

2007

# City of Presque Isle Maine Comprehensive Plan A Guide to Future Growth and Resource Conservation

Presque Isle, Me.

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Presque Isle, Maine  
Comprehensive Plan

A GUIDE TO FUTURE  
GROWTH AND RESOURCE  
CONSERVATION  
**2007**

**City of Presque Isle, Maine**  
**2007 Comprehensive Plan**  
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# *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 **2007 City of Presque Isle Comprehensive Plan** has spanned a multi-year period [beginning in 1997. 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 August, 2007 and subsequent public hearings were held in September & October, 2007 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 the Appendix "A" of this document, along with media stories, which indicate public information efforts to garner citizen input into the planning process.

News articles appeared in both the "In The City" column of the Star Herald and as a series of regular articles throughout the summer of 2007. Comments made by the citizenry of the City of Presque Isle were considered and incorporated where appropriate.

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. In addition, the City of Presque Isle has contracted with the Northern Maine Development District to prepare portions of this comprehensive plan update, thereby further assuring coordination of land use & development interests and concerns. Finally, 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.



There has been, and continues to be, 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 water quality matters. The adjacent communities of Westfield, Mapleton, Chapman & Castle Hill formed the very first school administrative district and continue to provide joint educational opportunities to their resident populations. The examples of coordination and shared services in this area are many and are not fully enumerated herein.

## GROWTH AREAS

### *Overview:*

“*Growth Areas*” in the City of Presque Isle have been defined by certain recognizable geographic boundaries from a time prior to the adoption of zoning standards. The “*Growth Areas*” are those locations along major arterials and collector roads where there is reasonable expectation that public water and sewer services can and will be provided.

In the south, the growth area boundary is the Montreal, Maine & Atlantic Railroad overpass on U.S. Route 1. Presently, the northerly boundary of growth area along U.S. Route 1 is the Aroostook River, although a small Suburban Commercial Zone exists north of the bridge, it is not considered a growth area since the newly-enacted frontage requirements require any developer to purchase at least two, if not three or more, parcels to achieve the required frontage. Even with the frontage, the development density cannot exceed one 5,000 sq. ft. building per net commercial acre. In effect, growth is being discouraged in this area.

To the west of U.S. Route 1, the growth area follows the Parsons Street Connector to Parsons Road, where it goes northerly to the old Aroostook Valley Railroad crossing. From that point, the boundary follows a line due west, to include Skyway Industrial Park, south to the Northern Maine Fairgrounds, and then extending westward to the Urban Compact Line on Industrial Street (Rte. 163). On the opposite side of the Presque Isle Stream, the boundary extends southerly along Chapman Road to the Urban Compact Line.

To the east of U.S. Route 1, the northerly boundary follows the Aroostook River downriver to a point 100’ north of Merritt Brook. The line then moves westerly along Route 163 to the intersection with East State Street, following East State Street to the intersection with the Centerline Road. The boundary follows the Centerline Road southerly to a point that would intersect an extension of Green Hill Drive. The boundary follows that imaginary line to Green Hill Drive, where it again intersects with U.S. Route 1.

The boundaries of the existing zoning and the “Urban & Rural” growth areas are depicted on the maps at the end of this comprehensive plan update.



## Future Land Use Plan

**May, 2007**

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 yrs and it is expected to appear very much like it does today (2007). 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
- Revitalizing 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 uses 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 AFZ, WPAFZ, AHZ, & WPAHZ**

**Projected Residential Growth Area(s)**

- 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 area(s) bounded by Long View Drive/State Street extension to the northeast of the city center and the Centerline Road to the east. (See “Urban Growth Area” map areas marked #1-2-4 & 5). Additionally, residential growth should be encouraged in the area of Green Hill Drive and to the southeast of Mantle Lake in areas marked. (See “Urban Growth Area” map areas marked # 6).
- A secondary residential growth area may eventually be warranted in the area bounded by the State Street extension/Centerline Road/Conant Road. (See “Urban Growth Area” map areas marked #7-8 & 9).





Based upon the existing (2007) 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
    - “Residential growth area parcel #2” is approximately 18 acres
    - “Residential growth area parcel #3” is approximately 33 acres
    - “Residential growth area parcel #4” is approximately 40 acres
    - “Residential growth area parcel #5” is approximately 32 acres
    - “Residential growth area parcel #6 is approximately 85 acres
- Total of above Residential Growth area parcels is **242 acres**

These six potential residential growth areas should be able to accommodate most foreseeable residential growth over the next 10-15 years. Longer range residential development (2017-2020) might occur in areas marked as 6-7-8-9.

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.

Rural residential subdivisions should be discouraged, as they generally will not pay sufficient taxes to cover the increased expense of municipal services and in all instances should comply with all applicable codes and ordinances.

### **Projected Commercial/Institutional Growth Area(s)**

- 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. Intrusion of 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 2007 “Urban Area Zoning Map” dated 3/08/07 [ . 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 3/08/07 “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 3/08/07 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 [station? What is its proper name?] 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 Area(s)**

- 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 “Main Street Approach to Downtown Revitalization” should be followed. 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 which 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 dated 3/08/07.)



### **Projected Industrial Growth Area(s)**

- 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 land mass/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 AFZ, WPAFZ, 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 Area(s) – (See Soils Map)
- Un-fragmented Habitat Area(s)
- Important Rural & Cultural Natural Areas(s) – (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 & area(s)
    - 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 has 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”, “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 protects our community’s surrounding natural environment and wildlife communities and, at the same time, contributes 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.

### **Agriculture:**

As stated elsewhere in the comprehensive plan update, agricultural lands comprise around 18,573 acres within the City of Presque Isle or about 81.0% of the total land mass of the community. Because of this fact, agriculture warrants special discussion and attention.

Our community, and the farmers who operate here, need affordable productive land to survive and remain competitive in the free market economy. Agriculture in the City of Presque Isle is made up of both small farms, large farms. We must work diligently and creatively, as a community, to support these local businesses. City residents should learn and recognize what agriculture means to our community and what agriculture needs to compete with and adapt to at regional, state and national/international levels while traditional agricultural operations require large tracts of land to remain viable, many smaller-scale farms are emerging that serve specialty markets, such as flowers, organic produce and meats. These specialty farming operations have different land needs and require different infrastructure. Farms and agricultural lands of all types are vitally important to maintaining a healthy, diverse and vibrant local economy and working landscape within our City. The term “Smart Growth” is a current planning and development phrase used to describe any of a number of land use policies and techniques used to influence the patterns and density of new developments. When implemented, Smart Growth will direct development to community designated areas utilizing a series of incentives and disincentives, without necessarily prohibiting development out those designated areas or threatening private property rights. The City of Presque Isle should consider and implement three strategies which could have a positive impact on agricultural lands, concentrating growth into selected areas of the community, limiting sprawl, coordinating with municipal infrastructure to support and encourage growth and conserving or preserving working farmlands.

The designation of growth areas and their boundaries is important to protecting agriculture lands on the fringe of our built-up community core. (For more information about the impact of sprawl on agricultural lands and open spaces, the reader of this comprehensive plan should consult local libraries and conduct research via the Internet.)

Recent migration trends tell us that people relocating to northern Maine, and elsewhere in rural Maine, are seeking affordable, accessible land including lots of open space compared to their previous property in the urban areas. These same large parcel attributes are sought by the agricultural community to grow crops and/or to produce farm related products. Development (housing) brings jobs while under construction, but once land is converted to non-agriculture there is no turning back. The challenge is to provide for development, closer to community infrastructure, protect agricultural lands and community character while also accommodating appropriate growth in appropriate locations. One of the greatest investments that the City of Presque Isle can make is to protect and conserve working farmlands by working with the agricultural communities to actively plan for the future of agriculture in our City.



Some of the local policies adopted along with the comprehensive plan update are as follows:

**Specific Agricultural Resource Conservation Recommendations:**

- It is the policy of the City of Presque Isle’s Comprehensive Plan to create a supportive and favorable business environment for farming and open space conservation.
- To encourage farmer’s market(s) and farm stands.
- To recognize the importance of past and continuing farm stewardship activities of farm families.
- To adopt agriculture and natural resource conservation policies that enable agriculture to expand & diversity.
- To help existing & new farmers access to good farmland, so that they can thrive and continue to contribute to our City.
- To work with the agricultural community to identify and prioritize agricultural lands needing protection.
- Support enrollment in Maine’s current use tax programs.
- Support landowner’s efforts to permanently preserve their land are agriculture and/or open space.

There are a variety of “tools” to preserve and/or conserve agricultural lands and other special and/or unique natural resource areas within our city. The City of Presque Isle should concentrate on the following local options to achieve these ends:

- ❖ **Agricultural Overlay Districts** identify areas where agriculture and open space/natural resource areas is the primary and preferred land use and discourage or prohibit incompatible development and land speculation.
- ❖ Consider the adoption of **“Conservation Subdivision” policies** which can provide incentives for developers and landowners to build new structures on smaller, clustered lots to protect important farmlands and natural areas for continued uses.
- ❖ Adopt **Transfer of Development Rights** policies which can permanently protect agricultural lands and specialized & unique natural resources by allowing developers to purchase development rights from property owners and then transfer those acquired development rights to other areas designated for development within the city.
- ❖ **Collaborate with Land Trusts** to help the City of Presque Isle and interested landowners complete agricultural and natural resource protection deals.



## Transportation:

Lastly, 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-model transportation system to insure future economic development and growth, both *within* and around the City and region. The City *also* recognizes that roadways are in 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 insure that, to the greatest extent possible, that future *development* in the City’s designated growth areas is not adversely impacted.
- That 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.
- That the City also pursue evaluating and seek funding for a new or improved transportation route, which would eventually connect from US. Rt.#1, just south of the M. M & A. railroad overpass, traveling northerly parallel to the railroad ROW, crossing the Presque Isle stream and connecting to Rt. 163 near its intersection with the planned Parsons St. to Rt. 163 “Heavy Truck Connector”.





**RECOMMENDATIONS:**  
**SPECIFIC RECOMMENDATIONS CONCERNING RESIDENTIAL LAND USE**

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

- a. 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.
- b. Residential subdivisions in rural areas should be limited by City Council policy in the number allowed in any five-year period to control 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.
- c. 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.
- d. 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.
- e. 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.
- f. Narrow “buffer” or “transitional” zones should be created between residential areas and incompatible uses such as commerce, agriculture, or industry.
- g. 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.
- h. Before a building permit can be issued for a residence in an area not served by public water and sewer, one (1) approved sites for a septic system should be identified.
- i. 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. 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:
  1. Single-family, owner-occupied
  2. Multi-family, owner-occupied (duplex, tri-plex, etc.)





3. public housing
  4. mobile homes/manufactured housing
    - a. individual lots
    - b. mobile home parks
    - c. mobile home subdivisions
  1. rental housing
    - a. apartments
    - b. houses
    - c. mobile homes
  2. mixed-use/multi-purpose housing (ex. apts. Over stores)
  3. condominiums
  4. hotels, motels, boarding homes, rooming houses, SRO's, bed & breakfast inns
  5. group homes
  6. congregate/"assisted living"
  7. retirement communities
  8. homeless shelters
  9. home occupations
  10. open space
  11. other
- k. Existing residentially-zoned areas should be re-examined to ensure the appropriateness of that zoning, as a result of changed conditions within the area.



1. The recommended single residential zone should include the following “Permitted uses” and “Special Exceptions”, as a minimum:

<b>PERMITTED USES</b>	
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 less persons with residential families	
<b>SPECIAL EXCEPTIONS</b>	
Day care (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

- m. 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)

- n. 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 current 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” 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. Fort Fairfield Road – between the intersection of the pending Maysville Street Connector and Merritt Brook, to a depth of 250 feet, along the north side of the road; to a complement zoning on south side of road;
  2. Caribou Road – from the Aroostook River Bridge to the Brewer Road to a depth of 1500 feet on both sides of road (only when public water and sewer services are available).
- i) An impact fee ordinance should be developed and adopted.



- j) The following areas were identified as supportable secondary locations for business zone expansions:
1. The Winter/Summer Street area
  2. The Parsons/State Street intersection, extending along State Street to Judd on the west and to include the existing lumber yard on the east; along Parsons Street, to the rear entrance to the lumber yard.
  3. Carmichael Street
  4. The area bounded by North Street, Carmichael Street, Rice Street, and Main Street
  5. North of Dobson Street
  6. The Industrial/Mechanic Street area
- k) A tree planting/landscaping policy should be enacted within the setback areas of the business and Retail Business Zones and within any designated “buffer” zone.
- l) 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 form(s) 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 Water and Sewer Districts 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).



- m) The following existing uses 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)
- n) 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. The City should 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-1990's.
- i. A Wellhead Protection Zone should be established in the area of the former Industrial Zone off of the Reach Road to control inappropriate developments and protect these critical water supplies from detrimental environmental impacts.
- j. 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 PROFESSIONAL MEDICAL LAND USE**

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

- a. The Professional Medical Zone should be extended along both sides of Academy Street to its intersection with the Centerline Road. The depth of this proposed zone should be to the rear of frontage lots only

**SPECIFIC RECOMMENDATIONS CONCERNING "CONDITIONAL" LAND USE**

*After reviewing the general land use strategies pertaining to professional office activity that are currently in place in Presque Isle, particularly along Academy Street, the following actions are recommended:*

- A. The professional "Conditional Use" standards/land use criteria, presently limited to that portion of Academy Street in the vicinity of Epworth St., should remain in place as now described. It is further recommended that the "conditional zone" boundaries should be extended east on Academy Street, on both sides of Academy Street for the depth of frontage lots, and should abut to the Professional Medical Zone to the upper end of Academy Street. (See "Future Land Use" Map for details).*



## **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. The City should 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. The City should 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. The City should investigate the feasibility of an agricultural business park; if considered viable, the City should establish zoning criteria and standards to allow such development.
- e. The City should evaluate what types of agricultural support businesses, if any, should be allowed as permitted uses or special exceptions in the AFZ.
- f. The City should establish general parameters and specific criteria for zoning changes, to be able to respond to changing needs or conditions within the community.
- g. The City should establish criteria to allow the siting of gravel pits and construction companies, as special exceptions within the AFZ.
- h. The City should investigate additional compatible uses for those areas of marginal agricultural and/or forestry value, to maximize land use potential and to enhance generation of tax revenue.
- i. The City should 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.



- j. The City should 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. Watershed Protection Zone requirements;
  3. Resource Protection Zone requirements
  4. Soil suitability for septic tanks;
  5. Prevention of Erosion (compliance with Environmental Quality Handbook);
  6. Prohibition of structures in floodplain;
  7. Mineral exploration/extraction requirements;
  8. Provisions governing agricultural practices;
  9. Waste water pollution control requirements;
  10. Noise Abatement requirements;
  11. Buffer area requirements;
  12. Timber harvesting requirements;
  13. Standards for clustered residential development;





14. Minimum standards for street design and construction;
15. Mobile home park standards;
16. Trailer park/campground standards;
17. Site design and development standards for Watershed Protection Zones;
18. Development/subdivision review and approval standards;
19. Easement authorization for sewerage, other utilities, drainage, stream protection;
20. Off-street parking standards;
21. Off-street loading standards;
22. Access and parking layout standards;
23. Corner clearance requirements;
24. Signage standards;
25. Provisions for acceptance of streets and ways;
26. Provisions for the acceptance of streets and ways required by the public interest;
27. Curb requirements;
28. No street or way to be accepted until after report of Planning Board and Public Works Director;
29. Provisions for private streets and ways;
30. Non-exclusion in Watershed Protection Zone of public streets, roads, and ways in the public interest.

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 are encouraged.

Downtown Presque Isle's water and wastewater needs are met by the Presque Isle Water and Sewer 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 at 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 ground water. 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.



The Maine Department of Transportation has been working with community leaders, as part of the Aroostook County Transportation Study, to identify and construct a by-pass around the downtown. While the final alignment and design have not yet been determined, it appears that this corridor will be located to the east of the downtown in an area that has been designated through the city's comprehensive plan as its Growth Area. The impact from potential alignments includes the loss of significant amounts of zoned residential lands, loss of land in preliminarily approved subdivisions, and active agricultural lands.

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 1975. 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 1975 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 over thirty 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 in 2007. 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 2007 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 2006. 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 may be 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.

**Building Permit Activity**

The number of building permits issued in Presque Isle has remained relatively stable through the period examined and average 175 permits issued each year (combined residential and commercial). Presque Isle has seen relatively stable yet significant building permit activity since 2002. In total, 708 building permits have been issued with an estimated assessed value of \$61,528,047. There has been a mix of residential, commercial, and industrial activity which has brought significant increases in property taxes revenues to the city.

The following charts documents building permit activity for the period 2002 through 2006.

