ft. building located on Skyway Industrial Park. Two thousand square feet of the total space is used for office space, parts storage, toilet facilities, bulk oils and lubricant storage, and lunchroom facilities, leaving only enough space to house less than half of the front line snow removal equipment. This requires extensive warm-up time before the vehicles can be used. It also places severe strain on hydraulic systems, shortening their life span and increasing downtime and maintenance. Space is so limited within the garage that tools and small equipment cannot be stored in the maintenance area.

A former missile was renovated for use as parking, storage, and maintenance facility. Maintenance and storage capacity was expanded to 28,000 sq. ft. This addresses immediate needs as well as those for the foreseeable future. There is another 8,000 sq. ft. of space at the south end of the building which may be used for future expansion.

Also included in the new Public Works Facility is the construction of a 4,000 sq. ft. salt storage building. Salt is now stored outside, since the demolition of the former storage facility, an aircraft hangar remaining from the days of the Presque Isle Air Force Base. Much of the salt pile is affected by moisture, rendering it useless when needed.

The Public Works Department maintains the City's 40 to 50-year-old storm drain system. The system suffers from a common storm drain system problem; no one knows exactly where the pipes are, where they connect, what size pipe is underground in any particular location, or how deep in the ground the pipe is located. The location of an estimated 75% of the drains is known.

The storm drainage serving Main Street is considered to be among the best in the City, in terms of design and condition. It was installed in 1954 and was documented during construction, making it a glaring exception.

There are more than 400 catch basins in the system. The formerly used block type basins are being replaced with precast concrete basins, but only as problems arise with the basin.

It has been recommended that two tasks be undertaken concerning the storm drain system: conduct a city-wide study of the system to learn where and what the system entails, and inspect 100 catch basins a year to ensure that every four years each catch basin in the system is inspected. A GPS/GIS mapping program should be implemented to document the system. Funding and manpower are essential considerations in the budgeting for this activity.

Presque Isle Industrial Council

The Presque Isle Industrial Council, established in 1961 as a quasi-municipal organization with its own charter, is responsible for the development and implementation of economic development programs to attract new business and industry to Presque Isle. The Council also

works with existing businesses and economic development organizations to create new employment opportunities and/or job retention. The Council's primary responsibility is the management and development of Skyway Industrial Park, which includes 400 acres of land and 550,000 square feet of building space. The Industrial Council is governed by a seven-member Board of Directors.

The Industrial Council has directed recent City efforts to implement a viable Intermodal transportation terminal on Skyway Industrial Park and has played a key role in the City's acquisition of the former Aroostook Valley Railroad's assets on the Industrial Park, including rail, signals, rights of way, and other track materials. Each of these activities represents the efforts on the part of the City and the Industrial Council to ensure the availability of affordable rail service not only for the tenants of the park but also for the region.

The recent land use permitting, processed through the Maine Department of Environmental Protection, positions the Industrial Council to respond quickly to the land use and space needs of current or prospective tenants. The recent creation of a Light Industrial Zone (LIZ) at the entrance to the Industrial Park is expected to enhance the property use of the available land resources in the park.

As the Industrial Council attempts to remain competitive within the region as a location for new or relocating business and industries, it must contend with rapidly aging buildings that require extensive, and expensive, renovations before many of them can be used as business locations, and it must do so with limited funding availability. To be an attractive business development site, the Industrial Park needs ready to use or ready to modify buildings that prospective tenants can occupy in a short amount of time.

Skyway Industrial Park, as administered by the Industrial Council, continues to be a valuable asset to the community. Sale of Industrial Park land to private owners tends to negate the long term income potential of the Park. Because the City owns the spaces it leases to its industrial and business tenants, it can negotiate as part of the annual lease fee payments in lieu of taxes. These amounts, as part of or in addition to the actual rental fees, provide revenue to the City without affecting the City's State Valuation.

Development occurring off the park generally results in increases in the county tax and decreases in the amount of State educational subsidy received by Maine School Administrative District No. 1.

Mark and Emily Turner Memorial Library & Cultural Center

The mission of the Mark and Emily Turner Memorial Library is to provide quality materials and services in a comfortable, open environment. We strive to enhance lifelong learning and personal growth while fostering a community connection.

*The Mark & Emily Turner Memorial library was built in 1968 and replaced an existing Carnegie library named *The Presque Isle Free Library*. From 2010 to 2014, the Library renovated and enhanced the building and grounds by installing an elevator, increasing the size by 5,700 square feet, renovating throughout the building, and extensive landscaping.*

In 2016, the Library recorded 6,476 cardholders and a collection of more than 65,000 circulating items. Our workstations were used 26,043 times. Also in 2017, the Library answered 8,853 reference questions and hosted 142 programs. There were 45,602 visits from community members in 2007.

The library is governed by the Presque Isle City Council. The Council appoints a Board of Trustees to ensure that library services meet the needs of our community members. The Trustees also manage the Mark & Emily Turner Memorial Charitable Trust and fund a variety of projects and programs throughout the year that fall outside of the City appropriation for operations. For personnel, operations, and budgeting matters, the library relies on the City Manager. In addition to this, the Maine State Library provides advisement, training, and professional development opportunities and assists the library in meeting the Maine Library Association's Maine Public Library Standards. Progress is reported through annual and monthly reports to the Council and the Library Board of Trustees, brochures, press releases, an annual report to the Maine State Library, and through online social media tools.

In keeping with its Mission, the library provides informational, recreational, and cultural information resources and services to all interested persons in the community and to surrounding towns. In addition to this, statewide inquiries for information that arrive by postal mail, phone, or e-mail are regularly answered. The library participates in reciprocal borrowing practices through interlibrary loan.

The library maintains a website and promotes activities and library-related news through several online social media sites. Among programs promoted are programs each month for children of all ages and adults, art exhibits, meeting room space for community groups, community brochures, access to electronic databases through the Maine State Library, reference and reader's advisory services and genealogical information.