**Building Permit Activity and Estimated Cost of Construction**

<b>Year</b>	<b>Residential</b>		<b>Commercial</b>	
	<b>Number</b>	<b>Estimated Cost of Construction</b>	<b>Number</b>	<b>Estimated Cost of Construction</b>
2002	125	\$2,366,618	48	\$8,838,274
2003	108	\$2,444,029	65	\$5,399,798
2004	124	\$2,987,098	62	\$10,385,707
2005	110	\$3,181,061	67	\$7,669,473
2006	99	\$3,160,103	70	\$15,095,886

Source: City of Presque Isle, 2007



## Building Permit by Type, 2002-2006

Type	2002	2003	2004	2005	2006	Total
ADA	3	1	1	4	0	9
Addition	25	18	16	12	20	91
Deck	5	11	15	9	6	46
Demolition	8	14	20	16	20	78
Foundation		1	7	5	1	14
Garage	12	18	11	19	12	72
Pool	1	0	0	2	0	3
Interior Renovation	19	19	19	22	15	94
Mobile Home	11	11	10	9	3	44
Modular Home	3	7	10	11	7	38
Sign	0	15	10	8	25	58
Storage	1	19	16	22	18	76
Miscellaneous	85	39	51	38	42	255
Total	173	173	186	177	169	708

Source: City of Presque Isle, 2007

### **Residential Use**

The majority of residential growth in Presque Isle since 1980 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. Table 23 indicates the major residential growth characteristics between 1980 and 2000, as reported by the Census Bureau.

Nearly all of the residential development that has occurred in the past 3 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).



The 1975 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.

**Table 23: Residential Development in Presque Isle**

<b>Housing Units</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>Percent Change 1980-2000</b>
<b>Total</b>	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
<b>OCCUPANCY</b>				
Owner-occupied	2,411	2,449	2,406	-0.21
Renter-occupied	1,292	1,675	1,557	20.51
<b>VACANCY RATE</b>				
Homeowner	1	2	2.5	150.00
Rental	4.3	4.7	9.5	120.93
<b>SIZE/TYPE</b>				
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, Demerchant 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 1979 to implement the recommendations of the 1975 comprehensive plan. Within that ordinance, three residential zones were created: Urban Residence-1 (URZ-1), Urban Residence-2 (URZ-2), 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-2 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-1 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 1960's. Negligible amounts of new home construction have occurred in either URZ-1 or URZ-2, with the exception of the construction of ten condominiums on Academy and Cook Streets.

The uses permitted in the two urban residential zones are very similar, with the major distinctions being the exclusion of mobile homes in URZ-2 and the allowance of boarders or the leasing of rooms by resident families in URZ-1. Both zones are limited to one and two family dwellings.

The third residential zone established in 1979 was the SRZ, which serves as a buffer between the already developed residential areas and the Agriculture/Farming Zones (AFZ) 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 1979 in subdivisions in the SRZ, particularly in the Strawberry Bank, Lombard Street, Dewberry/Mulberry Drive, Barton/Fleetwood Extension, and University Street areas; multi-family apartment development occurred in the SRZ in the Fort Road, Dewberry/Mulberry Drive, and Academy Street areas.

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.



Table 24 describes the three current residential zones in Presque Isle, including the land use standards that apply to each zone.

**Table 24: Existing Residential Zones in Presque Isle**

<b>PERMITTED USES</b>	<b>SRZ</b>	<b>URZ-1</b>	<b>URZ-2</b>
Dwellings exclusive of mobile homes	X		
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	
1 and 2 family dwellings exclusive of mobile homes			X
The taking of boarders or the leasing of rooms by resident families			X
<b>SPECIAL EXCEPTIONS</b>			
Rooming house or apartment building		X	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 construct, excluding gas stations	X		
Private recreational uses exclusive of drive-in theaters		X	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 mature, 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:**

	<b>SRZ</b>	<b>URZ-1</b>	<b>URZ-2</b>
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	30	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. Minimum distance between principal buildings on the same lot shall be the height equivalent of the taller building.
2. Minimum land area for congregate and “assisted living” housing shall be 6,500 square feet total for the first two residential units plus 1,500 square feet for each additional residential unit within one building.

In the case of 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-1, URZ-2)
- b) A minimum land area of 2 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-1, URZ-2)
- 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-1, URZ-2)



## **B. Business Use**

The closing of 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, analyses, 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 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 has 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 1990's 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 center, 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 1980's and early 1990's. 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 has 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/amphitheatre 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).

The City's only 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.

Table 25 describes the three current commercial zones in Presque Isle, including the land use standards that apply to each zone.



**Table 25: Existing Commercial Zones in Presque Isle**

<b>PERMITTED USES</b>	<b>SCZ</b>	<b>BZ</b>	<b>RBZ</b>
1 and 2 family dwellings, exclusive of mobile homes		X	X
Single-family dwellings	X		
Accessory uses and buildings, including home occupations		X	X
Accessory uses and buildings	X		
Retail and wholesale business and service establishments, excluding new & used car lots, as Special Exceptions		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		
Business/professional offices			X
Business/professional offices of 2,000 or less square feet or gross building area	X		
Professional offices		X	
Commercial parking lot/parking garage		X	
Bus passenger station			X
Public utility facilities including substations, pumping stations, and sewer treatment facilities		X	
Including underground & overhead electric and telephone	X		
Municipal and government uses	X	X	
Public open space recreational use	X		
<b>SPECIAL EXCEPTIONS</b>			
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
Motel, rooming house, or apartment building		X	X
Rooming house	X		
Gasoline service station			X
Gasoline sales at convenience stores	X		
Place of assembly, including theater		X	X
New and used car lots	X	X	X
Gasoline service station and/or repair garage		X	
Funeral home		X	
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
Municipal and government uses			X
Home Occupations	X		
Cemeteries	X		
Recreational buildings/ground operated for profit	X		
Daycare/babysitting	X		





**STANDARDS:**

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

	SCZ	BZ	RBZ
Maximum building coverage	15%	None	None <sup>1</sup>
Minimum land are per dwelling unit	1 acre		Same as URZ <sup>2</sup>
Minimum land area per developing unit	1 acre	<sup>3</sup>	
Minimum lot size	1 acre	<sup>3</sup>	None <sup>2</sup>
Minimum street frontage	100'	75'	None <sup>2</sup>
Minimum front yard	30'	30' <sup>3</sup>	30' <sup>4</sup>
Minimum side/rear yards	30'	30' <sup>5</sup>	10' <sup>6</sup>
Maximum building height	35' <sup>7</sup>	40' <sup>7</sup>	40' <sup>7</sup>
Minimum setback from streams and water bodies, wetlands	100'	100'	100'
Maximum outdoor stored material coverage	20' from PL open	<sup>8</sup>	

<sup>1</sup> Side, area, and front yards shall be maintained;

<sup>2</sup> Except that space standards for residential uses shall be the same as those for Urban Residential Zone;

<sup>3</sup> Except that space standards for residential uses shall be the same as those for Urban Residence Zone UR.Z-1;

<sup>4</sup> Except that a building setback need not be greater than existing buildings immediately adjacent on both sides of the proposed structure;

<sup>5</sup> 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;

<sup>6</sup> 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;

<sup>7</sup> In no case shall any structure pierce the imaginary airspace surfaces created and accepted by the City in its then current airport master plan;

<sup>8</sup> 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 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. Because of 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 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. Adoption of the new zoning occurred in September, 1997.

Table: 26 describes the current industrial zoning (IZ) in Presque Isle, including the land use standards that apply to the zone. Table: 27 describes the uses and standards of the Light Industrial Zone.

**Table 26: Industrial Zoning (IZ) in Presque Isle**

<b>PERMITTED USES</b>
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
<b>SPECIAL EXCEPTIONS</b>
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 lot	None
Minimum street frontage	None
Minimum front yard	50 feet
Minimum side and rear yards	30 feet <sup>1</sup>
Maximum building height	None <sup>2</sup>
Minimum setback from streams and water bodies	100 feet
Minimum distances between principal buildings on same lot shall be equivalent of the taller building.	
<sup>1</sup> 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	
<sup>2</sup> 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	



**Table 27: Light Industrial Zoning (LIZ) in Presque Isle**

<b>PERMITTED USES</b>	
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	
Machine shops	
Chemical/biochemical manufacturing, production, sales, and services	
<b>SPECIAL EXCEPTIONS</b>	
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)



#### **D. Professional Medical Use**

The first zoning ordinance adopted by the City of Presque Isle in 1960 listed professional occupations (e.g., dentists, physicians, lawyers, etc.) as a “permitted use” in residential zones and business zones. Professional offices or studios were limited to no more than 25% of the gross floor area of the building. At that time, the space limitation posed few, if any, problems for most physicians and dentists, since staffing and space requirements to operate a practice were minimal.

At the time the ordinance was adopted, the Presque Isle General Hospital had recently occupied newly constructed facilities on a 30-acre parcel on outer Academy Street and had been renamed the Arthur R. Gould Memorial Hospital. The site selected for the new hospital was just beyond the outer limits of the urban area of the City and provided adequate space for any future expansions. The site was well-buffered from other land uses by its large wooded lot.

Physicians and other medical professionals, recognizing the advantages of being located near a facility that was fast becoming a regional medical facility and needing to increase the size and staffing of their practices, soon began seeking office space near the hospital. Between 1960 and 1979, the vicinity around the hospital began to develop with medically-related facilities such as a nursing home, physicians’ and dentists’ office suites, optometrists’ offices, and pharmacies.

At the time the last comprehensive plan was being prepared, the intensity of the growth and a strongly expressed interest in encouraging only residential and professional medical uses near the hospital led to the creation of a professional medical zone. The zone was established along both sides of Academy Street, extending from Canterbury Street eastward to the area of what is now Mulberry Drive. The zone’s depth ranged from 150 feet up to 200 feet on the north side of Academy Street; on much of the south side of the street, those same dimensions applied, but the zone ballooned up to 950 feet around the hospital and nursing home sites.

In recent years, changes in conditions within the zone have led to increased numbers of vacancies in those buildings housing medical professional office suites. The construction of a medical office building on the grounds of TAMC reduced further the rental options for the owners of the office buildings. A number of the property owners have requested relief from the limitation that only professional medical offices can be located within the zone; they have asked that all types of professional offices be allowed.



Table 28 describes the current Professional Medical Zoning in Presque Isle, including the land use standards that apply to that zone.

**Table 28: Existing Professional Medical Zoning in Presque Isle**

PERMITTED USES	
Dwellings, exclusive of mobile homes	Hospitals
Nursing Homes	Congregate and "assisted living" housing
Retail pharmaceutical sales	Accessory uses
Doctors, dentists, and similar professional offices	
SPECIAL EXCEPTIONS	
Public utility facilities	Municipal and government uses
Home occupations	Funeral homes
Daycare/home babysitting facility	Adult daycare facility

**STANDARDS:**

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

Minimum lot size	20,000 sq. ft. <sup>4</sup>
Minimum land area per dwelling unit	<sup>1</sup>
Minimum street frontage	100 feet <sup>1</sup>
Minimum front yard	30 feet <sup>1</sup>
Minimum side and rear yards	<sup>1, 2</sup>
Maximum building height	75 feet <sup>3</sup>
Minimum setback from streams and water bodies	100 feet
Maximum building coverage	None, except that side, rear and front yards shall be maintained

<sup>1</sup>Space standards for residential uses shall be the same as those for the Suburban Residential Zone

<sup>2</sup>10 feet except as otherwise required by the buffer provisions of this Code and except where the side and/or rear yards abut a residential district or use, in which case a minimum of 15 feet or 50% of the building height (whichever is greater) shall be required.

<sup>3</sup>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.

<sup>4</sup>This minimum lot size represents existing PMZ zoning standards. The City of Presque Isle should review and consider a "Bonus Density for Design Review" standard. The purpose would be to encourage well designed housing which is compatible with the area's established character. Increased density through a "bonus" provision would be allowed in areas zoned for multi-dwelling development.





## F. 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 threatens 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 undevelopable 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 1970's and 1980's 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 uses 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 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 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.

The forestry data available for Presque Isle is minimal, at best. The only substantiated information comes from the City's 2006 Municipal Valuation Return, as it relates to the participants in the State's Tree Growth Tax Program. 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. Table 29 indicates the current level of participation in the Tree Growth Tax Program in Presque Isle.

**Table 29: 2005 Valuation, Number of Parcels, and Acres in the Tree Growth Tax Program**

	<b>Tree Growth Tax Program</b>
Valuation	\$95,556
Number of Parcels	13
Acres:	
<b>Softwood</b>	111
<b>Mixed</b>	91
<b>Hardwood</b>	855
<b>TOTAL</b>	1,061

(Source: 2006 Municipal Valuation Return for Presque Isle)

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.



Table 30 describes the current agricultural/farming zoning in Presque Isle, including the land use standards that apply to that zone.

**Table 30: Existing Agricultural/Farming Zoning in Presque Isle**

<b>PERMITTED USES</b>	
Dwellings	
Agricultural, including nursery, farm, or garden and the sale of products there from 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 a farming operations, but not including 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.	
<b>SPECIAL EXCEPTIONS:</b>	
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.	



**STANDARDS:**

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

Maximum net residential density	One dwelling unit-one net residential acre
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 <sup>1</sup>
Maximum building height	35 feet <sup>2</sup>
Minimum set back from streams and water bodies	100 feet

<sup>1</sup>Buildings higher than 40 feet shall have side and rear yards not less than 50% of building height.

<sup>2</sup>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 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.

**G. Limited or Restricted Uses**

There are six 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 of 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 - (WPAFZ)(WPBZ)(WPAHZ)(WRPZ)

In May of 1990, the City of Presque Isle adopted an amendment to its Land Use and Development Code that established four new "overlay" zones: a Watershed Protection Aircraft Hazard Zone (WPAHZ); a Watershed Protection Agricultural/Farming Zone (WPAFZ); a Watershed Protection Business Zone (WPBZ); and a Watershed Resource Protection Zone (WRPZ).

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:
  12. Minimum setback from streams and water bodies - 250 feet
  13. Minimum setback from wetlands - 100 feet
  14. Space standards may only be reduced by variance, not by miscellaneous appeals
  15. "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. 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, reviews and approves or denies 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. and should be protected from any activity that would negatively affect them; however, not all wetlands are valuable and not all wet lands are wetlands. Presque Isle and other Aroostook County communities should advocate for a more functional definition of wetlands.





## 5. Floodplains

Flood plain areas are those land areas subject to flooding through 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).

## 6 Shoreland Zones

On January 1, 1992, 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 town to prepare for the impact of future growth on such things as land use, housing demand, public services, and economic development.

According to the 2000 US Census, the population of Presque Isle was 9,551 people. Statistical data contained in the following section uses the 1990 and 2000 US Census data. Following 2000, statistics are based on figures compiled for the Maine State Planning Office by the University of Southern Maine. This model, REMI (Regional Economic Model, Inc became available in 2005. The REMI model will be used for State and County population statistics and projections whenever possible.

The demographic information included in this section encompasses the following: permanent population, age and sex of population, educational attainment, occupations of population, 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 2000 US Census and the 2005 University of Southern Maine's REMI projections, Presque Isle will lose 506 additional people by the year 2010 and 1,596 people through 2020, resulting in a projected total population of 7,955. REMI also projects that each of the selected municipalities will continue to lose population through 2020. The population loss in Presque Isle of 9.5 percent between 1990 and 2000, parallels, but is lower than the County's figure of a 15.0 percent population decrease. All of the selected communities and Aroostook County are projected to decrease through 2020.



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 the projected growth, or lesser declines, projected for some of the comparative regional communities. REMI projections appear to be overly pessimistic for Aroostook County and individual communities.

### Regional Population 1980-2020

Town	1980 Census	1990 Census	2000 Census	2006 Census Est.	2010 REMI Projection	2020 REMI Projection	% Change 1980-90	% Change 1990-2000	% Change 1980-2020
Caribou	9,916	9,415	8,312	8,308	7,790	6,754	-5.3	-11.7	-31.9
Westfield	647	589	558	555	550	500	-9.8	-5.3	-22.7
<b>Presque Isle</b>	<b>11,172</b>	<b>10,550</b>	<b>9,551</b>	<b>9,377</b>	<b>9,045</b>	<b>7,955</b>	-5.9	-9.5	-28.8
Washburn	2,028	1,880	1,627	1,617	1,538	1,344	-7.9	-13.5	-33.7
Fort Fairfield	4,376	3,998	3,579	3,521	3,285	2,789	-9.5	-10.5	-36.3
Mapleton	1,895	1,853	1,889	1,954	1,894	1,954	-2.2	1.9	3.1
Castle Hill	509	449	454	443	489	502	-11.8	1.1	-1.4
Chapman	406	422	465	500	526	548	3.9	10.2	34.9
Aroostook County	91,331	86,936	73,938	73,008	69,082	59,740	-5.1	-15	-34.6
State of Maine	1,124,660	1,227,928	1,274,923	1,321,574	1,383,966	1,415,497	9.2	3.8	8.6

Source: US Census 1980, 1990, 2000 and 2005 REMI model

### 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 forty 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 which began in the 1970s.