There are two major challenges to supplying excellence in library services to our community. Satisfying the growing demand for digitized resources and online content is increasingly difficult. Patrons want rapidly delivered information in the format of their choice. Traditional information services remain in high demand while digitized content rises as well. Meeting the needs of our diverse patron community at the right time with the right format with limited resources remains a challenge.

Often the perception of libraries is that we are a repository of books and that our value and role in the community is to support a community of readers. While readers advisory and a collection of reading material remain a significant focus, the role of libraries has expanded to include implementing sophisticated technology, fostering economic development with small business resources, a critical member of downtowns, a clearinghouse for information, a gathering space, and a cultural center. Communicating our value begins with clearly established strategic objectives and changing misguided perceptions is a challenge facing librarians today. With our accessibility and space issues in our physical location behind us through generous efforts of donors, City Council, and Library Board of Trustees, the focus on our future is maintaining our relevancy.

The perception of many is that in a world of online resources and search engines, the library is

somehow less vital, less necessary, and underutilized. While it is true that interactive games, mobile phone apps, creative do-it-yourself (DIY) spaces, and virtual environments are distinct trends in demand for services, the library is asked to provide online and virtual space as a participant and leader rather than being left behind. We need to embrace the virtual and mobile trends, be prepared to meet new demands for physical space, virtual space, and diversified services.

Creating a library district or system comprised of area libraries whereby several libraries are connected and share collections, staffers, and patrons hold great promise for sustainability. Benefits are experienced by patrons with greater access to library services and one library card is used in all member libraries. Within the system or district, libraries maintain their local identity and unique collections while sharing costs, enhancing their services, and providing broader library coverage. Towns and cities within a particular region share a library director, submit one budget to a governing authority, collaborate in all goals and objectives, merge marketing and promotion efforts, and determine hours and services collectively.

Greater resource sharing, community collaborative efforts, and enhanced promotion and marketing efforts and updated goals and objectives will help the Mark & Emily Turner Memorial Library achieve its Mission and better define its role as a complex and vital organization. Providing the most up to date, efficient, and relevant informational, recreational and cultural services are the key to sustainability and success. Knowing what our patrons want and need requires continuous assessment and feedback from our users; effectively meeting the challenges posed by this information will define the library as an institution and as an expression of community values and interests.

Recreation and Parks Department

The Recreation Department conducts a variety of affordable programs for the total population, including: passive activities, team sports, health-related activities, and social events. The department strives to provide a positive experience that will contribute to each citizen's sense of worth, growth, and development, both physically and mentally. A full overview is located in the recreation section.

Resource Management

The City's Resources Management Department encompasses the management of human resources, general assistance administration, payroll, risk management, safety, and wellness.

The Director is responsible for all department operations, including all phases of human resource management, such as recruitment, selection, promotion, counseling, discipline, discharges, wages, benefits, labor contract administration, and employee safety and wellness. The human resources director is the safety officer. Safety training and records are tracked for the purpose of the Bureau of Labor Standards and loss control purposes for the insurance carrier.

Quasi-Municipal Services

Presque Isle Utilities District

The Presque Isle Utilities District was formed in 2013 with a merger of the Presque Isle Sewer

District and the Presque Isle Water District. Both entities existed separately for decades and were re-organized under special Maine law reserved for districts that created operational and regulatory advantages. The District now consists of 2 divisions, water, and sewer. The District is a quasi-municipal, (similar to a municipality) not-for-profit corporation. It is governed by a 7 member Board of Trustees who are appointed to 3-year terms by the Presque Isle City Council.

The water division is regulated financially by the Maine Public Utilities Commission and is subject to laws, rules, and regulations of the Maine Department of Human Services and the Maine Drinking Water Program. The sewer division is regulated at the local level through the Trustees following the guidelines set forth in a municipal sewer ordinance. The sewer treatment process and discharge permits are regulated by the Maine Department of Environmental Protection.

The District generally has 16 employee positions. The main office at 541 Main Street in Presque Isle has a staff of 2 full-time customer account managers and 1 part-time office accountant and payroll clerk. The offices for the District Superintendent and an Assistant Superintendent are also located there. The water treatment facility is located on Reach Road and employs 2 full-time persons. The water distribution system maintenance facility is located on the Chapman Road where 4 persons are dedicated to water distribution concerns which consist of main repairs, service repairs, meter repairs and replacement, meter reading, meter testing, leak detection and pipe locating, backflow device inspection, and fire hydrant and water storage maintenance. The wastewater treatment facility is located on Dyer Street in Presque Isle and treats up to 12 million gallons per day of stormwater and wastewater. There are 5 persons dedicated to that process. Recently, several individuals are being trained in both water and wastewater treatment technology. The District believes that cross-training can lead to future efficiencies as automation and information technology continues to advance.

The mission of the Utilities District is to provide the citizens of Presque Isle with safe, reliable water for domestic, industrial and commercial use. The District also is responsible for an adequate flow volume for an adequate length of time for fighting fires through the use of fire hydrants and internal building sprinkler systems. The service area of the District is the entire City of Presque Isle.

Water Source

In 1996, the Water District began a search for a groundwater source to replace the surface water source as the only supply. The search for several likely sites was not successful. In 2002, the District explored property along the Aroostook River and was able to identify a promising site for groundwater supply. In 2004, two 24-inch production wells were built and testing was begun for quality and quantity. The wells were both rated for in excess of 1000 gallons per minute and the quality was found to be acceptable. The Trustees then decided to develop the site as a source for the City's municipal water supply.

In 2004, a single water main was laid across the Aroostook River to connect the City's new groundwater supply to the water distribution network as work began on the pumping and treatment facility. In March of 2005, the Water District started pumping from the new wells and by the end of that year, the Reach Road wells became the primary source of water for Presque

Isle. The aging surface water treatment plant was closed and used for cold storage. It is scheduled for demolition in 2019.