## Shifts in Age, Sex, Race Distribution: 1980-2000

	PRESQUE ISLE				AROOSTOOK COUNTY				STATE OF MAINE			
	1980	1990	2000	% Change	1980	1990	2000	% Change	1980	1990	2000	% Change
<b>ALL PERSONS:</b>	11172	10550	9511	-14.90%	91331	86936	73938	-19.00%	1124660	1227928	1274923	13.30%
<b>AGE:</b>												
Under 5 Years	809	767	519	-35.80%	7225	6055	3730	-48.30%	78514	85722	70726	-9.90%
5-15 Years	1901	1522	1155	-39.20%	17717	13718	9566	-46.00%	199457	189291	175274	-12.10%
16 Years +	8462	8261	7837	-7.30%	66389	67163	60642	-8.60%	846689	952915	1028923	21.50%
18 Years +	8055	7966	7453	-7.40%	62471	64585	57218	-8.40%	803273	918926	973685	21.20%
18-20Years	1032	632	614	-40.50%	5539	3777	2851	-48.50%	63780	56232	49577	-22.20%
21-24 Years	1037	725	630	-39.20%	6755	5099	2967	-56.00%	77653	67540	54326	-30.00%
25-44 Years	2847	3284	2567	-9.90%	24006	27960	19453	-18.90%	301524	398580	370597	22.90%
45-54Years	1087	981	1275	17.20%	8886	8634	11348	27.70%	112021	124751	192596	71.90%
55-59 Years	509	453	449	-11.70%	4000	3939	4278	6.90%	56566	54216	68490	21.00%
60-64 Years	463	493	414	-10.50%	3751	4048	3770	0.50%	50811	54234	54697	7.60%
65Years+	1080	1395	1508	39.60%	9534	11127	12551	31.60%	140918	163373	183402	30.10%
75 Years +	436	612	734	68.30%	3726	4792	5740	54.00%	58630	71773	87206	48.70%
<b>MEDIAN AGE:</b>	27.1	32.4	37.4	38.00%	27.9	33.3	40.7	45.80%	30.4	33.9	38.6	26.90%
<b>SEX, RACE, AND HISPANIC ORIGIN:</b>												
<b>SEX:</b>												
Male	5423	5116	4540	-16.20%	45666	43924	36095	-20.90%	546235	597850	620309	9.40%
Female	5749	5434	4971	-13.50%	45665	43012	37843	-17.10%	578425	630078	654614	8.90%
<b>RACE:</b>												
White	11006	10333	9048	-17.80%	87144	84601	71572	-17.80%	1109850	1208360	1236014	8.90%
Black	40	58	34	-15.00%	822	932	281	-65.80%	3128	5138	6760	64.30%
American Indian, Eskimo, or Aleut	48	80	215	348.00%		793	1005	26.70%	3903	5998	7089	53.70%
Asian or Pacific Islander	34	59	83	144.10%		405	370	-8.60%	2810	6683	9493	137.80%
<b>Other:</b>	44	20	131	197.70%		205	710	246.30%	4397	1749	15558	253.80%
Hispanic Origin:	51	66	62	21.50%	535	554	441	-17.50%	5005	6829	9360	87.00%

(Source: U.S. Census Data)



Presque Isle's comparatively modest decline (-5.2%) between 1980 and 1990 in the number of children under age 5 accelerated between 1990 and 2000. The 32.3% decline in that age cohort since 1990, as reported in the 2000 Census, means that in twenty years Presque Isle has experienced a more than one-third reduction in the number of pre-school age children. Presque Isle's decline still was modest compared to that of Aroostook County, where a nearly 50% loss of pre-school age children has been experienced during that same time period. Surprisingly, after a 9.2% increase in this age grouping between 1980 and 1990, the state incurred a 17.5% decline between 1990 and 2000, yielding a net 9.9% loss during the past twenty years.

The Maine Department of Labor (MDOL) attributed the statewide increase in 1990 to a greater number of women of child bearing 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 59 years old and the youngest became 41 years old in 2005.

Presque Isle's loss of 39.2% in the 5-15 age group was only slightly better than the County's loss of 46.0%; these losses, however, were approximately three and four times greater, respectively, than the rate of decline for this age group at the state level (-12.1%). MDOL suggests that these losses represent the "*Baby Bust*", the result of a significant drop in the birth rate from 1965 through 1976. Despite this, the number of 16 and 17-year-olds in Presque Isle in 2000 recovered from a 27.5% decline reported in 1990 to post a more modest 8.1% decline over the 20-year period.

Paralleling the losses in the 15 and under age groups, Presque Isle also experienced roughly 40% losses in the 18-24 age groupings between 1980 and 2000. Aroostook County losses exceeded 52% during that same period, while Maine lost 26.5%. It seems reasonable to attribute a portion of the local and regional losses in these two categories to the loss of military personnel and dependents following the closure of Loring AFB.

After reporting a 15.3% increase in the 25-44 age groups in 1990, Presque Isle experienced a net 9.9% reduction since 1980. Aroostook County's net loss of nearly 19% from 1980, as reported in the 2000 Census, offset its 16.4% gain in 1990. Despite a 32% increase in this age group in 1990, Maine recorded a 7% decline between 1990 and 2000.



In the 45-64 age group, Presque Isle reported an overall gain (3.8%) that was driven by the 45-54 age cohorts. It seems likely that a substantial number of “Baby Boomers” became more firmly entrenched in the younger extreme of the age group, while those at the upper limits of the age group in 1990 bolstered the sizable increases of both the 65+ and 75+ cohorts in 2000. Aroostook County experienced over four times the increase of Presque Isle over the 20-year period, after recording virtually no change (-0.1%) between 1980 and 1990. Maine, with a 71.9% increase among those aged 45-54, reported an overall increase of 43.9% for persons aged 45-64.

The increases at the state level for all categories above age 25 have been attributed to the overall aging of the population, a positive net migration during the 1980’s and 1990’s, and the continued decline in the death rate due to advances in medical diagnosis and treatment.

In both the “65 and over” and “75 and over” age categories, Presque Isle and Aroostook County both exceeded the rate of increase at the state level by a significant margin, with Presque Isle reporting a greater than 68% increase in the number of residents age 75 or over, compared to 1980. 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 could 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 the 1970, 1980, 1990, and 2000 Census results, there also has been a great deal of change observed within the local “household” and “family” populations.

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. Table 3 indicates the changes in the Household, Family, and Group Quarters characteristics since 1970.



**Table 3: Household, Family, and Group Quarters Characteristics, 1970-2000**

	1970	1980	Percent Change 1970-80	1990	Percent Change 1980-90	2000	Percent Change 1990-00	Percent Change 1970-2000
Persons in Household	10887	10438	-4.10%	10084	-3.40%	8936	-11.3%	-17.9%
All Households	3304	3703	12.10%	4124	11.40%	3963	-3.90%	19.90%
Total Family Households	2779	2827	1.70%	2836	0.30%	2465	-13.00%	-11.30%
Married Couple Families	2453	2384	-2.80%	2269	-4.00%	1895	-16.40%	-22.70%
Female Householder W/O Husband	259	368	42.10%	437	18.80%	435	-0.40%	67.90%
Total Non-Family Households	525	876	66.80%	1288	5.00%	1498	16.30%	185.30%
Householder Living Alone	702	705	0.40%	1069	51.60%	1230	15.00%	75.20%
Total Householders 65 Years +	580	674	16.20%	494	-26.70%	542	9.70%	-6.50%
Total Female Householders 65 Years +	N/A	243		392	61.30%	N/A		
Total Persons in Group Quarters	565	734	29.90%	466	-36.50%	575	23.30%	1.70%
Institutionalized Persons	64	92	43.80%	94	2.20%	84	-10.60%	31.30%
Others in Group Quarters	501	642	28.10%	372	-42.10%	491	31.90%	-2.00%
Persons/Household	3.3	2.82	-14.50%	2.45	-13.10%	2.25	-8.10%	-31.80%
Persons/Family	3.67	3.26	-11.20%	2.94	-9.80%	2.82	-4.00%	-23.10%

(Source: U.S. Census Data)

In the thirty 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 17.9% since 1970; during the same period, the number of households increased by 19.9%. 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 quite stable from 1970 through 1990 but dropped by 13.1% between 1990 and 2000. This figure, however, is not as simple as it appears. The number of married-couple families (those with both husband and wife) declined by 22.7%, while the number of female headed householders with no husband present increased by 67.9%, over 1970. This number remained comparable to 1990 (+68.7%). The reason for this increase is not clear, but it remains a noteworthy statistic.

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, leaving a net loss of 6.5% over the 30-year period. It is interesting to note that the total number of persons aged 65 and over increased from 1080 in 1980 to 1508 persons in 2000, an increase of roughly 40%, while the numbers of senior householders fluctuated in a generally downward direction after 1980, from 674 to 542.

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 2000 returned the total number of persons to that of 1970.

The overall trend toward smaller households and families first noted in 1980 continued in 1990. The number of persons per household in Presque Isle declined from 3.30 in 1970 to 2.25 in 2000; the number of persons per family dropped from 3.67 in 1970 to 2.82 in 2000.

### **Educational Attainment of Population Age 25+ Years**

According to the 2000 US Census, 81.4 percent of persons 25 years of age and older in Presque Isle (6,292) 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 2000 (49.3%). The percentage of high school graduates or higher over the age of 25 was slightly higher than that of the Aroostook County 2000 figure of 76.9 percent and nearly identical to the State of Maine figure of 85.4 percent. In 2000, 20.9 percent of adults 25 years of age or older in Presque Isle had a bachelors degree or higher.



*Educational Attainment of Population Age 25+, 1990 to 2000*

	Year	25 Years or Older Population	Years of Education						
			<9th	9 to 12	HS Grad	Some College	Associates	Bachelor's	Grad Degree
Caribou	1990	6,179	998	787	2,294	849	446	565	240
	2000	5,930	743	718	1,986	1,004	419	769	291
<b>Presque Isle</b>	<b>1990</b>	<b>6,609</b>	<b>849</b>	<b>761</b>	<b>2,002</b>	<b>1,310</b>	<b>623</b>	<b>702</b>	<b>362</b>
	<b>2000</b>	<b>6,292</b>	<b>475</b>	<b>695</b>	<b>2,014</b>	<b>1,207</b>	<b>580</b>	<b>929</b>	<b>392</b>
Fort Fairfield	1990	2,625	379	349	816	480	221	259	121
	2000	2,449	253	371	892	327	100	363	143
Westfield	1990	399	66	94	150	48	20	10	11
	2000	420	45	60	170	65	35	39	6
Chapman	1990	267	32	52	107	30	21	16	9
	2000	328	31	63	117	64	22	22	9
Mapleton	1990	1,990	1,207	104	146	538	160	83	138
	2000	2,000	1,312	85	112	511	293	99	144
County	1990	55,738	N/A	N/A	9,027	7,176	23,912	8,676	6,947
	2000	51,439	5,802	6,066	19,799	8,893	3,345	5,544	1,990
State	1990	795,613	N/A	N/A	70,153	98,307	295,074	182,727	149,352
	2000	869,893	47,183	80,105	314,600	165,111	63,934	129,992	68,968

Source: US Census, 1990 and 2000

**Population by Industry and Occupation**

The following chart summarizes characteristics of the working population of Presque Isle for 2000, by working population and percentage of working population. In Presque Isle, the Education, Health and Social Services sector comprises the highest percentage of workers with 29.3 percent, followed by Retail Trade with 17 percent, and Professional Services with 8.6. 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 28.8 percent. The second highest is Retail Trade at 13.9 percent, followed by Manufacturing at 8.5 percent. In Fort Fairfield, the Education, Health and Social Services sector ranks first with 30 percent, followed by Professional Services with 11.3 percent, and Retail Trade with 9.9 percent.





## Occupation by Industry, 2000

Type	Caribou		Presque Isle		Fort Fairfield	
	2000	Percent	2000	Percent	2000	Percent
Agriculture, Mining, Forestry, & Fishing	100	2.7	149	3.2	87	5.7
Construction	230	6.2	199	4.3	53	3.5
Manufacturing	316	8.5	386	8.3	100	6.5
Transportation	124	3.3	284	6.1	113	7.4
Wholesale Trade	106	2.9	109	2.3	32	2.1
Information	51	1.4	137	2.9	32	2.1
Retail Trade	514	13.9	<b>790</b>	<b>17.0</b>	152	9.9
Finance, Insurance, and Real Estate	164	4.4	159	3.4	54	3.5
Professional, Scientific, Admin., Waste Management	313	8.5	<b>402</b>	<b>8.6</b>	174	11.3
Education, Health, Social Services	1,068	28.8	<b>1,360</b>	<b>29.3</b>	460	30.0
Art. Entertainment, Recreation	248	6.7	288	6.2	73	4.8
Other Services	215	5.8	211	4.5	144	9.4
Public Administration	255	6.9	175	3.8	61	4.0
<b>Totals</b>	<b>3,704</b>	<b>100</b>	<b>4,649</b>	<b>100</b>	<b>1,535</b>	<b>100</b>

Source: 2000 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.

It has been common practice through the years for the Maine Department of Human Services (DHS) and other State agencies to develop population projections for all Maine communities. These projections beyond the most recent U.S. Census results are prepared for health system planning purposes and reportedly are based upon three variables: 1) birth rate; 2) death rate; and 3) trend analysis of out-migration. Often these projections are interesting, but as tools on which to chart directions for municipal growth or spending, they are inaccurate and unreliable.



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-1980's. 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.

Table 4 presents a summary of population projections prepared by the Maine State Planning Office in 2005. Projections utilized US Census estimates for 2001-2004 and then population trends for each municipality back to 1960. Projections did not utilize estimates of growth or decline at military bases such as Loring as information was unavailable at the time of completion. Loring, especially the Defense Financing and Accounting Services (DFAS), is projected to increase by over 600 new jobs by 2008. This could have positive impacts on the region's population and make projections inaccurate.

**Table 4: Presque Isle Population Projections (2000-2020)**

Age Group	2000 (Actual)	2005	2010	2015	2020	Percent Change 2000-2010	Percent Change 2000-2015	Percent Change 2000-2020
0-4	516	475	460	435	383	-11	-16	-26
5-17	1,531	1,329	1,129	1,027	954	-26	-33	-38
18-29	1,814	1,893	1,837	1,591	1,354	1	-12	-25
30-44	1,979	1,729	1,490	1,447	1,407	-25	-27	-29
45-64	2,151	2,500	2,587	2,397	2,085	20	11	-3
65-79	1,065	1,036	1,054	1,183	1,307	-1	11	23
80+	456	481	492	482	468	8	6	3
<b>Total</b>	<b>9,511</b>	<b>9,442</b>	<b>9,050</b>	<b>8,561</b>	<b>7,959</b>	<b>-5</b>	<b>-10</b>	<b>-16</b>

Source: US Census and Maine State Planning Office 2005

Age Group	Chapman			Mapleton		
	2005	2010	2015	2005	2010	2015
0-4	49	57	61	101	106	108
5-17	61	54	53	314	287	290
18-44	163	156	156	691	662	668
45-64	163	187	192	520	545	531
65+	63	72	86	262	294	349
<b>Total</b>	<b>499</b>	<b>526</b>	<b>548</b>	<b>1,888</b>	<b>1,894</b>	<b>1,946</b>

Source: US Census and Maine State Planning Office 2005



These projections, when coupled with 2000 Census results and locally compiled indicators such as new housing starts, housing subdivisions created, utility connections, annual school census results, labor market information, and other indicators, yield nothing but an overall “*sense*” that a modest net population decline is likely to continue in Presque Isle over the next 5-7 years. Concerns about the accuracy of the 2000 Census results, particularly in the disparities observed between local indicators and Census figures, add to the uncertainty of what can be expected of the local and regional populations in the next decade.

The pace and direction of population movement in Aroostook County and Presque Isle is subject to many variables, such as U.S. and Canadian trade policies, the relative strength of the agricultural industry, secondary development associated with the recent new retail growth in Presque Isle, the continued viability of the University of Maine at Presque Isle and Northern Maine Community College, technology and telecommunications improvements, and the success of efforts to redevelop the many resources of the Loring Commerce Center.

### **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 40 years. Presque Isle's population has declined 17 percent 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 2020 and possibly beyond. A population of 9,045 is projected for the year 2010 and 7,955 for 2020. The birth rate, death rates, and migration patterns for Presque Isle from which the projections have been derived may prove to be accurate. However, if the factors considered change, the projections could prove to be highly inaccurate.