In 1990, the Presque Isle City Council adopted a watershed protection zone along the Presque Isle Stream. The purpose was to employ practices and activity restrictions that would improve the quality of water in the Presque Isle Stream. At the same time, the voters of Mapleton and Chapman approved the same protection zone to complement the one enacted by Presque Isle. The entire zone includes approximately 1,800 acres of which about 460 acres is owned by the City of Presque Isle or the Presque Isle Utilities District. The area consists mostly of forest and wetlands and a few single-family dwellings. There is minimal farming practice and no significant industrial or commercial use. The protection zone serves to improve the quality of water in the Aroostook River which still benefits customers of the District.

Water Treatment Process

The District has built its water treatment facility on the Reach Road adjacent to the 2 production wells. In the 13 years since the site was developed, some upgrading to the process became necessary to reach the level of treatment required under federal surface water treatment rules. The original building was expanded and is now a 120X40 brick structure with many security features. The equipment used for the treatment process is valued at approximately \$5,000,000.00. Water from the wells on the Reach Road is treated to meet or exceed all current standards set by the Safe Drinking Water Act. Primary treatment is achieved with powerful ultraviolet (UV) light reactors. The District operates a total of six reactors and has ample redundancy. The water is also disinfected with Ozone produced on site. Ozone is a reliable disinfectant of drinking water used for many decades.

Finally, a small dose of liquid sodium hypochlorite (chlorine bleach) must be added to maintain some disinfection protection to the distant ends of the distribution system. Fluoride is added for dental health effects as voted by the citizens of Presque Isle, and a phosphate compound is added to reduce corrosion in household plumbing and water mains. The District supplies, on average, about 800,000 gallons per day for system demand. The treatment plant is capable of treating a sustained flow of up to 2 million gallons per day.

Water Distribution System

The District water distribution system contains approximately 50 miles of water mains from 2 inches up to 16 inches in diameter. There are 2,500 active water service mains to properties. There are 3 active water storage tanks that can hold up to 2.8 million gallons, about a 3 day supply. According to recent inventory reports, about 36 percent of the water mains are unlined cast iron pipe from 6 inches to 16-inches diameter. Internal corrosion of unlined pipe causes reduced flow capacity, sometimes as great as 50 percent less than a new pipe of the same size. Because of this, in some instances, fire flow capacity is below what is considered optimal in certain areas of the city. Most of the cast iron pipe is more than 60 years old and will be aggressively replaced over the next decade. This work will improve fire protection capability and improve water quality by eliminating dead-end streets. The effort is always made to co-ordinate water main replacement projects with other utilities and local and state highway departments.

The Future: Ten Year Asset Management Plans

The District operates within the guidelines of an active Ten Year Asset Management Plan. This plan is ever-evolving but is firmly focused on infrastructure replacement as the path to the sustainability of services into the future. It takes into account current asset conditions, frequencies of service outages, project timing, and local cooperative opportunities, as well as the realities of financing as they relate to the cost of service to customers. The Trustees are updated monthly as to the progress of infrastructure projects and are aware of the need to maintain the comprehensive asset management plan.

Wastewater Division

The mission of the wastewater division is to “provide a collection and treatment system of public sewage for the comfort, health, and safety of the residents of the District.”

This mission is accomplished with two distinct groups of assets. (1.) The wastewater collection system. (2.) The wastewater treatment facility.

Collection System

The Presque Isle Utilities District wastewater collection system consists of approximately 51 miles of sewer mains and 3 pumping stations. The sewer mains consist largely of aging vitrified clay (VC) pipe, a small percentage of asbestos cement (AC) and cast iron (CI) pipe, and 30-40 percent modern SDR rated plastic pipe. It is estimated that 50% of the sewer collection system is VC and is in need of replacement or rehabilitation. Because of a chronic amount of inflow and infiltration (I &I) built into the system over many decades, the District has entered into a consent agreement with the Maine Department of Environmental Protection to immediately begin work to reduce the amount of Infiltration and inflow into the sewer collection system. Infiltration is described as relatively clean water which finds its way into the sewer collection system through deteriorating underground pipes and manholes. Inflow is described as relatively clean water which is introduced into the system by human effort, generally by the connection of floor drains, sump pumps, and roof drains. The total volume of infiltration and inflow often far exceeds the amount of regular wastewater which should normally be collected. As a result, the capacity of the wastewater treatment plant is often exceeded.

Wastewater Treatment System

The current treatment facility is located on Dyer Street and was last upgraded in the early 1980s. Its licensed capacity is 5.4 million gallons per day. It provides a high degree of treatment and produces effluent to the Aroostook River which meets or exceeds all regulatory requirements. The plant uses a large oxidation ditch with infused aeration. Two secondary clarifiers complete the process before disinfection and transport. Due to obsolescence, the plant has little automation and requires hands-on attention to many of the mechanisms. Residual sludge produced in the treatment process is injected into District-owned agricultural land as a nutrient and produces cover crops for animal feed.

After all efforts have been made to reduce I&I, it is estimated that the Dyer Street plant capacity will still need to double capacity to ten million gallons per day. This effort is mandatory in order to prevent any future bypass of treatment due to high flows. Preliminary estimates are that a capacity upgrade of this magnitude could cost up to fifteen million dollars.

The Future: Ten Year Asset Management Plans

The District operates within the guidelines of an active Ten Year Asset Management Plan. This

plan is ever-evolving but is firmly focused on infrastructure replacement as the path to the sustainability of services into the future. It takes into account current asset conditions, frequencies of service outages, project timing, and local cooperative opportunities, as well as the realities of financing as they relate to the cost of service to customers. The Trustees are updated monthly as to the progress of infrastructure projects and are aware of the need to maintain the comprehensive asset management plan.