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. A smaller school age group combined with an aging population and out-migration can have an effect on educational, recreational, cultural, and community programs, as well as the funding for these. An aging population will create a need to expand programs for the elderly, such as walking programs, shopping excursions, and social activities.



## 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;
- as a result of the base closings, the community's downtown business district was decimated twice;
- two of its major industries, shoe manufacturing and food processing, were lost by the mid-1980's. One could not withstand the pressures imposed by low-cost foreign imports; the other simply closed its doors in the early 1980's after employing a work force of nearly 1,800 persons during its peak production years;
- a reduction of 17% of its population;
- the number of acres in agricultural production was seriously reduced;
- drought and late blight devastated the potato crop in three of the past eight years; subsidized Canadian potato imports under-priced Aroostook potatoes in many markets;
- 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;
- ☞ with the completion of a local “point of presence” that allows lower cost long-distance telephone service and the establishment of redundancy in main trunk service, Presque Isle’s telecommunication technology is among the most modern in the state, which, in turn, is among the most modern in New England;
- ☞ the City’s revolving loan funds have been responsible for creating or retaining over 680 jobs in Presque Isle; and has benefited over 73 local businesses;

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. Table 7 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.

A portion of Presque Isle’s lost labor force can be attributed to relocation of families in search of lower tax rates from Presque Isle to surrounding communities with fewer services and to the closure of Loring AFB. The Loring AFB closure heavily influenced the decline in the labor force in the Presque Isle/Caribou Labor Market Area and the county.



**Table 7: Average Annual Labor Force**

<b>AVERAGE ANNUAL LABOR FORCE</b>				
	Presque Isle	P.I./Caribou LMA	Aroostook County	Maine
<b>1990</b>	5,638	21,760	39,640	635,000
<b>1991</b>	5,870	22,690	41,960	647,000
<b>1992</b>	N/A	23,060	N/A	N/A
<b>1993</b>	5,339	21,920	39,510	629,000
<b>1994</b>	5,022	20,250	38,120	614,900
<b>1995</b>	5,099	20,630	38,810	641,900
<b>1996</b>	5,101	20,598	39,100	660,940
<b>1997</b>	4,885	19,732	37,753	660,650
<b>1998</b>	4,826	19,950	37,140	652,300
<b>1999</b>	4,990	20,690	37,660	669,900
<b>2000</b>	5,142	21,300	38,420	688,800
<b>2004</b>	4,928	24,452	35,006	677,212
<b>2006</b>	<b>5,154</b>	<b>25,556</b>	<b>36,931</b>	<b>688,190</b>

(Source: Maine Department of Labor)

Table 8 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 2006. 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. Table 9 presents the average unemployment rates for the Presque Isle/Caribou Labor Market Area for the same period.

**Table 8: Annual Average Unemployment Rates**

<b>ANNUAL AVERAGE UNEMPLOYMENT RATES PERCENT (1990 THROUGH 2006)</b>								
	<b>1990</b>	<b>1992</b>	<b>1994</b>	<b>1996</b>	<b>1998</b>	<b>2000</b>	<b>2004</b>	<b>2006</b>
<b>PRESQUE ISLE</b>	5.64	9.50	10.30	7.90	5.40	2.40	4.30	4.60
<b>CARIBOU</b>	8.81	13.00	17.80	11.70	7.60	4.30	5.90	6.40
<b>FORT FAIRFIELD</b>	6.59	10.20	14.20	9.70	7.40	4.60	6.80	7.60
<b>MARS HILL</b>	6.32	10.30	11.10	8.40	6.30	2.90	5.30	6.10
<b>WASHBURN</b>	5.31	12.60	13.70	10.30	6.90	4.30	4.90	5.70
<b>PI/CARIBOU-LMA</b>	6.70	10.50	13.50	9.00	6.50	3.80	6.00	6.30
<b>AROOSTOOK CNTY.</b>	6.90	N/A	12.30	9.20	7.00	4.40	6.20	6.40
<b>MAINE</b>	5.10	7.00	7.40	5.10	4.40	3.50	4.60	4.60
<b>UNITED STATES</b>	5.90	7.00	5.10	5.00	4.50	4.00	5.50	4.30



**Table 9: Average Unemployment Rates (%) Presque Isle - Caribou Labor Market Area**

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

<b>TOWN</b>	<b>1990</b>	<b>1992</b>	<b>1994</b>	<b>1996</b>	<b>1998</b>	<b>2000</b>	<b>2006</b>
Ashland	10.53	17.20	16.80	13.70	11.70	8.50	6.50
Blaine	3.50	6.50	8.30	7.10	2.20	1.10	5.30
Bridgewater	6.54	8.50	11.30	9.40	7.00	5.20	4.00
Caribou	8.81	13.00	17.80	11.70	7.60	4.30	6.40
Castle Hill	0.78	0.90	1.00	1.00	3.00	1.20	3.50
Caswell Plt.	3.55	5.20	16.90	8.20	11.10	6.30	14.80
Chapman	1.71	2.10	1.00	0.50	3.10	4.00	4.90
E Plt.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Easton	6.31	10.30	9.90	9.80	7.70	3.40	6.00
Fort Fairfield	6.59	10.20	14.20	9.70	7.40	4.60	7.60
Garfield Plt.	0.00	0.00	0.00	0.00	0.00	1.90	2.50
Limestone	9.25	11.30	26.90	14.20	6.70	4.70	8.80
Mapleton	5.89	8.90	10.10	7.10	6.10	2.60	4.70
Mars Hill	6.32	10.30	11.10	8.40	6.30	2.90	6.10
Masardis	4.22	9.70	11.00	7.30	6.30	2.60	5.10
Nashville Plt.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
New Sweden	6.69	11.60	13.70	9.50	6.30	7.60	7.50
Oxbow Pit.	37.50	25.80	31.80	30.40	16.70	12.50	5.30
Perham	4.79	5.50	7.40	5.40	8.80	5.20	7.60
Portage Lake	9.09	13.80	15.60	11.20	9.90	6.50	11.00
<b>Presque Isle</b>	<b>5.64</b>	<b>9.50</b>	<b>10.30</b>	<b>7.90</b>	<b>5.40</b>	<b>2.40</b>	<b>4.60</b>
Stockholm	16.41	29.10	36.30	23.70	11.20	6.30	6.80
Wade	0.99	0.90	1.20	2.30	0.90	0.80	1.90
Washburn	5.31	12.60	13.70	10.30	6.90	4.30	5.70
Westfield	6.29	9.80	10.80	9.00	6.50	4.00	7.80
Westmanland Plt.	0.00	0.00	0.00	0.00	0.00	0.00	3.80
Woodland	0.94	0.90	0.80	0.70	1.80	2.60	7.60
P.I./Caribou - LMA	6.7	10.50	13.50	9.00	6.50	3.80	6.30

(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. As reported in the *2005 Northern Maine Overall Economic Development Plan* prepared by the Northern Maine Development Commission, although the export of manufactured goods from Aroostook County to foreign countries increased by 107% between 1990 and 1994, Aroostook County continued to import more than twice as much as it exported. Reduction and eventual elimination of this trade deficit is essential to the long-term economic survival of local and regional businesses and industries and to the preservation of the social fabric of the community. Support for the growth of existing and new export businesses should be encouraged at all levels of government.

## **2. Taxable Retail Sales:**

Table 10 represents the Total Taxable Retail Sales by Product Group in 2000 for the Presque Isle Economic Summary Area, the Northern Maine District, and the State of Maine. With the exception of building supplies, the Presque Isle Economic Summary Area accounted for 54-70% of the other product group sales. Presque Isle's overall share of 58% of the total retail sales in the Northern Maine District is the same position it held in 1996.

Despite the economic problems experienced locally and regionally, total retail sales showed a modest (2.9%) increase in Presque Isle over 1996 and a healthier (3.7%) increase for the region. All product groups exhibited sales gains over the five-year period, ranging from 1.5% in restaurant sales to 9.3% in lodging. Presque Isle experienced some slippage in the automotive sales and "other" retail categories, but experienced gains in its share of the regional markets for food sales and lodging, remaining constant in the remaining categories.

It is believed that the growth restaurant sales (1.5%) and lodging sales (9.3%) were directly attributable to sufficient snow cover during the winter months to produce appropriate snowmobiling conditions throughout Aroostook County. This resulted in increased reservations at local hotels and motels by snowmobile enthusiasts from throughout the eastern United States who visit Presque Isle and Aroostook County for the excellent snowmobiling trails and conditions. In the same manner as coastal resorts benefit from sunshine during the summer months, winter tourism in Presque Isle and Aroostook County benefits from snowfall.



**Table 10: Total Taxable Retail Sales by Product Group (in thousands of dollars)**

TOTAL TAXABLE RETAIL SALES BY PRODUCT GROUP (in thousands of dollars)								
2000								
PRODUCT GROUP SALES	PRESQUE ISLE ECONOMIC SUMARY AREA	%OF TOTAL NO. MAINE DISTRICT	% CHANGE 1996 to 2000	NO MAINE DISTRICT	% OF TOTAL STATE SALES	% CHANGE 1996 to 2000	STATE OF MAINE	% CHANGE 1996 TO 2000
<b>Building Supply</b>	<b>25,612</b>	<b>44%</b>	<b>1.8%</b>	<b>57,568</b>	<b>3.4%</b>	<b>1.7%</b>	1,664,894	8.2%
Food Store	37,772	58%	3.6%	64,974	4.8%	2.2%	1,330,256	4.6%
Automotive	75,960	59%	3.8%	129,762	3.9%	5.1%	3,248,452	7.3%
General Msde.	75,214	70%	2.0%	106,878	4.2%	1.8%	2,535,876	6.0%
Restaurant	26,988	54%	1.5%	49,686	3.3%	1.5%	1,477,657	5.1%
Lodging	4,596	58%	9.3%	7,929	1.6%	8.5%	479,208	7.2%
Restaurant Lodging	31,584	55%	2.5%	57,616	2.9%	2.3%	1,956,237	5.6%
Other	22,198	65%	2.3%	34,016	2.3%	2.8%	1,429,986	5.6%
<b>TOTAL RETAIL SALES</b>	<b>303,120</b>	<b>58%</b>	<b>2.9%</b>	<b>518,084</b>	<b>3.7%</b>	<b>2.9%</b>	<b>13,881,623</b>	<b>6.2%</b>

(Source: Maine State Planning Office)

#### DEFINITIONS OF STORE-TYPE GROUPS

Note: In Maine's sales tax system, codings are by store type, not product. Thus, each store is coded into one of the store-type groups below depending on its predominant product: i.e., furniture sold by a furniture store will be included in General Merchandise sales while furniture sold by a hardware store will be including in Building Supply sales.

1. **Consumer Retail Sales:** Total taxable retail sales to consumers
2. **Total Retail Sales:** Includes Consumer Retail Sales plus special types of sales and rentals to businesses where the tax is paid directly by the buyer (such as commercial or industrial heating oil purchases)
3. **Building Supply:** Durable Equipment Sales, Contractors' Sales, Hardware Stores and Lumber Yards.
4. **Food Stores:** All food stores from large supermarkets to small corner food stores. The values here are snacks and non-food items only, since food intended for home consumption is not taxed.
5. **General Merchandise:** In this sales group are stores carrying product lines generally carried in large department stores, It includes clothing, furniture, shoes, radio-TV, household durable goods, home furnishings, etc.
6. **Other Retail:** This group includes a wide selection of taxable sales not covered elsewhere. Examples are dry goods stores, drug stores, jewelry stores, sporting goods stores, antique dealers, morticians, book stores, photo supply stores, gift shops, etc.
7. **Auto:** This sales group includes all transportation related retail outlets. Included are auto dealers, auto parts, aircraft dealers, motorboat dealers, automobile rental. etc.
8. **Restaurant/Lodging:** All stores selling prepared food for immediate consumption. The Lodging group includes only rentals tax.



### **3. Commuting Patterns/Travel Time to Work:**

In a significant departure from what was experienced in the 1970's and early 1980's, 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.

### **4. 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 1990's 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 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 1980's; retail sales gains now are more likely to be in the 0.5% to 2% range.



Table: 11 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 1996.

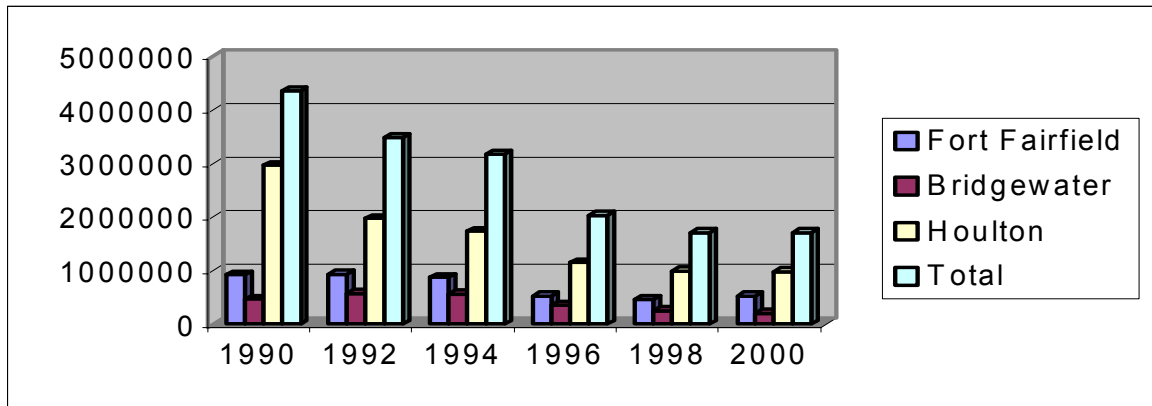
**Table: 11 Border Crossings Fort Fairfield, Bridgewater, Houlton - 1990 - 2000**

<b>BORDER CROSSINGS FORT FAIRFIELD, BRIDGEWATER, HOULTON 1990-2000</b>							
	<b>1990</b>	<b>1992</b>	<b>1994</b>	<b>1996</b>	<b>1998</b>	<b>2000</b>	<b>% ±</b>
Fort Fairfield	926792	930822	878483	528403	463189	530355	-42.7
Bridgewater	474808	579257	563382	353197	254205	201348	-57.5
Houlton	2967280	1981570	1739088	1153732	998254	983664	-66.8
<b>Total</b>	<b>4368880</b>	<b>3491649</b>	<b>3180953</b>	<b>2035332</b>	<b>1715648</b>	<b>1715367</b>	<b>-60.7</b>

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

Chart 3 graphically represents the progressive decline in border crossings at Houlton, Bridgewater and Fort Fairfield.

**Chart 3: Border Crossing Changes 1990 -2000**



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.

## **5. 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; however, the Loring Commerce Center also is the chief competitor within the region for Presque Isle's Skyway Industrial Park, upon which much of the City's economic success and potential is based. The extent of the City's support for the LDA must be measured carefully against its need to attract and sustain new businesses and industries to the benefit of Presque Isle and then, by extension, the region.

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 attracting 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.



## **6. 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 several new crops have been introduced to the region. Industry experts report that agriculture is still comparatively strong and should become stronger.

Although there has been an overall reduction in the number of farms, acres planted, and agricultural employment, productivity is high. Constantly improving technology, soil conservation and cultivation practices, growing and storage techniques, increased diversity, and contemporary marketing practices contribute to the efficiency and viability of agriculture locally.

Potatoes and green vegetables are the strongest components of local agriculture. The potato industry has continued its efforts to present a more attractive, better quality product to the consumer and has directed much attention to value-added processing alternatives. The recognized quality of Aroostook County broccoli has put this product on the produce counters and on the menus of fine restaurants throughout the eastern United States and Canada. Broccoli acreage increased from slightly less than 300 acres in 1982 to several thousand acres in 1997. Until 2001, peas have been another important cash crop for the region, and grains such as oats, barley, and alfalfa play an important role as cash and rotation crops.

More diversity in the types of agricultural production in Aroostook County is recognized by agricultural professionals as a key to sustaining economic health.

The additional impacts of agriculture in Presque Isle are reflected in the various support businesses present here. Beyond the crops planted and harvested by local farmers, Presque Isle is home to farm equipment vendors, fertilizer sales, state and federal agricultural resources agencies, grain storage facilities, suppliers, fabricators, commodity brokerages, transportation services, and other businesses that support and are supported by agriculture.

## **7. 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. But 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.

Presque Isle is home to several small sawmills, firewood cutting operations, and a plywood/veneer manufacturing plant, all of which are important to the local economy; however, a major impact of forestry on Presque Isle is in the damage and safety problems resulting from logging trucks traveling through the City from the forested areas of western Aroostook en route to mills in other communities east and south of Presque Isle.

Presque Isle, though not a major timber growing or harvesting location, has a very real economic interest in the continued viability of forestry in Aroostook County. As the commercial center for the County, Presque Isle is dependent upon the spending power of the forestry-related employers and employees. Loss of revenue for any reasons by the wood-cutting and hauling operations of western Aroostook means less that will be spent for goods and services in Presque Isle.