Maine School Administrative District No. 1

On July 18, 1958, the City of Presque Isle and the Town of Westfield were designated as Maine School Administrative District No. 1, the first school administrative district established in Maine under Public Law 211. In 1961, Mapleton, Chapman, and Castle Hill were added to MSAD # 1, making it the largest school district in the state.

The addition of Mapleton, Chapman, and Castle Hill was the culmination of fourteen years of educational turmoil for the three towns, which in 1947 had joined to form the first Community School District in Maine and in October of 1958 had joined Washburn, Perham, and Wade to form Maine School Administrative District No. 2. MSAD No. 2 dissolved in 1960 when no agreement could be reached among the member towns for a location for a new high school.

The new school administrative district soon began an extensive building expansion/construction program. One day after designation, MSAD No. 1 began work on an expansion of Presque Isle High School, which had originally opened in 1949; another expansion followed in 1968. In 1960, the Eva Hoyt Zippel Elementary School opened, adjacent to the high school. Skyway Middle School, originally a junior high school, was constructed in 1963 on land abutting the newly created Skyway Industrial Park. In 2005, the Skyway Middle School was expanded after a major addition was added and its student population was combined with the former Cunningham Middle School. It reopened in 2005, as the Presque Isle Middle School. In 1966, Pine Street Elementary School was expanded, and in 1976, a new elementary school was constructed in Mapleton.

MSAD No. 1 is led by a 17-member Board of Directors, with proportional representation on the Board from each of the member communities. Day-to-day administration is provided by a superintendent, business manager, curriculum director, special education director, and five school principals.

Enrollment in MSAD No. 1 peaked at 4,040 students in 1972. Declining enrollment since that time has been and continues to be a source of concern for the District. Under the State of Maine Educational Subsidy formula, the District is reimbursed approximately \$6,966.00 for each student enrolled. As the number of students declines, the amount of funding available for educational programming declines. The decline, although continuing and still significant, has moderated somewhat.

The quality of educational programming has been and is the primary concern of the District.

The quality of educational programming has been a primary concern of the District. Recent evaluations of the system produced the following comments:

Presque Isle High School was named as a “*National School of Excellence*” by the U.S. Department of Education in 1991;

Presque Isle High School was named “*One of the Best Schools in the Nation*” by Redbook Magazine in 1992;

MSAD No. 1 was recognized as “*A School System Exceeding the Expectations of Similar Systems*” by the Maine Department of Education, 1992; and

Former Maine Commissioner of Education, Leo Martin, stated, “*Indicators of educational success continue to show MSAD No. 1 as an outstanding educational institution*”

Fiscal Capacity and Capital Investment Plan

Presque Isle's Vision

State Planning Office Goal:

To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Local Goal:

The City's mission was approved by the City Council on August 4, 2003. It states, in part, that it shall be the mission of the City of Presque Isle to maintain it's regional economic, educational, transportation, medical and cultural significance, and to provide a wide range of municipal services. The City is committed to making financial commitments and investments in its public infrastructure to ensure that the City's mission is met.

Introduction

The demands from citizens for an efficient system of public facilities and services continue to grow each year. Not only is this demand from Presque Isle citizens but from non-residents as the City is a Service Center Community. As such, more people work in Presque Isle each day than live and pay taxes to the community. They depend on the various City municipal departments for services. For example, residents and non-residents alike depend on the public works department to ensure that roadways are clear of snow and ice as they travel to, from and through the community.

Over the years the City has maintained a strong economic position. Its finances are audited annually in compliance with applicable State laws. It has not had any significant findings in its audit reports. The City continues to receive the Certificate of Achievement for Excellence in Financial Reporting for its Comprehensive Annual Financial Report (CAFR). The certificate is awarded and presented for excellence in financial reporting by the Government Finance Officers Association of the United States and Canada to government units whose financial reports achieve the highest standards in government accounting and financial reporting.

The City Council has approved appropriate financial policies that include:

- Asset Capitalization Policy
- Disbursement Policy
- Financial Procedures Policy
- Five Year Departmental Fee Schedules
- Investment Policy
- Procurement and Disposal Policy
- Tax Acquired Policy
- Tax Increment Financing District Policy

The City Council reviews and updates these policies on a periodic basis.

As the City looks into the future to meet its mission, it must not only consider what services and investments in its infrastructure to make but how it will finance these financial commitments. This section will describe how this has been effectively accomplished in the past, and how it will continue to do so into the future.

Analysis and Key Issues and Conditions and Trends

The table of the Municipal Revenues and Expenses for the Past Five Years shows that the City’s revenues have increased \$936,588.00, or 23.3%, from 2014-2018. The trend analysis shows a steady increase in each of the last five years. There are seven specific revenues that account for approximately 80% of the total revenues. These seven revenues include airport fuels for resale, excise taxes, Industrial Council revenues for building rentals, the Forum, Community Center, EMS Services and revenue sharing. The same table shows expenses have increased by \$2,441,488, or 23.6% for the same period.

In analyzing the trend based on the second table of the Property Tax Distribution for the Past Five Fiscal Years it shows an overall stable tax rate. The tax rate has increased from 25.42 mills in 2014 to 25.82 in 2018 or 1.5% increase. The increase from 2014 – 2018 is well below the cost of living increases. The City’s net budget amount has increased from \$7,229,080 in 2014 to \$8,112,864 in 2018 or 12.23%.

In general, tax revenues from new development are sufficient to offset the cost of needed additional services and capital investments. The City continues to grow at a modest and steady rate based on its municipal valuation. Its local assessment, when compared to state valuation, has slipped somewhat in the past two years. The assessed valuation for the past five years is:

<u>Fiscal Year</u>	<u>Assessed Valuation</u>	<u>Valuation Increase</u>	<u>Percentage Increase</u>	<u>State Valuation</u>
2014	\$510,580,380	\$1,848,530	.36%	\$565,700,000
2015	513,656,080	3,075,700	.60	565,050,000
2016	530,574,000	16,917,920	3.2	553,200,000
2017	527,046,200	-3,527,800	-.67	561,800,000
2018	521,896,200	-5,150,000	-.99	560,600,000

The City’s share of the overall tax rate has increased from 51.70% of the total in 2014 to 53.80% of the total. Simultaneously, the City’s undesignated fund balance has increased from \$1,498,532 in 2014 to \$2,528,542 in 2018, or 69.0%.

The analysis of the revenues and related finances indicates that tax revenues are sufficient for this period. The trends indicated that revenues will also be sufficient to fund the cost of needed services and capital investments in the immediate future.

As previously shown on the Valuation table, the City’s tax base is growing at a modest rate.

The City's Tax Increment Finance Districts do not have a major impact on taxes, given the modest amount of valuation in the TIF programs. However, the City has a great deal of tax-exempt properties in the community that impacts the tax rate.

The City has a large number of tax-exempt properties that impact its local property taxes. Approximately 36% of the City's overall valuation is tax-exempt properties, consisting of land and buildings. The City still provides municipal services to these properties which create a shifting of taxes onto all other taxable properties.

The significant tax-exempt properties include the University of Maine at Presque Isle, A R Gould Northern Light, and Northern Maine Community College. Though tax-exempt, each entity is a major employer in not only the community but for the region.

Capital investments and budgeting priorities in other sections of the comprehensive plan are funded from a combination of local property tax dollars, short- or long-term borrowing, lease/purchase programs, statewide voter-approved bonds, grants, and federally earmarked funds. The City does not have an impact fee ordinance.

The City's Charter (Section 5.70) requires that it have a five (5) year capital program which must be updated annually. The City Council determined that this includes items \$5,000 or more. The Charter requires that certain information be included in the capital programs as follows:

- A clear general summary of its contents
- List of capital improvements and other capital expenditures that are proposed for the next five years
- Cost estimate and recommended time schedule for each improvement or capital expenditure
- Source of financing
- The estimated annual cost of operating and maintaining the facilities to be constructed or acquired
- The estimated cost of failing to make the capital expenditure

As a result of the City Charter, this information is contained in the Capital Budget portion of the annual budget process. Each expenditure is detailed and reported by various departments or other major categories.

The City has sufficient borrowing capacity to pay for capital investments if it needs to borrow money. The City's Charter allows that the City Council can incur debt. 30-A M.R.S.A. § 5702 allows total municipal debt not to exceed 7.5% of its last full state valuation.

County and school administrative unit assessments do not have a large impact on the municipal capital investments. Each of these other government units has historically operated in a prudently fiscal manner, thus allowing for a stabilized tax assessment. This is supported by the data contained in the Property Tax Distribution Table earlier mentioned.

Policies

The City has several written policies that address state goals to finance existing and future facilities and services in a cost-effective manner. The City council has adopted the following

written policies that provide for this that include: Asset Capitalization policy, Financial Procedures policy, Five Year Department Fee Policy, Investment Policy, Procurement, and Disposal Policy, Tax Acquired policy, Tax Increment Financing District Policy. Also, the Charter requires a five-year capital program.

Though the City does not have a written policy of exploring grants available to assist in the funding of capital investments within the City its past practice has been to do just that. The City Council and staff are always on the lookout for outside funds. Some examples include using:

- Homeland Security Grant funds for fire apparatus and police equipment
- Maine Forestry Grants for firefighting equipment
- Federal Aviation Administration discretionary grant funds for rehabilitation of the Airport's runway and taxiways
- The use of federally earmarked funds for the construction of an intermodal railroad facility and the renovation of a former missile hanger for a public works garage
- The use of State of Maine bond proceeds for the construction of a corporate airplane hangar at the Airport
- Energy Efficiency Maine grant for the installation of energy-efficient lights
- Federal Highway Administration grants for additional police patrols for enforcement of operating under the influence and seatbelt enforcement laws

Strategies

The City's strategy on implementing its capital improvement program rests with its annual budget process and written policies. The City's CIP program is reviewed and updated annually, as required by the City's Charter. From there, staff administers the program based on various financial spending policies adopted by the City Council.

The City will continue to explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies. In addition to the joint use and financing of the landfill previously mentioned, the City participates in joint purchasing of fuels with School Administrative District #1 and other area educational entities, joint purchasing of road salt with communities in Aroostook County through the Northern Maine Development Commission, the swap of roadway maintenance and snow plowing with the Maine Department of Transportation and neighboring communities based on roadway locations and providing fire services to a portion of the town of Chapman located closer to our fire station than their station.

Capital Investment Plan

The City's Five-Year Capital Plan as required by the City's Charter and approved annually by the City Council's as part of its budget process can be incorporated in the comprehensive plan by reference. It identifies and summarizes anticipated capital investment needs within the community for a five-year period, identifies the estimated costs, establishes funding priorities, identifies funding sources and describes the cost of failure to make the purchase.

Municipal revenues and expenses for last 5 years (actual)

Department	2014	2015	2016	2017	2018
Assessing	62,041	136,163	125,941	133,013	139,521
Planning & Development	59,716	61,064	63,512	65,649	145,032
Finance	314,929	267,263	287,803	316,200	317,693
Fire Department	888,250	901,161	908,812	1,200,467	1,181,252
General Government	268,087	292,673	275,136	291,589	281,168
Library	319,720	341,878	359,030	368,574	364,563
Police	1,211,318	1,223,408	1,255,226	1,286,249	1,204,114
Public Works	1,673,844	1,618,841	1,551,102	1,593,313	1,734,148
Rec & Parks	780,257	707,300	765,577	849,438	973,284
Resources	146,629	126,906	87,718	71,680	68,917
Solid Waste	315,312	326,835	299,861	268,819	141,411
PI Industrial Council	342,709	347,500	353,740	363,079	380,695
Benefits	1,856,223	1,799,597	1,848,535	1,899,487	1,973,798
Public Safety Bldg	153,604	100,626	156,404	222,217	320,055
Insurances	109,298	123,159	128,383	135,257	142,206
Utilities	559,755	574,191	605,975	599,432	609,815
Debt Service	351,918	334,631	843,194	809,813	911,443