## **9. 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 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. Table 16 lists the annual totals of new construction and single-family housing starts.

**Table 12: Construction in Presque Isle - Building Permits**

CONSTRUCTION IN PRESQUE ISLE - BUILDING PERMITS					
YEAR	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
	RESIDENTAIL	COMMERCIAL	TAXABLE	TAX EXEMPT	
1970	\$2,128,462.00	\$493,450.00	\$2,621,912.00		\$2,621,912.00
1971	\$1,273,980.00	\$242,675.00	\$1,516,655.00	\$50,000.00	\$1,566,655.00
1972					\$1,930,500.00
1973					\$1,635,800.00
1974	\$1,085,475.00	\$373,562.00	\$1,459,037.00	\$443,851.00	\$1,902,888.00
1975	\$2,361,890.00	\$1,362,975.00	\$3,724,865.00	\$2,985,910.00	\$6,710,775.00
1976	\$1,552,204.00	\$687,578.00	\$2,239,782.00	\$427,125.00	\$2,666,907.00
1977	\$1,689,385.00	\$2,483,162.00	\$4,172,547.00	\$976,550.00	\$5,149,097.00
1978	\$1,686,169.00	\$653,600.00	\$2,339,769.00	\$2,189,500.00	\$4,529,269.00
1979	\$1,962,300.00	\$1,641,000.00	\$3,603,300.00	\$2,235,000.00	\$5,838,300.00
1980	\$1,017,400.00	\$2,216,900.00	\$3,234,300.00	\$54,277.00	\$3,288,577.00
1981	\$876,000.00	\$1,756,501.00	\$2,632,501.00	\$4,628,700.00	\$7,262,001.00
1982	\$2,628,219.00	\$165,360.00	\$2,793,849.00	\$271,300.00	\$3,065,149.00
1983	\$2,118,700.00	\$1,476,850.00	\$3,595,550.00	\$4,370,000.00	\$7,965,550.00
1984	\$2,940,250.00	\$611,250.00	\$3,551,500.00	\$315,000.00	\$3,867,450.00
1985	\$2,801,500.00	\$2,382,700.00	\$5,184,200.00	\$5,589,548.00	\$10,773,748.00
1986	\$3,731,500.00	\$2,323,000.00	\$6,054,500.00	\$2,386,000.00	\$8,440,550.00
1987	\$1,486,500.00	\$2,951,600.00	\$4,420,100.00	\$323,000.00	\$4,743,100.00
1988	\$1,815,600.00	\$2,118,700.00	\$3,934,300.00	\$259,200.00	\$4,193,500.00
1989	\$1,599,580.00	\$2,296,900.00	\$3,896,480.00	\$1,034,500.00	\$4,930,980.00
1990	\$1,233,800.00	\$4,352,800.00	\$5,586,600.00	\$2,937,500.00	\$8,524,100.00
1991	\$1,851,515.00	\$5,293,507.00	\$7,145,022.00	\$3,381,300.00	\$10,526,322.00
1992	\$1,541,370.00	\$5,619,509.00	\$7,160,879.00	\$2,160,805.00	\$9,321,684.00
1993	\$1,837,383.00	\$8,852,776.00	\$10,690,614.00	\$882,736.00	\$11,573,350.00
1994	\$1,916,593.00	\$3,621,139.00	\$5,537,732.00	\$155,000.00	\$5,692,732.00
1995	\$3,301,478.00	\$1,017,399.00	\$4,318,877.00	\$18,875.00	\$4,337,752.00
1996	\$2,904,024.00	\$2,041,287.00	\$4,945,311.00	\$553,000.00	\$5,498,311.00
1997	\$2,781,047.00	\$2,483,197.00	\$5,264,244.00	\$140,386.00	\$5,404,630.00
1998	\$2,101,145.00	\$2,122,056.00	\$4,223,201.00	\$649,934.00	\$4,873,135.00
1999	\$2,677,664.00	\$6,825,571.00	\$9,503,215.00	\$381,000.00	\$9,884,215.00
2000	\$2,273,610.00	\$5,754,262.00	\$8,027,872.00	\$2,942,000.00	\$10,969,872.00
2001	\$2,047,736.00	\$6,500,871.00	\$8,548,607.00		\$8,548,607.00
2002	\$2,366,618.00	\$8,838,274.00	\$11,204,892.00		\$11,204,892.00
2003	\$2,444,129.00	\$5,399,798.00	\$7,843,927.00		\$7,843,927.00
2004	\$2,987,124.00	\$10,385,707.00	\$13,372,831.00		\$13,372,831.00
2005	\$3,181,351.00	\$7,669,473.00	\$10,850,824.00		\$10,850,824.00
2006	\$3,160,103.00	\$15,095,886.00	\$18,255,989.00		\$18,255,989.00





## **9. 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 Board of Directors and staff of the Presque Isle Industrial Council;
- ⇒ the Presque Isle Water & Sewer Districts;
- ⇒ the Presque Isle Development Fund Trustees;
- ⇒ the Presque Isle Area Chamber of Commerce;
- ⇒ the Quality Presque Isle 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;
- ⇒ the Maine Department of Environmental Protection;
- ⇒ the Maine Department of Inland Fisheries and Wildlife;
- ⇒ the Finance Authority of Maine;
- ⇒ the U.S. Department of Housing & Urban Development;
- ⇒ the U.S. Environmental Protection Agency;
- ⇒ the U.S. Small Business Administration;
- ⇒ the U.S. Fish & Wildlife Service;
- ⇒ the Economic Development Administration, U.S. Department of Commerce; and
- ⇒ the U.S. Department of 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 topic 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:

1. The City should support and commit adequate funding for the rehabilitation, construction, or demolition of industrial and commercial buildings and facilities on Skyway Industrial Park;
2. The City should actively advocate for further research and development into alternative uses of waste by-products generated by industries and businesses;
3. The City should stimulate and support economic growth through the promotion of greater crop diversification;
4. The City should 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;
5. The City should join with other northern Maine communities to outline strategies to initiate further free trade options with Canada;
6. The City should continue to provide, whenever feasible, financial and technical assistance to new and existing businesses;
7. The City should continue to pursue alternative funding sources such as FAME's REDRLP program, as a means of recapitalizing and complementing the Presque Isle Development Fund;



8. The City should 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 ensures availability of water, waste disposal, and electric utility service. Costs should be minimized and convenience should be maximized to the extent possible;
9. The City should continue active participation and support of the Overall Economic Development Program (OEDP) and the Northern Maine Development Commission;
10. The City should continue to support the business contact and referral system utilizing the resources of Maine & Company and Northern Maine Development Commission
11. Whenever feasible, the City should promote technological advancement and training;
12. The City should encourage the development of businesses and industries which fully utilize natural and human resources, and which use alternative fuels and/or are energy efficient;
13. The City should 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;
14. The City should actively promote itself and "*central Aroostook*" as a location for new, expanding, or relocating businesses and industries;
15. The City should join other Aroostook County communities to pursue redundant fibreoptic service and at least one telecommunications "*point-of-presence*" in Aroostook County;
16. The City should actively support four-season tourism development as a means of expanding and diversifying the regional economy;
17. The City should 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;
18. The City should support efforts to 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.
19. The City should pursue "*value-added*" businesses and industries with export potential to help reduce the region's trade deficit;



20. The City should continue to pursue funding assistance from CDBG, EDA, RECD, and other funding sources for community and economic development projects;
21. The City should work with other central Aroostook County communities to develop and implement regional plans, in such areas as transportation, land use, and economic development
22. The City should encourage job creation and job retention;
23. The City Planning Board should examine and, if appropriate, propose new and alternative uses for marginal or unsuitable farmland;
24. The City should not allow retail sales as home occupations.
25. The City should encourage and support the development of centralized packing, storage, and marketing facilities for agricultural products;
26. The City should not sacrifice it's historical, archaeological, and natural resources for short-term economic gains.
27. The City should continue to support the Northern Maine Regional Airport as an economic development tool for the City and the region.



## 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 historic 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 the 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 2000. However, Caribou and Presque Isle lost housing units in the 1990s. The number of housing units in Presque Isle has grown from 3,572 in 1980 to 4,405 in 2000, a 23.32 percent increase. Between 1980 and 2000, Presque Isle reflected the third highest percent growth of the selected sub-regional communities.

*Housing Units Comparison, 1980-2000*

Town	1980 Housing Units	1990 Housing Units	2000 Housing Units	% Change 80-00
Caribou	3,694	4,089	3,831	3.71
Chapman	145	176	187	28.97
Easton	483	527	566	17.18
Fort Fairfield	1,599	1,648	1,654	3.44
Mapleton	645	726	798	23.72
<b>Presque Isle</b>	<b>3,572</b>	<b>4,411</b>	<b>4,405</b>	<b>23.32</b>
Westfield	233	250	240	3.00
Aroostook County	35,920	38,421	38,719	7.79
Maine	501,093	587,045	651,901	30.10

Source: 1980-2000 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	%
<b>1999 to 2000</b>	46	1.0	514	1.3
<b>1995 to 1998</b>	120	2.7	1,818	4.7
<b>1990 to 1994</b>	149	3.4	1,934	5.0
<b>1980 to 1989</b>	476	10.8	4,400	11.4%
<b>1970 to 1979</b>	691	15.7	6,454	16.7%
<b>1960 to 1969</b>	414	9.4	3,930	10.2%
<b>1940 to 1959</b>	1,104	25.1	8,075	20.9%
<b>1939 or earlier</b>	1,405	31.9	11,594	29.9%

Source: 2000 U.S. Census

Nearly all of the residential development that has occurred in the past 3 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 marked improvement in the standard of housing in Presque Isle with regard to plumbing, cooking, and telephone service.



## Selected Housing Characteristics

	Presque Isle			Aroostook County		
	1990	2000	% of total units	1990	2000	% of total units
<b>Lacking complete plumbing facilities</b>	43	11	0.3	1,666	329	1.0
<b>Lacking complete kitchen facilities</b>	49	12	0.3	1,252	166	0.4
<b>No telephone in housing unit</b>	63	52	1.2	1,125	423	1.1
<b>Total Housing Units</b>	4,411	4,405		38,421	38,719	

Source: U.S. Census

## Housing Projections

Using SPO projections, Presque Isle and the region are anticipating a positive housing growth through 2015. Presque Isle has the capacity to absorb their projected growth based on two factors: nearly 294 acres of vacant zoned residential land and the city's minimum lot size of 7,000-10,000 square feet. The LMA are projected to see an increase of 1,713 new units to 2015. Presque Isle could theoretically absorb all of the projected housing growth for the LMA. Approximately 1,423 new housing units could be located in their vacant lands currently zoned for residential uses and served by public water and sewer. The remaining projected units could be located in rural farm districts or through efforts to rezone portions of the city for residential uses. There are currently no capacity issues with the Presque Isle Water and Sewer District plants.

## Housing Units (Actual and Projected)

Municipality	2000	2005	2010	2015	Increase/ Decrease	Percent Change 2000-15
Caribou	3,727	3,762	3,830	3,970	243	6.5
Chapman	180	210	235	257	77	42.8
Easton	540	560	582	613	73	13.5
Fort Fairfield	1,573	1,602	1,641	1,705	132	8.4
Mapleton	767	796	822	865	98	12.8
<b>Presque Isle</b>	<b>4,405</b>	<b>4,220</b>	<b>4,287</b>	<b>4,414</b>	<b>226</b>	<b>5.4</b>
Westfield	220	238	254	270	50	22.7

Source: Maine State Planning Office, 2003





The actual number of housing units and their occupancy has increased for each of the reporting periods noted below; except the most recent; however, further research needs to be done on the reported number of renter occupied units. There may be a discrepancy between the counts and reports of the Census Bureau and the municipal tax records as they relate to rental housing counts. The dwelling unit by dwelling unit tabulation done in the City's 1992 revaluation is the most current, most accurate source of rental information available. Table 37 describes the various housing units and their tenure in Presque Isle.

### HOUSING UNITS AND TENURE IN PRESQUE ISLE

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

(SOURCE: U.S. Census 1970, 1980, 1990; Municipal Tax Data)

The breakdown of occupied housing units by 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. Table 38 represents the types of occupied units in Presque Isle.

**Table 38: Occupied Housing Units by Type of Structure:**

#### OCCUPIED HOUSING UNITS BY TYPE OF STRUCTURE

YEAR	SINGLE FAMILY HOUSES	MOBILE HOMES	TWO FAMILY HOMES	MULTI FAMILY HOMES
1980	61.9%	8.9%	10.3%	18.9%
1990	59.0%	11.0%	14.0%	16.0%
2000	63.2%	12.0%	8.0%	16.8%

(Source: U.S. Census, 1980, 1990; 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. Complete kitchen facilities were found in 98.9% of the dwelling units in both 1980 and 1990. There was an increase of 519 dwelling units having central heating between 1980 and 1990, most probably due to the demolition of Fairview Acres and the construction of numerous apartment complexes. Table 39 depicts selected characteristics of housing units in Presque Isle.



**Table 39: Selected Characteristics of Housing Units in Presque Isle:**

**SELECTED CHARACTERISTICS OF HOUSING UNITS IN PRESQUE ISLE**

<b>TOTAL DWELLING UNITS</b>	<b>YEAR-ROUND DWELLING UNITS</b>	<b>SEASONAL DWELLING UNITS</b>	<b>OWNER-OCCUPIED UNITS</b>	<b>% ON PUBLIC WATER SEWER</b>	
<b>1970</b> 3572	98.3%	1.7%	N/A	N/A	N/A
<b>1980</b> 4052	98.6%	1.4%	65.1%	74.7%	75.9%
<b>1990</b> 4411	98.5%	1.5%	55.6%	76.6%	78.4%
<b>2000</b> 4379	99.2%	0.8%	67.2%	76.3%	77.9%

(Source: U.S. Census 1970, 1980, 1990; 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 2000 US Census in Presque Isle, 36.8 percent of the renter-occupied households had shelter costs of 30 percent or more of the income; and 17.4 percent of the owner-occupied households had shelter costs of 30 percent or more of the income. 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 in 2000 was \$29,325.
- Very low income means 50 percent of the town's median household income based on 2000 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
<b>Percent of Median Income</b>	<b>50 %</b>	<b>51% to 80%</b>	<b>81% to 150%</b>
<b>In dollars</b>	<b>\$14,662</b>	<b>\$14,995 to \$23,460</b>	<b>\$23,753 to \$43,987</b>
<b>Affordable Rent</b>	<b>\$366</b>	<b>\$375 to \$586</b>	<b>\$586 to \$1,099</b>
<b>Affordable Mortgage</b>	<b>\$366</b>	<b>\$375 to \$586</b>	<b>\$594 to \$1,099</b>
<b>Less Taxes and Insurance</b>	<b>+ - 200</b>	<b>+ -207</b>	<b>+ - \$214</b>
<b>Affordable Mortgage Payment</b>	<b>\$166</b>	<b>\$168 to \$379</b>	<b>\$394 to \$885</b>
<b>Affordable House Price</b>	<b>\$27,777</b>	<b>\$28,111 to \$63,419</b>	<b>\$65,930 to \$148,085</b>

\*Interest rate of 5.97% MSHA First Time Home Buyers program

A review of home selling prices from July 1, 2004 to June 30, 2006 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. During the entire time period the low sale price for a housing unit was \$4,000 and the high was \$350,000.

### Housing Sales July 2004 to June 2006

Sale Price Range	Number of Sales and Percentage of Total Sales
<b>Under \$20,000</b>	<b>14 (8.3)</b>
<b>\$20,001-\$40,000</b>	<b>31 (18.5)</b>
<b>\$40,001-\$60,000</b>	<b>23 (13.7)</b>
<b>\$60,001-\$80,000</b>	<b>27 (16.1)</b>
<b>\$80,001-\$99,999</b>	<b>23 (13.7)</b>
<b>\$100,000-\$149,999</b>	<b>31 (18.5)</b>
<b>Over \$150,000</b>	<b>19 (11.3)</b>

Source: Real Estate Transfer Records



A total of 168 home sales were considered as part of the housing affordability study. During the period, the average sale price was \$85,522 with a high of \$350,000 and a low of \$4,000.

Affordable Housing Availability

- At least 14 homes sales between July 2004 and June 2006 were affordable to very low income families
- At least 68 home sales between July 2004 and June 2006 were affordable to low income families. It should be noted that the top end of the range considered affordable to this income bracket (\$40,001 to \$60,000) had the greatest number of sales through the period.
- The moderate income families had the widest available options for home sales with 149 sales between 2004 and 2006 being affordable.
- Very low income families had the fewest options but still had potential access to nearly 8.3 percent of the sales during the period.

Rental Affordability

According to the 2000 US Census, rental units make up 1,533 or 34.8 percent of the total housing stock in Presque Isle. Rental affordability was determined with 2000 US Census information utilizing the following two (2) tables.

- The median rent was \$386.
- The vacancy rate was 9.5%.
- At least 440 rental units (28.7%) had rents that were affordable to very low income families.
- At least 1,148 rental units were affordable to low income families (74.8%).
- At least 1,458 rental units (95.1%) were affordable to moderate income families.

**Presque Isle Gross Rent, 2000**

<b>Gross Rent</b>	<b>Number of Units</b>	<b>Percent of Total</b>
Less than \$200	221	14.4
\$200-\$299	219	14.3
\$300-\$499	708	46.2
\$500-\$749	225	14.7
\$750-\$999	85	5.5
\$1,000-\$1,499	12	0.8
\$1,500 or more	0	0
No cash rent	63	4.1
<b>Total</b>	<b>1,533</b>	<b>100.0</b>

Source: US Census 2000



<b>Gross rent as Percentage of Household Income</b>	<b>Number of Units</b>	<b>Percent of Total</b>
Less than 15 percent	286	18.7
15-19.9 percent	219	14.3
20-24.9 percent	194	12.7
25-29.9 percent	174	11.4
30-34.9 percent	130	8.5
35 or more percent	434	28.3
Not computed	96	6.3
<b>Total</b>	<b>1,533</b>	<b>100.0</b>

Source: US Census 2000

**Table 42: Residential Building Permits New Construction/Buildings**

<b>RESIDENTIAL BUILDING PERMITS</b>			
<b>New Construction/Buildings</b>			
<b>YEAR</b>	<b>STICK BUILT</b>	<b>MODULAR</b>	<b>MOBILE HOMES</b>
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

(Source Municipal Code Enforcement Officer)



A. Residential Subdivisions Approved 1992 to present:

- 1992 Carl Litsch Subdivision, Academy Street – 3 lots
- 1994 Leisure Village Apartments, Dewberry Drive – 40 unit
- 1995 Mallard Point Subdivision, Parsons Road – 22 lots  
Riverview Mobile Home Park, Reach Road – 6 lots

B. Merritt Brook Hidden Estates, Burlock Rd. – 5 lots  
Chandler Brook Subdivision, Washburn Rd. – 7 lots

- 1997 Merritt Brook Hidden Estates – Amendment
- 1998 Lawrence Thibodeau Subdivision, Centerline Rd. – 4 lots  
Chandler Hills Subdivision, State St./Centerline Rd. – 5 lots
- 2001 Conant Hill Subdivision, State Street – 21 lots  
Academy Street Subdivision, Academy Street – 12 units  
Leisure Gardens Subdivision, Dewberry Drive – 18 units
- 2003 Kinney Rentals, Main Street, 5 units
- 2004 Lamoreau Subdivision, Higgins Road – 3 lots
- 2006 C.H. Management, Inc., Main Street – 10 units

C. 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. Table 43 describes the federal subsidies associated with multi-family and elderly rental housing units.



**FEDERALLY ASSISTED ELDERLY AND MULTI-FAMILY RENTAL HOUSING**

<b>NAME</b>	<b>TYPE</b>	<b>TOTAL UNITS</b>	<b># UNITS SUBSIDIZED</b>
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 1980’s, 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 number of units, number of bedrooms, rental rates, utilities paid, vacancies, problems, number of subsidized units, and number of persons on waiting list.

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:

- α Landlords have difficulty raising rental fees to cover overhead expenses, due to the prevailing wage scales in the area;
- α There is a scarcity of rental units of a quality to attract upper-middle to upper income persons;
- α Rental rates for apartments vary little among the respondents;
- α 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.

**C. 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. Table 42 describes the utilization of the Temporary Shelter over the past four years.

**Table 42: Sister Mary O'Donnell Shelter for the Homeless, Inc. - Total Clients and Bed nights**

TEMPORARY SHELTER FOR THE HOMELESS, INC. TOTAL CLIENTS AND BEDNIGHTS								
	1994		1996		1998		2000	
TOTAL CLIENTS	358		344		367		488	
TOTAL BEDNIGHTS	2978		3234		3536		5152	
<i>C=Clients / BN=Bed nights</i>	<b>C</b>	<b>BN</b>	<b>C</b>	<b>BN</b>	<b>C</b>	<b>BN</b>	<b>C</b>	<b>BN</b>
PRESQUE ISLE	77	649	65	678	67	645	124	1300
AROOSTOOK CNTY.	263	2320	193	1748	164	1616	194	2110
IN STATE/OUT OF COUNTY	33	206	79	752	44	307	62	593
OUT OF STATE	62	452	69	730	88	920	106	1138
OUT OF COUNTRY			3	4	4	48	2	11

(Source: Temporary Shelter for the Homeless, Inc.)

**D. 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.

The City Council has adopted an interim policy that it will accept no new rural streets of any type until the completion and acceptance of the City's draft comprehensive plan. The fundamental issue remains the stance the City adopts, if any, with respect to new subdivisions. In the context of a loss of more than 1,000 persons since 1990, does the City need large numbers of new single-family house lots or new apartment units? Is the sale of house lots the only viable option for rural property owners of land no longer suitable for agricultural production? Can the City afford to provide expanded services in rural areas on a par with what it provides in urban areas? How does the brisk demand for real estate reconcile with the loss of population?



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 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 lengthy 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, the 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. “Home occupations” are a growing concern. To maintain the integrity of the residential neighborhoods and of the agriculturally-zoned portions of the City, the definition of “home occupations” should eliminate the approval of any home occupation that involves clients/customers coming to the home.
6. 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. According to the 2000 US Census, one-fourth of the American people lived in rural areas, and they lived in about one-half of the nation’s substandard housing. 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 2000 (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 to other segments of the city’s population. There are an ample number of rental units available and these units average a 9 percent vacancy rate. Average rentals prices are well within the means of very low and low income families.

A review of the housing issues that could affect Presque Isle has been evaluated over the past three years. 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 about average for Aroostook County.

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. By **July 1st** of each year, conduct a rental housing survey to determine average rental rates, vacancy rates, and other information deemed appropriate and necessary;
2. By **July 1, 2008** review and amend, as necessary and as appropriate, the City's subdivision review criteria;
3. By **July 1, 2008**, 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. By **July 1, 2008** conduct information programs for local rental property owners concerning the availability of City and State loan funds for rental unit rehabilitation;
5. By **January 31, 2008** identify target areas and gather preliminary information on neighborhoods that might be eligible for CDBG rehabilitation assistance.



## TRANSPORTATION

### State Comprehensive Plan Review Criteria for Transportation

State Goal: To plan for, finance and develop an efficient system of public 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 119<sup>th</sup> 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.



## **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).

## **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: Northern Maine Regional, Northern Aroostook Regional, Caribou Municipal, and Houlton International. The existing airside facilities at Loring AFB and other smaller privately owned air strips are not included in the MASP analysis.

### **Northern Maine Regional Airport**

The Northern Maine Regional Airport (PQI), located in Presque Isle, is one of only three 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 5,994' x 150'. PQI has been designated an economic development airport and provides Aroostook County with daily commuter flights as well as scheduled flights operated by three (3) overnight freight companies. Principal facilities on 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 deicing, 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.

Northern Maine Regional 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:

- Install self service fueling terminal.
- Promote the establishment of a military/government aviation presence.
- Increase enplanements and deplanements.



- Maintain, at a minimum, cabin class service with the long term goal of establishing regional jet service.
- Enlarge security hold room as enplanements warrant.
- Develop partnerships with community organizations such as Chambers of Commerce.
- Reduce the financial obligations of taxpayers to support airport to zero.
- 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 and the Department has developed a Capital Improvements Plan that highlights large capital investments out to 2014. 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 2014:

Year	Project Description	Total Cost	Federal Funds including Discretionary	State Funds	Local Funds	% total of Federal funds
2007	Reconstruct Runway 1-19	\$4,881,848	\$4,021,680	\$624,634	\$235,534	82.4
2008	Reconstruct Runway 10-28	\$5,495,000	\$5,220,250	\$137,375	\$137,375	95.0
2009	Fencing Improvements	\$1,105,501	\$1,050,225	\$27,638	\$27,638	95.0
2010	Vehicle replacement and Master Plan	\$1,050,000	\$997,500	\$26,250	\$26,250	95.0
2011	Expand GA Apron	\$750,500	\$713,000	\$18,750	\$18,750	95.0
2012	Extend taxiway	\$1,395,000	\$1,325,250	\$34,875	\$34,875	95.0
2013	Extend taxiway	\$1,050,000	\$997,500	\$26,250	\$26,250	95.0
2014	Reconstruct taxiway and apron	\$2,550,000	\$2,422,500	\$63,750	\$63,750	95.0
<b>Total</b>		<b>\$18,277,849</b>	<b>\$16,747,905</b>	<b>\$959,522</b>	<b>\$570,422</b>	<b>91.6</b>

Source: City of Presque Isle, 2007





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 approximately 10 percent of the enplanements at Bangor International Airport were from residents of Aroostook County. 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.

### Radar Facilities

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.

### Rail

Montreal, Maine, and Atlantic (MM&A) purchased 436 miles of Class 2 main and branch rail lines from the Bangor and Aroostook Railroad (BAR) within Maine. The Ashland branch was upgraded to main line status and has concentrated used primarily to transport forest products. The two largest customers, Irving Woodlands in Nashville Plantation and Fraser Paper in Madawaska, remain its important base in this industry. Lumber traffic, fed by the Pinkham and Levesque mills in the Ashland area, add to the traffic. Two wafer board mills, Louisiana Pacific in New Limerick and J.M. Huber in Easton, represented additional base. MM&A lines also service the intermodal facility located in the City. MM&A maintains the line to the Mapleton Road where the Presque Isle Industrial Council then assumes ownership.

In order to become a more viable transportation provider in the region, MM&A needs to invest in its infrastructure. There are sections of the main line where trains can only travel at 5 to 10 miles per hour due to poor track conditions and other locations where derailments have occurred on a regular basis. MM&A receives approximately \$1 million annually from Maine DOT for infrastructure improvements. Most of this funding is being spent between Brownville and Jackman.

MM&A has had difficulty in meeting the needs of the region. Shippers have cited such issues as waiting for cars that sometimes never arrive, inability to supply the types and volumes of cars requested or needed, and a general lack of responsiveness from the provider to the customer. 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. However, shippers have shifted to more reliable alternative shipping modes because of these



problems, which exacerbate the issue of declining rail service by reducing revenues for MM&A. 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 trackage. 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 while Logistics Management Systems (LMS) of Bangor currently operates the yard. There were no reported lifts in 2006.

The major issue with 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 manufactures. However it is underutilized due to a variety of reasons. Shippers, as stated in the rail section above, do not have the confidence in the rail provider which puts the city in a catch 22 position. City officials recognize the need to continue to work with the shippers and rail provider to ensure that products are moved in a timely and efficient manner. PIIC staff is also working to market the services to the region's shippers.

### **Public Transportation**

#### **Bus Station/Bus Stops**

A small bus station and one or more designated "bus stops", with canopies, should be considered within the City of Presque Isle for greater convenience of the traveling public.

#### **Aroostook Regional Transportation System (ARTS)**

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 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 northern most 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 DOT's 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 five (5) 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) EIS. 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.
- Upgrades to the Montreal, Maine, and Atlantic rail system including infrastructure, service, and intermodal facilities.
- Increasing weight limits on Interstate 95 from 80,000 to 100,000 pounds.
- Implementation of the Air Service Redevelopment Plan at the Northern Maine Regional 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.

- Route 10 reconstruction to allow for improved access to industrial areas in Presque Isle and Easton.
- 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 continued 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 Urban-Rural Initiative Program (URIP), 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. Rural Road Initiative funds are distributed at the rate of \$600 per year per lane mile for all rural state aid minor collector roads and all local roads located outside urban compact areas as defined in section 754, except that the rate is \$300 per year per lane mile for seasonal town ways. 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". Urban Road Initiative funds are distributed at the rate of \$2,500 per year per lane mile for summer maintenance performed by the municipalities on state and state aid highways in compact areas. For each lane mile beyond the second lane on a highway with more than two lanes, municipalities also are reimbursed at the rate of \$1,250 per lane mile for summer maintenance in the compact area. In addition, Urban Road Initiative funds are distributed at the rate of \$1,700 per year per lane mile for winter maintenance performed by the municipalities on state highways in compact areas regardless of the number of lanes. 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. And 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. Improperly designed intersections, drainage problems, and/or snow drifting issues have been identified and 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. Road. This connector along with the "industrial" connector from Maysville to the Conant Road would greatly enhance traffic movement in the 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. Plan is to reconstruct this road so that it can carry loads all season long.
- Williams Road was never constructed to a standard. It needs right of way work, drainage, curbs, and reconstruction.
- Academy Street needs complete rebuild. This is the State's responsibility as Presque Isle maintains the road (Summer) and performs winter maintenance. Project would include sidewalk rebuilds also.

- Harmony Way. Needs to be constructed to City standards before being turned over to Presque Isle.
- Upgrading of approximately 12 miles of local gravel roads to paved ways within the life of this comprehensive plan.



### 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 to 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 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:

1. Extending sidewalks on Academy Street to Erskine Street.
2. Extend sidewalks on Route 1 from the County Federal Credit Union to the Aroostook River Bridge (east side of Route 1).

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 in the around the IGA. City officials will continue to work with Health Maine Partnerships to seek funding for the completion of these projects.

### 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 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 redesignated” 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, Wal-mart, North Street Plaza), and post office. There is an adequate number of handicap parking spaces located at the Hospital.

Concern was raised on the issue of accidents in the parking lots, especially at Wal-Mart and the shopping center. The Maine DOT does not maintain statistical data on these accidents. During the implementation phase of this Plan, this issue should be reviewed in more depth to determine if certain design and construction standards need to be revised or drafted.

### **Gateways.**

The entrance to a community provides an important first impression to the resident and visitor 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. Grant programs through the Maine Tourism Marketing Program and Maine Dot's Community Gateway Program can fund these projects either partially or fully.

### **Access Management**

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 negative impacts of unmanaged drainage. The law is intended to ensure safety, manage highway capacity, conserve state highway investment, 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	

### Industrial Connector Route between Presque Isle and Easton

The continuous movement of raw and finished products over the streets and roads of the City of Presque Isle, to and from manufacturing plants in Easton, constitutes a serious compromise of pedestrian and vehicular safety and results in the accelerated deterioration of the community's infrastructure. The City of Presque Isle sees, as its #1 priority transportation project, the need to proceed with the construction of a freestanding "industrial" connector route/segment between Station Road in Easton, the Conant Road in Presque Isle and State Routes 163/167 (Fort Road) in Presque Isle. This project need is completely separate from, and is a priority over, the proposed "North/South" highway alignment. A second 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.

The City of Presque Isle's Planning Board recommends the design and construction of a westerly by-pass running 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 By-pass could parallel the B&A rail line & thereby reduce impacts to a reasonable level.

A third transportation priority for the City of Presque Isle is a North/South By-Pass to the westerly side of the City's downtown with connection to the Skyway Industrial Park. This north/south by-pass should be aligned, as proposed in the early 1990' by Louis Berger & Associates and consistent with preliminary environmental assessments. It should be noted that since the 1960's, 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. Present alignments outlined in the SDEIS do not meet the needs of the city and as of the writing of this plan; Maine DOT and FWHA have been unresponsive to the city's request to review a westerly by-pass. The westerly by-pass 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 by-pass option.