Echo Lake	3,000	4,500	5,064	5,025	5,089
Unclassifieds	188,477	135,352	140,266	131,457	336,064
Outside Requests	41,600	41,125	60,825	59,000	56,500
Information Technology	48,548	47,462	55,234	55,628	66,325
City Clerk	52,072	53,029	59,830	54,403	59,142
General Assistance	142,869	81,557	29,512	23,161	25,802
Capital Reserves	417,310	1,055,327	1,281,028	1,060,723	1,310,938

Total Expenses 10,307,486 10,701,547 11,547,707 11,863,673 12,748,974

Total Revenues 4,009,621 4,283,495 3,893,609 4,895,105 4,946,209

Difference 6,297,865 6,418,052 7,654,098 6,968,568 7,802,765

* Reserves are shown on what is actually expended from balances carried forward each year for the reserve accounts

City of Presque Isle, Maine Property Tax Distribution, Last Five Years

Fiscal Year	Mill Rate	Net Budget Amount			Total	Percent of Budget			Share of Mill Rate			Year End Fund Bal.
		City	SAD	County		City	SAD	County	City	SAD	County	
2014	25.42	7,229,080	6,150,296	603,602	13,982,978	51.70%	43.98%	4.32%	13.14	11.18	1.10	1,498,532
2015	25.46	7,188,794	6,152,769	619,294	13,960,857	51.49%	44.07%	4.44%	13.11	11.22	1.13	1,557,154
2016	25.68	7,891,305	6,240,553	645,031	14,776,889	53.40%	42.23%	4.37%	13.71	10.85	1.12	8,161,852
2017	25.60	8,016,781	6,210,945	665,733	14,893,459	53.83%	41.70%	4.47%	13.78	10.68	1.14	9,352,056
2018	25.82	8,112,864	6,236,018	730,680	15,079,562	53.80%	41.35%	4.85%	13.89	10.68	1.25	2,528,542
5 Year Budget												
Increase		883,784	85,722	127,078					-0.75	0.50	-0.15	

5 Year

Percent
of

Increase	12.23%	1.39%	21.05%
----------	--------	-------	--------

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
	Forum Improvement												
	Program	\$162,117	GF	\$120,000	GF	\$110,000	GF	\$112,000	GF	\$90,000	GF	\$125,000	GF
	Mantle Lake Improvements	\$7,662	GF	\$64,000	GF	\$55,000	GF	\$30,000	GF	\$40,000	GF	\$20,000	GF
	General Park Improvements	\$0	GF	\$35,000	GF	\$40,000	GF	\$20,000	GF	\$30,000	GF	\$20,000	GF
	Bike Path Paving Program	\$29,720	GF	\$12,000	GF	\$12,000	GF	\$14,000	GF	\$13,000	GF	\$10,000	GF
	<i>Poss of Grants or Local Funding</i>												
	Recreation & Parks Total	\$199,499	GF	\$269,000	GF	\$257,000	GF	\$216,000	GF	\$201,000	GF	\$190,000	GF
	Public Services Department												
	Public Works Division												
	Pavement Maintenance			\$193,064	URIP	\$193,064	URIP	\$193,064	URIP	\$193,064	URIP	\$193,064	URIP
				\$273,092	GF	\$361,058	GF	\$206,383	GF	\$240,445		\$188,692	GF
	Equipment Replacement			\$440,050	GF	\$290,000	GF	\$270,000	GF	\$290,000		\$270,000	GF
	Program												
	Watershed Dam Mtc.	\$25,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF
	Underground storm drainage	\$25,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF
	Spruce Street Connection		GF	\$0	GF	\$0	GF	\$0	GF	\$0	GF	\$0	GF

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
GF	General Fund	<u>\$1,239,244</u>	GF	<u>\$1,924,592</u>	GF	<u>\$1,825,308</u>	GF	<u>\$1,588,633</u>	GF	<u>\$1,610,995</u>	-	<u>\$1,101,192</u>	GF
		<u>\$1,677,182</u>	-	<u>\$8,380,656</u>	-	<u>\$3,414,557</u>	-	<u>\$2,556,697</u>	-	<u>\$1,829,059</u>	-	<u>\$1,319,256</u>	-
	Adjustments												
GF	City Operating Budget		GF	\$1,924,592	GF	\$1,825,308	GF	\$1,588,633	GF	\$1,610,995		\$1,101,192	GF

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 13

SUBJECT

NEW BUSINESS: Transfer Funds to the Presque Isle Downtown Revitalization Committee Reserve

INFORMATION

1) Memo from Brad Turner, dated January 16, 2020

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to transfer \$6,500.00 be transferred to the Presque Isle Downtown Revitalization Committee special reserve.



City of Presque Isle, Maine

Finance Department

From the desk of:

Bradley Turner

Email: bturner@presqueisleme.us

MEMORANDUM

TO:	Honorable City Council
FROM:	Bradley Turner, Finance Director
DATE:	January 16, 2020
RE:	Presque Isle Downtown Revitalization Committee (PIDRC)

At the last meeting the PIDRC voted to propose the transfer of funds from their operating budget to the PIDRC Special Reserve account for the following:

Update gateway signs into the City:	\$5,000.00
New light pole banners for the Bicentennial:	<u>\$1,500.00</u>

TOTAL: \$6,500.00

Staff recommends that \$6,500.00 be transferred to the PIDRC special reserve account for the future purchases listed above.