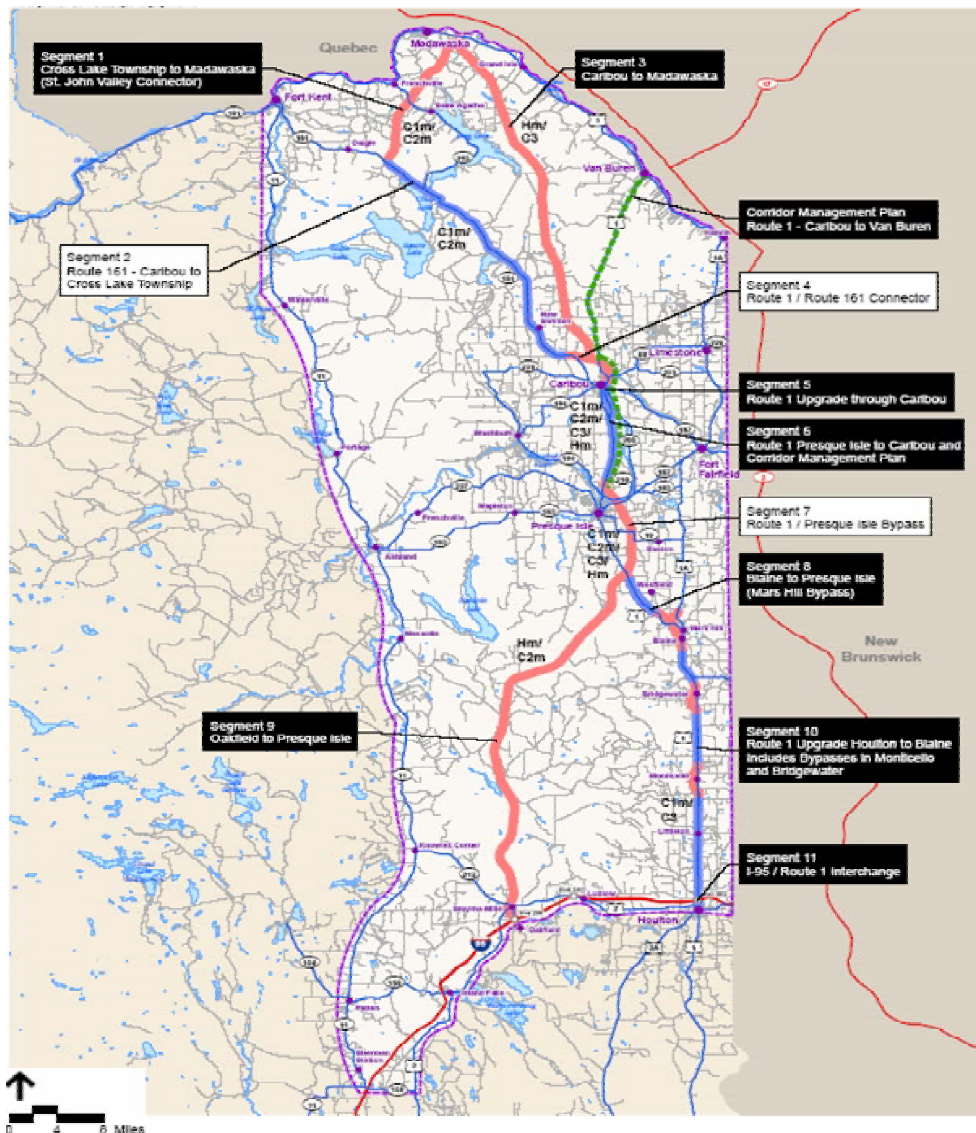


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#### North/South Highway

A limited access highway, running north and south through the Central Aroostook County area, as originally proposed by L.E.A.D and the Maine Department of transportation should continue to be explored and supported outside of this local comprehensive planning effort. At the same time, the North/South Highway should not be combined or confused with the City's need for and interest in constructing a westerly "By-Pass" which would connect from Rt.1 south of the University of Maine, paralleling the Bangor & Aroostook rail lines and connecting to Rt. 163. The City does not currently favor the Easterly By-pass/North-South Highway proposed by MDOT, and continues to prefer a Westerly By-pass/North-South Highway as originally proposed.





### Aroostook County Transportation Study

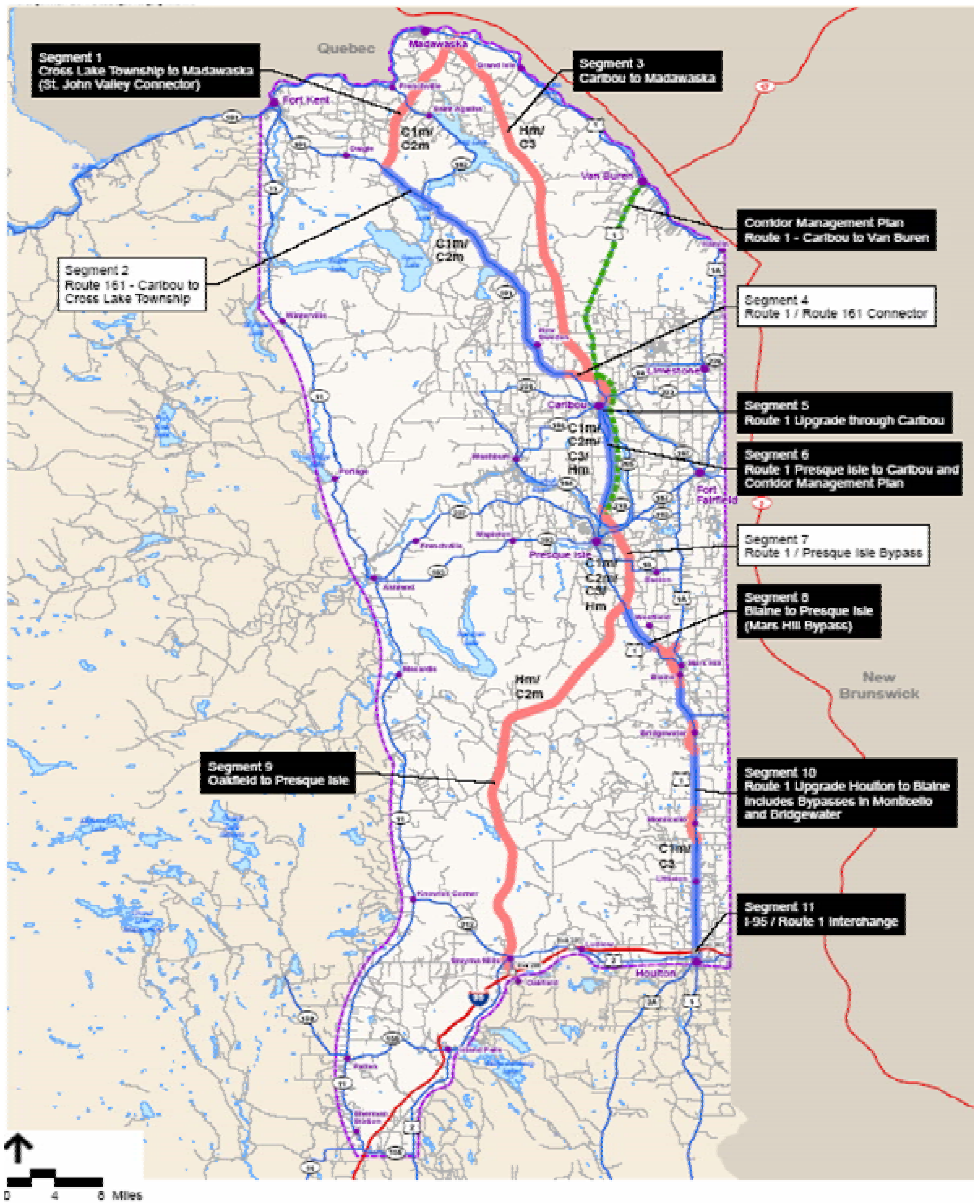
The Maine Department of Transportation has submitted a Supplemental Draft Environmental Impact Statement (SDEIS) to the Federal Highway Authority that is designed to improve the transportation system in northeastern Aroostook County. Presently there are four corridors under consideration of this study. The most specific alignments are located in the central Aroostook area with no specific north-south corridor from the St. John Valley to I-95 being identified at this time. According to Maine DOT, it could take decades to design, acquire permits, and secure funding to build a new 90-100 mile corridor with the potential for many things to change during that time frame that would require a new EIS be developed. Maine DOT plans to phase

construction of a new North-South corridor during the time period. The Federal Highway Authority is expected to issue a Record of Decision (ROD) in early 2008.

Presque Isle is located at the hub of each of the corridors identified in the SDEIS. Since it is appears likely that several projects listed in the document could commence within the next several years, Presque Isle has taken a proactive role in working with the Maine DOT to ensure that the city's desires are addressed. Projects listed include by-passes around the downtown, corridor management planning on US Route 1, and potential new intersections on the Maysville Road.



The following map indicates potential corridors discussed in the SDEIS.



Source: Maine Department of Transportation, 2006

### Corridor Management Planning

The Aroostook County Transportation Study recommends that the proposed North-South controlled access highway between Caribou (Route 1/164) and Presque Isle (Route 1/Brewer Road) be located to the greatest extent practicable on the existing Route 1 alignment. This vision would be realized over an extended period of time through the implementation of a Corridor Management Plan. The Cities of Caribou and Presque Isle through a joint memorandum of understanding have expressed a willingness to pursue this alternative vision by working together to draft and implement the Corridor Management Plan.



This project benefits from the work accomplished in the Aroostook County Transportation Study and presented in draft, August 2005 as the Route 1 Corridor Management Plan – Presque Isle to Caribou. That report contains valuable information on existing conditions covering physical features of the road, traffic characteristics, adjacent land use considerations and environmental conditions. The report suggests strategies to consider incorporating into a CMP and it makes implementation recommendations. The work to be performed on behalf of Maine DOT and the Cities of Caribou and Presque Isle will not replicate this effort but rather it will build upon it. The primary purpose of this project is to prepare a Corridor Management Plan that the two Cities will adopt and implement.

The Caribou-Presque Isle Corridor Management Planning Initiative is a project of statewide significance. Through this initiative, a primary artery with no unique limits on access (South of Rt. 1/164 jct. in Caribou) will transition to an artery with limited access and ultimately, over an extended period of time, transition to a totally controlled access highway. This has not been attempted anywhere else in Maine on this scale. The results of this initiative are expected to provide valuable insights as to the applicability of this approach elsewhere in Maine. In particular, the results of this initiative will be instructive to the future selection of a north-south highway location south of Presque Isle.

This 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 MicMacs.

Finally, it is underscored that the North-South highway has been advanced through various plans for roughly fifty years and little has been accomplished. The initiative that is the subject of this proposal has no known local, state or federal opponents. In fact, recent federal comments on the SDEIS, propel this initiative because it focuses on upgrading the utility of an existing alignment.

This project will adopt the same study area definition as used in the Aroostook County Transportation Study. That area begins in the south in the proximity of the Route 1/163 intersection in Presque Isle and ends to the north in Caribou in the proximity of the Route 1/89 intersection. The proposed planning effort will result in recommendations, which, if implemented, will yield over time, at a minimum, a two lane limited access highway comparable to Route 1 just north of the Caribou Motor Inn. The plan will recommend steps to acquire sufficient right-of-way to protect the option of ultimately transitioning to a four lane, divided highway comparable to an urban interstate design standard. Based on local discussions, it is anticipated that right-of-way will be secured over time only on a willing seller basis.



## Maysville Project

The proposed study area boundaries are the intersection of Routes 1/210/164 north of the Aroostook River, Route 1 (North Maine Street) and the intersection with Rice Street, Maysville Street (Route 163) and its intersection with Fort Fairfield Road (Route 167) and the Parsons Street Connector through its intersection with Parsons Street.

The City of Presque Isle has applied for a grant to use in evaluating the engineering feasibility of mobility enhancements within the defined study area. The purpose of the study is to analyze improvements that would optimize the unrestricted flow of through traffic while simultaneously enhancing local access to the Presque Isle downtown business district. The mobility enhancements to be analyzed will build upon access controls already in place within the study area and seek to add further access controls where feasible. The merit of grade separated interchanges, dedicated through lanes, the addition of local service roads, restricted right in right out turns and other traffic management techniques will be considered.

Maine DOT will work collaboratively with the City to consider the optimal long range strategy for the City and the region relative to future crossings of the Aroostook River to either replace the existing Route 1 structure or to provide redundancy and improved service through construction of an additional bridge. In this context, Maine DOT will assist the City by making available rough construction cost estimates of the alternatives presented for crossing the Aroostook River. The City of Presque Isle will provide Maine DOT its position on a preferred outcome taking into account the relative costs and benefits to be realized from the various options presented.

## 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 Recreational Trails Program grant to that helps improve access to the downtown and local vendors. Such a project will accomplish at least two desirable objectives:

1. Allow easier access for recreational riders to Presque Isle rather than bypassing the community.
2. 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 which should be reviewed by this plan include, among others; compatible use of the trails; alternative trails for incompatible uses; need for additional trails or connectors; trail maintenance; and private property rights.

#### Biennial Capital Work Plan FY 2006-2007

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. The CWP for 2006-2007 includes nine (9) projects in Presque Isle:

- State Street: Grade Crossing Improvements; \$160,000, No local match required
- Reach Road: 3.4 miles of maintenance paving; \$62,900, No local match required
- Route 1: 5.67 miles of pavement rehabilitation \$2.5 million, No local match required.
- Route 163: 1.04 miles of highway resurfacing. \$250,000, No local match required.
- Route 1: Academy to Blake Street resurfacing, \$200,000 No local match required.
- Route 1; Rice Street to Rt. 210 highway resurfacing; \$221,000, No local match required.
- Phase 2 Runway reconstruction: \$5.1 million with \$193,392 in local match.
- Pedestrian Improvements on Edgemont and Skyway Dr.; \$140,000 with \$28,000 local match.
- Route 205: 10.79 miles of maintenance paving; \$219,595; No local match.

Presque Isle should continue to submit any potential future projects to MDOT for inclusion in the next 6-year plan. Typical projects could include rail crossing improvements, pedestrian enhancements, landscaping and curbing, or general road surface and structural improvements



## **Transportation Impacts on Downtown Revitalization**

Despite 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/amphitheatre structure; and improving the facades and signage of each building in the target area to create a cleaner, cohesive, and more inviting downtown.

## **Transportation Analysis**

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 also 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.
- There is a community transportation project, an industrial connector road from Presque Isle to Easton, which is a priority over other City by-passes. A connector road from the Conant Road to the Fort Road on the north side of the City is a priority for moving heavy truck traffic from north/south and east/west. This Industrial Access Road is described more detailed in the Draft Environmental Assessment dated 2/4/02 prepared by the FHA & MDOT (PIN 6462.11, HP 6462 (11)E. This project also includes a connector from Rt. 163 (Mapleton Rd.) to the Parsons Road connector, which then connects to the Maysville Rd. and Rt.1.
- The City of Presque Isle places a third transportation priority on a westerly by-pass, as outlined in early 1990's engineering studies by Louis Berger & Associates, Inc. Such a westerly by-pass would have a positive impact on both Central Business District commuters, businesses & pedestrians, as well increasing the economic development benefits & impacts to the Skyway Industrial Park. This is the preferred by-pass alignments over all others preferred to date.
- The North/South Transportation Study which began in early 1999 has not yet been completed. This study was designed to be an economic development study as this region does not have the congestion or traffic problems normally associated with environmental impact statement. The completion of this plan will allow the region to work within the present funding system and seek alternatives for additional funds to complete identified priority highway segments. City officials are aware that by-passing Presque Isle in a north/south direction may not be in the City's or the region's best interest. City officials need to be watchful of the eventual outcome of this study and continue to articulate Presque Isle's position to the MDOT and FHWA.
- Northern Maine Regional 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 remain 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.





- As stated previously, MM&A also has gained the reputation of not meeting the needs of the region. However, it is a key component in the region's economic development plan one that could greatly enhance the economic development potential especially if fuel prices continue to climb. City officials may want to assist MM&A through the Industrial Rail Access Program (IRAP) in which \$2 million is used to improve access to the line. This is matched with \$2 million from other sources. This program can provide much needed funding to assist business and industry with the development of sidings and other access options.
- 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

Recreation has been an essential element of community life in Presque Isle for more than 70 years. The first community-supported recreational activity began in the late 1920's, when three teen-age 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 only 9,511 persons.

Recreation as a community function began in 1935 with the construction of the community swimming pool on South Main Street; a playground and softball field was added on the site and these facilities, along with a new bath house for the swimming pool, were dedicated in 1941.

Citizen interest and participation helped expand the number of recreational programs and facilities available for public use in Presque Isle. In 1936, the Presque Isle Community Association was formed as a non-profit corporation to "... improve the village of Presque Isle, Maine, and to promote, provide and supervise recreational facilities for the youth and adults of the town; to acquire, by purchase, lease, or otherwise, hold, own, maintain, ornament, and improve places, parks, swimming pools, skating rinks, recreation centers and playgrounds for children and adults; and purchase, lease, or otherwise hold, own maintain, ornament, and improve places, parks, and grounds for exhibits and show ... The Association shall be financed in its efforts through gifts and donations ..."

The Association operated and maintained the swimming pool and playground, developed new recreational activities, and, through its war-time relationship with the United Services Organizations (USO), became aware in early 1946 that the recently constructed USO building on Main Street might be available for purchase by the City. Following a public referendum later that same year, the City Council voted to acquire the building for a total cost of \$25,000; a full-time recreation director was appointed, and the Community Association had a new home for its recreation programs.

The Association continued to direct recreational activities in the City until 1975; at that time, the Association dissolved, with the City agreeing to become administratively and financially responsible for all recreational programming and staff, through the City Council-appointed Recreation and Parks Board. This body, which had its origins with the Community Association and which is today know as the Presque Isle Recreation and Parks Advisory Board, continues to establish policies and oversee the operation of all municipal recreation facilities and programming.