BE IT RESOLVED BY COUNCILOR _____ and seconded by Councilor _____ to approve the transfer of \$6,500.00 from the PIDRC operating account to the PIDRC special reserve account.

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 14

SUBJECT

NEW BUSINESS: Sister City

INFORMATION

- 1) Memo from Kevin Freeman, Martin Puckett and Galen Weibley, dated January 29, 2020
-
-

REQUESTED ACTION

Discussion only.

The Office of the City Manager
Martin Puckett
 Email: mpuckett@presqueisleme.us

MEMORANDUM

TO:	Honorable City Council
FROM:	Kevin Freeman, Galen Weibley & Martin Puckett
DATE:	January 29, 2020
RE:	Sister City Proposal

The international sister cities program dates back to 1956 and the Eisenhower administration. Recognizing the damage done to diplomacy during WW II, Eisenhower established the program as a civilian vehicle for repairing and promoting international relations. Sister Cities International is an organization that has been around since 1956. Belonging to this group is not mandatory however their "Measures that Matter" report shows the economic impact: Sister Cities models have contributed \$525 million to the U.S. economy annually.

One of Sister City International's conclusions is that "the study demonstrates, the value of strong sister city programs is not just to serve as an engine for diplomacy and peace building, but also economic development and investment. Because of the deep and enduring relationships built due to sister city partnerships, it is safe to assume that trade and business do not only happen in NYC or LA, but also in Hot Springs, Arkansas and Sausalito, California."

In the State of Maine there are some communities that have international ties:

Jurisdiction	Sister State, Region, or City	Country	Since
Bangor	Carasque	 El Salvador	
	Saint John, New Brunswick	 Canada	
Bath	Tsugaru, Aomori Prefecture	 Japan	1993 ^[27]
Farmington	Lac-Mégantic, Quebec	 Canada	1991 ^[28]
Old Orchard Beach	Mimizan, Landes	 France	1989 ^[9]
Portland	Arkhangelsk, Arkhangelsk Oblast	 Russia	1987 ^[29]
	Cap-Haïtien, Nord Department	 Haiti	
	Mytilene, North Aegean	 Greece	
	Shinagawa, Tokyo	 Japan	1984 ^[30]
Topsfield	Toppesfield, Essex	 England, UK	

In the past, the topic of doing a comparison with other communities has been discussed and there may be an opportunity to have a sister city and do some benchmarking. It may grow into an international program as well. Through Kevin's contacts, it is possible to use Epping New Hampshire. It seems there are many comparisons between the two municipalities. I have used their 2018 data that is available on their website.

Comparisons between Epping NH and Presque Isle ME

2018	Presque Isle	Epping
Municipal Expenses (Gross)	\$ 12,341,000	\$ 11,641,941
County	\$ 730,680	\$ 814,911
Education	\$ 6,236,019	\$ 14,093,635
Revenues	\$ 5,149,547	\$ 7,656,098
Tax Rate	\$ 25.82	\$ 25.94
Population	9078	6980

- Comparable size community
- Both service center communities
- Similar municipal expenses & tax rates
- Relationships in both city governments already in place (Robert Jordan, Town Selectman Epping & Kevin Freeman, City Council Presque Isle)
- Mutual challenges: out migration, zoning, maintaining a steady tax rate
- Parallel departments: police, fire, rec departments & library

It is the hope that we can begin a Sister City arrangement to compare the operational costs of both communities to include departments, county & education. We can also do some benchmarking to examine per capita costs like ambulance, public works, etc. and examine differences.

If adopted, the Sister City designation between Epping and Presque Isle would cross state lines and offer an interesting comparison between the way two different states are managed, even when they share a common border and have similar weather and even 4 seasons.

PRESQUE ISLE CITY COUNCIL MEETING

For:

February 5, 2020

AGENDA ITEM # 15

SUBJECT

NEW BUSINESS: Approve Overspent Budgets

INFORMATION

1) Memo from Brad Turner, dated January 28, 2020

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to that the City authorize the following departmental over-spending for 2019:

Fire Department - \$3,557.00

Solid Waste Department - \$13,413.00



City of Presque Isle, Maine

Finance Department
From the desk of:
Bradley Turner
Email: bturner@presqueisleme.us

MEMORANDUM

TO:	City Council
FROM:	Bradley Turner, Finance Director <i>BT</i>
DATE:	January 28, 2020
RE:	Request for Approval of 2019 Over-Spent Budgets

At year-end if any of the departmental budgets as approved by City Council are overspent, the City Council must take action on these amounts. Based upon preliminary numbers for the year 2019, two departments have over-spent their budgets:

- **Fire Dept -- \$3557;** Increase in supplies/small equipment and overtime. This was due to the expansion of the EMS services into additional areas that were unforeseen during the budget process.
- **Solid Waste -- \$13,413;** This was due to how the revenue and expenses flow through the department. The revenue was over budget by \$31k and our expenses to AWS are based on permit fee revenue, so the AWS fees were higher than budgeted.

Based upon preliminary results of operations (Attachment A):

- Expenses were \$340,139 below budget,
- Revenues were \$277,469 above budget, for a net of
- **\$617,608 below budget for the City Budget.**

Property Tax Revenue was \$93,385 below budget due to an adjustment to Deferred Revenue, **Overlay** was \$58,907 below budget and **BETE Reimbursement** was \$3216 below budget resulting in an overall **net of (\$580,403) that can be transferred into Surplus.** Preliminary 2019 Surplus Analysis is Attachment B.

These numbers are preliminary and unaudited; there may be additional adjustments but they should be minor.

Based upon the City's overall performance in 2019, it is my recommendation that the City Council approve those amounts that were over-spent by the individual departments.

BE IT RESOLVED BY COUNCILOR _____ and seconded by Councilor _____ that the City authorize the following departmental over-spending for 2019.

Fire Dept - \$3,557
Solid Waste - \$13,413

**CITY OF PRESQUE ISLE
GENERAL FUND BUDGET SUMMARY FOR 2019**

	Budget	Actual	Over/Under Budget
001 ASSESSING	\$ 163,633	\$ 163,588	(45)
002 PLANNING & DEVELOPMENT	116,153	114,154	(1,999)
003 FINANCE DEPARTMENT	353,345	349,917	(3,428)
004 FIRE DEPARTMENT	1,276,782	1,280,339	3,557
006 GENERAL GOVERNMENT	303,943	297,001	(6,942)
007 LIBRARY	378,711	376,158	(2,553)
008 POLICE DEPARTMENT	1,204,095	1,067,671	(136,424)
009 PUBLIC WORKS	1,898,680	1,880,592	(18,088)
010 RECREATION & PARKS	1,006,393	995,139	(11,254)
011 RESOURCE MANAGEMENT	78,101	70,580	(7,521)
012 SOLID WASTE	460,250	473,663	13,413
013 INDUSTRIAL COUNCIL	393,000	372,000	(21,000)
014 EMPLOYEE BENEFITS	2,132,406	2,081,075	(51,331)
015 PUBLIC SAFETY BUILDING	335,977	322,536	(13,441)
016 INSURANCES	165,181	145,829	(19,352)
017 UTILITIES	630,787	623,954	(6,833)
018 DEBT SERVICE	899,658	888,307	(11,351)
019 ECHO LAKE	7,150	7,150	-
020 UNCLASSIFIEDS	248,896	222,508	(26,388)
021 OUTSIDE REQUESTS	57,950	57,950	-
023 INFORMATION TECHNOLOGY	68,345	61,974	(6,371)
025 CITY CLERK	59,368	55,653	(3,715)
026 GENERAL ASSISTANCE	27,250	18,176	(9,074)
CAPITAL RESERVE APPROPRIATIONS	1,049,310	1,049,310	-
TOTAL EXPENSES	\$ 13,315,364	\$ 12,975,225	\$ (340,139)
001 ASSESSING	2,500.00	2,600	100
002 PLANNING AND DEVELOPMENT	150,300	56,930	(93,370)
003 FINANCE	1,775,000	1,791,228	16,228
004 FIRE DEPARTMENT	788,564	851,814	63,250
006 GENERAL GOVERNMENT	225	-	(225)
007 LIBRARY	24,800	18,247	(6,553)
008 POLICE DEPARTMENT	183,485	123,074	(60,411)
009 PUBLIC WORKS	21,274	34,900	13,626
010 RECREATION & PARKS	379,300	383,557	4,257
012 SOLID WASTE	598,072	628,575	30,503
013 INDUSTRIAL COUNCIL	566,000	608,886	42,886
014 EMPLOYEE BENEFITS	22,500	37,694	15,194
016 INSURANCES	10,516	11,308	792
018 DEBT SERVICE TRANSFER	87,200	87,200	-
019 ECHO LAKE	5,544	5,980	436
022 AIRPORT	33,000	33,000	-
025 CITY CLERK	42,000	48,422	6,422
026 GENERAL ASSISTANCE	19,075	16,453	(2,622)
027 GENERAL FUND REVENUE	1,305,990	1,552,944	246,954
075 CAPITAL RESERVE TRANSFER	385,050	385,050	-
LESS: TOTAL REVENUE	<u>\$ 6,400,395</u>	<u>\$ 6,677,864</u>	<u>\$ 277,469</u>
NET CITY SPENDING BUDGET	\$ 6,914,969	\$ 6,297,361	\$ (617,608)
TIF	111,901	111,410	(491)
EDUCATION ASSESSMENT	6,315,510	6,315,512	2
COUNTY TAXES	<u>746,844</u>	<u>746,844</u>	<u>-</u>
TOTAL 2019 MUNICIPAL APPROPRIATION	\$ 14,089,224	\$ 13,471,127	\$ (618,097)
TAX REVENUE	13,101,837	13,008,452	(93,385)
HOMESTEAD REIMBURSEMENT	596,249	596,249	-
BETE REIMBURSEMENT	472,764	469,548	(3,216)
OVERLAY	<u>(81,626)</u>	<u>(22,719)</u>	<u>58,907</u>
	<u>\$ 14,089,224</u>	<u>\$ 14,051,530</u>	<u>\$ (37,694)</u>
AMOUNT TO BE RETURNED TO SURPLUS		\$ (580,403)	\$ (580,403)

City of Presque Isle
Estimated General Fund Unassigned Balance (surplus)
As of December 31, 2019

Historically, the City has maintained a balance in Unassigned Fund Balance (Surplus) equal to 2 months (16.67%) of budgeted expenditures. In July 2009, the City adopted a Policy stating that this amount can be reduced to 12% if the balance in the Emergency Reserve is a minimum of 4% of budgeted expenditures.

Emergency Reserve Balance at December 31, 2018	\$	2,282,905
4% of Budgeted 2019 Expenditures	\$	<u>819,585</u>
Calculation of 2019 Surplus Requirement at 12%		
2019 Budgeted Expenditures		13,315,366
Add: SAD #		6,315,510
County Tax		746,844
TIF		<u>111,901</u>
Total 2019 Budgeted Expenditures		20,489,621
		12%
MINIMUM SURPLUS REQUIREMENT PER POLICY	\$	<u>2,458,755</u>
General Fund <i>Unassigned Fund Balance (Surplus)</i> at 12/31/2019	\$	2,500,486
Estimated variance above policy	\$	<u>41,731.48</u>

PRESQUE ISLE CITY COUNCIL ANNOUNCEMENTS

Wednesday, February 5th, 2020

- We still have Board/Committee openings if anyone has any interest in joining a Board or Committee please see the City Clerk or apply online.
- The next regularly scheduled meeting of the Presque Isle City Council is on Wednesday, March 4th, 2020 at 6:00 PM in the Council Chambers at City Hall.