One of the best descriptions of recreation in Presque Isle appropriately came from William V. Haskell. The City's first Director of Recreation, who served from 1946 to 1981. In his history of the local recreation program entitled, "*Recreation - A Lifetime Adventure*", Mr. Haskell stated:

*"Presque Isle's recreation program is considered a community recreation program, not a city or municipal program. This attitude results from the wide interest and the strong support it has received from the day it began. This interest was evidenced by the suggestions and ideas offered to the Recreation administration. The support and strength of the program came through numerous sources - persons volunteering their time and labor, clubs and organizations sponsoring fund raising activities and projects, companies donating use of equipment, manpower, and materials where needed. The Recreation Program still enjoys the wholehearted support of the community."*

Based on the wide variety of programs available and the increased numbers of participants in those programs, Mr. Haskell's comments appear to remain as valid in 2007 as they were in 1982.

The following are the public recreational facilities available in Presque Isle:

1. William V. Haskell Community Center

The William V. Haskell Community Center is a 7,200 square foot building located at 270 Main Street. The building was constructed in the early 1940's as a USO facility. The Center has a small gym, a combination lounge-TV-game room, along with administrative offices and a kitchen area.

As the principal location for much of the year-round recreational programming, the building is extensively used. Programs are available for all age groups, however elementary and junior high school aged children are the current target populations for the majority of programming.

- *At the present time, the William V. Haskell Community Center faces heavy expenditures with vast improvements necessary to its roof and heating system. Other concerns include the high-traffic area in which it is located, inadequate parking, minimal spectator seating, the lack of proper storage, no locker rooms or showers and essentially no room to expand or grow. Another very important issue the department faces due to the limited size of the facility is the inability to offer multiple programs simultaneously.*



*These many factors led the Presque Isle Recreation Advisory Board to the conclusion that it was time for a new multi-purpose center that more adequately meets the needs of the community. In 2006, the Presque Isle City Council approved of the creation of the "Recreation Facilities Committee" later changed to the "Community Center Committee" and charged the committee to "pursue a new recreation facility that, as a minimum, shall replace the Haskell Recreation Center." The vision of the Community Center Committee is to create a facility that will be a community hub/center of the community. The new building will allow the department to offer multiple programs simultaneously and look to offer programs and activities beyond just sports for youth. The new facility should include a full sized gymnasium with the ability to divide into two, as well as the addition of locker rooms. In order to support the increasing needs for teens as well as senior citizens, a separate teen center and a senior center should be included in the new facility. A multi-purpose room should also be incorporated, allowing for a variety of programming such as dance, arts and wellness to be offered.*

## 2. E. Milton Grant Memorial Pool and Playground

Located on 221 Main Street, this facility has provided a baseball/softball field, outdoor swimming pool, playground area, and basketball court for more than 60 years.

The lighted ball field is a very highly used facility. It is utilized for youth baseball and adult softball and can see up to six games per day. The field is properly fenced with outfield, dugout and backstop fences. The field also has a drainage tile in place. Adjacent to the field is the "Shack", which addresses the need at the ball field for utility storage. The two garage bays allow storage of supplies for the baseball program, while providing adequate workspace for the summer program staff and room for the equipment necessary to maintain the area.

- *The lack of proper restrooms for the ball field areas is a concern. Previously, portable toilets were put in place, but were subject to recurring vandalism. The outdoor pool does have restrooms; however, having to monitor them when the pool is closed is an issue.*
- *The ball field should have an infield mix such as Tur-face added every other year and clay brick should be installed at the pitching areas. Also the grassed areas should be included in a weed and feed program.*

The outdoor pool is highly utilized for youth swimming lessons and general swim. Attendance records show over 125 people per day used the facility in 2006. The fenced in pool has dimensions of 100' by 225', with a tapered bottom that reaches a maximum depth of eight feet. The pool is covered with a bituminous overlay and is divided into two parts separating the "shallow end" and the "deep end" by a wharf. Each "end" is supplied with a slide. The 30' by 60' bathhouse building adjacent to the pool contains changing areas and restrooms. A separate smaller building houses the chlorination system.



- *Currently the pool needs to be resurfaced. Ideally this should be done every few years, but unfortunately that has not been the case as the pool does lose water. The pool has no filtering system and must be drained bi-weekly to be cleaned. Due to its' age, size and lack of filtration system the city should look into replacing the pool within the next 3-5 years.*
- *The bathhouse is in fair overall condition. It does need some reconditioning and TLC.*
- *The walkway outside the bathhouse needs resurfacing.*

The outdoor basketball court is 50' by 84' with a bituminous-covered surface. The court is one of the most widely used of any in the City.

- *The basketball court is in good condition, but needs to be resealed every 3-5 years.*

Outside the pool fence and next to the ball field there is a swing set which is used primarily by the families of the tee and farm league participants.

- *The need for more playground equipment in this area should be considered.*
- *A picnic table should be added to this area.*

The parking area along the pool fence holds approximately 75 vehicles. Additional parking south of the ball field will hold another 40 vehicles.

- *Parking near the pool is usually very busy as the other parking lot is situated further away from the pool.*

In the interest of safety, the Department hires a crossing guard for this facility during the summer months. The crossing guard and crossing guard shack is stationed on Main Street between 8:00 AM and 4:00 PM each day, Monday through Friday.

- *A permanent (i.e. cement) platform needs to be installed along Main Street to properly and safely place the crossing guard shack.*

### 3. Riverside Bicentennial Park

Riverside 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 4.4 acres of developed park space, plus approximately 9.5 acres of partially developed land on what is known as "Bishop's Island."



The park was constructed through the cooperative efforts of numerous local, state, and federal agencies and was intended to be under construction in 1976, to coincide with the Bicentennial Celebration; however, regulatory delays, heavy rains, and the reconstruction of the State Street bridge forced a delay in the completion of the project until the spring of 1980.

Much of the park has scheduled activities such as youth soccer, girls' softball, special events, group meetings and rentals. The park consists of a lighted multi-use area and a 30' by 90' support building. The building contains restrooms, a meeting room, as well as a garage and shop area. Also contained in the park is a play area with playground equipment, picnic tables, and a hexagonal-shaped covered shelter. There are covered rest benches, a swing bench, a shuffleboard court and a boat ramp. The areas are enclosed with a rustic rail fence. The City's Bike-Walk Way connects the Park with other areas of the City. Also included in the Park is 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 parking lot holds 45 vehicles.

- *The fence on the outskirts of the park is in need of replacement.*
- *Re-grade and pave entrance roadway and parking area.*
- *Establish multi-year plan for periodic replacement of playground equipment.*
- *Initiate horticulture program for proper upkeep of trees and hedges.*

In October of 2000, the Recreation and Parks Department received a matching grant from the Land and Water Conservation Fund (LAWCON) through the Maine Department of Conservation to construct a new ball field on "Bishop's Island." The field was constructed in 2001 and will be used for girls' softball, youth soccer programs, and special events.

- *Bishop's Island currently lacks a drainage system and with no access with vehicles, participants and staff are required to walk to the field. This is particularly difficult with staff as they must carry their equipment in.*

#### 4. 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. It serves as a reminder of the "Cold War" and the roles of Loring AFB and Presque Isle Air Force Base in the defense of the nation. Parking is available on the site for up to 12 vehicles.



## 5. 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. Prior to that time, the site had been widely used as an extremely popular picnic and social gathering area, dating back to the turn of the century. The park is located at the easternmost end of Pine Street.

The park facilities consist of three tennis courts, playground equipment, a 2-acre grassed play area, picnic tables, eight family picnic shelters, one large picnic shelter with kitchen facilities, a well with a hand pump, several benches, restroom facilities, and walking trails. There is also a play area that consists of two play structures, swings, spring toys, and a seesaw. On-site parking facilities can handle 50 vehicles.

- *Due to the age and poor condition, the bathhouse needs to be replaced.*
- *Install a paved handi-capped accessible path to the bathhouse.*
- *Connect the Bike Path the Mantle Lake Park.*

In the early 1980's a physical fitness trail or "par-course", was established as a joint project of the Presque Isle Jaycees, The Aroostook Medical Center (TAMC), and Blue Cross-Blue Shield of Maine. The "par-course" was a multi-station exercise path in a pleasant environment that was intended to encourage wellness. Located in areas away from constant public scrutiny, the exercise stations were subject to continued abuse by vandals and nature, and fell into disrepair. In 2007 the department received funding through the Maine Outdoor Heritage Grant and Project Canopy for trail design work and is looking to proceed with renovating the old par-course into a handi-capped accessible trail in 2008 as well as renovate the other walking trails south of the lake.

- *Redevelop former "par-course" into a handi-capped accessible trail and renovate the remaining trails.*

According to the Maine Department of Inland Fisheries and Wildlife (IF&W), Mantle Lake and Kennedy Brook have value as a cold water fishery; presently fishing is restricted to those persons under age 16 and those who hold complimentary licenses issued by IF&W. The lake, however, has had a severe problem with excess nutrients which cause massive algae blooms and hinders the fishing. In 2006, with the combined efforts in planning and funding, particularly from the Presque Isle Rotary Club and the Emily & Mark Turner Library Trust, the entire lake was drained and the accumulated sediment was dredged from the lake bottom. In the fall, Mantle Lake was refilled and now once again serves as the beautiful centerpiece of Mantle Lake Park.

- *Mantle Lake Park is one of a very few "green belts" remaining in the urban area of the City. It has been recommended that the City apply stringent safeguards to Kennedy Brook and Mantle Lake.*





## 6. 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 includes 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.

- *Several picnic tables need replacement and/or repairs as well as some of the pavilions need to be reset as they have moved significantly due to frost.*
- *The roadway entering the lake needs major repairs if not total replacement and should be implemented into the Public Works program.*
- *Expand walking trail system and allow use as mountain bike and cross-country ski trails; do not allow ATV use on trails.*
- *A ball field could be developed on the park, as well as tennis courts, basketball court, and horseshoe pits.*

The project began in 1973 as a joint effort of the City of Presque Isle and the U.S. Soil Conservation Service (SCS), USDA. The construction of the 400-acre Arnold Brook Lake was part of an overall SCS flood control strategy for the Presque Isle Stream watershed. The federal government provided funding for the flood prevention elements of the project, and the City acquired ownership of the entire shoreline, which allowed development of the recreational facility.

- *Usage of the facility during the summer months has declined in recent years; this decline has been attributed to the better swimming conditions and facilities within the City-proper. Although the beach has an excellent sand base, the lake has problems with leeches and a soft bottom. The resident and migratory goose and other waterfowl populations and their impact on the grounds and water at Arnold Brook Lake are additional problems.*

Despite the decline in use for swimming, the Arnold Brook Lake facility remains a valuable local and regional resource. The abundance of wildlife and waterfowl, the highly-rated cold water fishery, and the aesthetics of a “wilderness” setting, all only five minutes from the downtown business district, combine to make this recreational facility worthy of strong protective measures.

- *Coordinate efforts with State of Maine to establish a wildlife refuge around lakeshore.*
- *The City should work with adjacent land owners, users of the area, and state officials to develop strategies for improving water quality.*





## 7. Indoor Pool

The Presque Isle Indoor Pool opened in 1978 as an outdoor pool. Upon obtaining commitments for additional funding, the pool then was enclosed and operated since 1979 as an “*indoor*” pool.

The pool is located on the Northern Maine Fairgrounds, under the terms of a 99-year lease. Easily accessed from Mechanic Street, it is near the Northern Maine Forum. Parking is available for 30 vehicles.

Funding for the pool came from a variety of sources, including the City of Presque Isle, federal general revenue sharing funds, the Community Development Block Grant Program, and the U.S. Department of the Interior’s Bureau of Outdoor Recreation Program (BOR). The total cost of the facility was approximately \$673,000.00

The building housing the pool is 104 feet by 126 feet; the pool is 45 feet wide and 75 feet 1 inch long, and its depth ranges from 3.5 feet to a maximum of 12 feet. It has six racing lanes; a one-meter diving board, a three-meter diving board, and a lift to assist mobility-impaired persons enter the pool. It has a bleacher area for spectators, male and female changing areas and restroom facilities, a clothing storage area, and is staffed with trained and certified lifeguards. In 2005, total attendance of more than 46,000 participated in the various programs offered at the indoor pool throughout the year. Revenues at the pool have remained very stable over the past few years with a record \$96,000 generated in 2005.

- *In 2007 the city reached an agreement with Honeywell in performing a “Mini-Retrofit” for the Indoor Pool. Over the following months, Honeywell will update areas such as the heating systems, lighting, controls, etc. in helping the building to perform in a more efficient and environmentally friendly manner.*
- *Other renovations should include; adding ceiling and flooring in the changing and lobby areas as well as adding stalls for the male changing areas.*
- *Creating family locker-rooms should also be looked into for the near future.*
- *Entire pool deck should be covered.*
- *Pool bottom needs to be resurfaced.*
- *Install chain link fence to separate pool from Fairgrounds.*
- *Install new controller and chemical system.*
- *Replace 3 meter diving board with large water slide.*



## 10. Double Eagle II Park

Commemorating the flight of the Double Eagle II, the first manned hot-air balloon to make a Trans-Atlantic crossing, this one-acre park is located on the Spragueville Road, west of the Echo Lake turnoff. 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 Miseray, France. The flight of the Double Eagle II has been a prominent exhibit at the Smithsonian Institute's National Air and Space Museum.

Constructed through the efforts of the Spragueville Extension and the Merle Sprague family and donated to the City in 1981, the park consists of a replica of the balloon, a flagpole, plantings, and benches. The parking area can accommodate 10 vehicles.

- *The fence surrounding the park is in need of replacement.*

## 11. 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 38<sup>th</sup> anniversary of the use of the atomic bomb on Hiroshima, Japan. The park consists of playground equipment, a basketball court, and trees planted by a group of concerned citizens. At the present time, there is no parking area. As a grassed open space, the park provides an aesthetically pleasing entrance to the Airport and the Skyway Industrial Park.

- *Safety is a concern – signs should be posted and a crosswalk established to aid children crossing Parsons Street & Central Drive.*
- *An 8-10 vehicle parking area should be constructed to eliminate on-street parking.*
- *Develop the area as a connecting park for the Bike Path and snowmobile trails.*

## 12. 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. With funding received from a variety of sources, construction began on the path, with the first phase, North Street to University Street, completed in 1981. With additional funding secured, the path was further extended in 1982 from University Street to Riverside Drive. In 1983, the Bike Path was extended along North Street to Carmichael Street, from where it continued to Rice Street.



In 1985, the Bike Path was extended 4,000 feet from Parsons Street to the Northern Maine Community College campus. Although this segment remains isolated at this time, the amended Master Plan for the Bike Path calls for linking the segment to the rest of the Bike Path utilizing the Loop Road and the west side of State Street. As part of a public facilities beautification project, a variety of crabapple trees and shrubs were planted along this segment of the Bike Path to add color and highlight the natural state of the entrance to the City's Industrial Park. The Maine Forest Service provided funding for the activity.

The project was conceived and developed by the Star City Arbor Council as a community enhancement project. A short segment of the Bike Path was completed in 1993, adding several hundred feet along Maysville Street. Although this too remains isolated, it is intended to serve as part of a connection to the rest of the Bike Path, as well as the Aroostook Centre Mall. The Master Plan also calls for a completed loop around the City, with segments eventually connecting the path to Mantle Lake Park, the Indoor Pool and Forum Building, and Arnold Brook Lake.

Along the Bike Path, between State Street and Academy Street, is Downing Memorial Park, 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.

The Bike Path has won several awards, including being named one of the top three outdoor recreational projects in New England during the 1980's.

- *Establish a multi-year rotational resurfacing plan for all segments of the Bike Path.*
- *Remove tree growth that interferes with lighting of the Bike Path.*
- *Repair/replace Bike Path signage.*
- *Extend Bike Path to Mantle Lake Park.*

## 11. Outdoor Skating Rink

An outdoor skating rink and warming building are located at Riverside Park and are typically open from late December to mid-February each year.

## 12. Tennis Courts

Tennis courts are located at Mantle Lake Park (3), as well as on the campus of the University of Maine at Presque Isle (6) and the campus of Northern Maine Technical College (3). The campus courts are lighted.

Table 44 on the following page lists the various programs offered by the Presque Isle Recreation and Parks Department.



**Table 44: Recreation Programs provided by the Presque Isle Recreation and Parks Department:**

**Youth Programs  
(non-aquatic)**

3 on 3 B-Ball Tournament	Little All-Stars
Adventure Camp	Middle School Only Night
Archery	Mother/Son Dance
Arts & Crafts	Mountain Biking
Baseball Leagues	Movie Trips
Basketball Leagues	New Year's Overnight
Bike Rodeo	Peanut Carnival
Bingo	Pet Show
Bowling	Pitch, Hit & Run
Cheerleading	Playgroup
Contest Day	Punt, Pass & Kick
County Soccer Tournament	Roller-skating
County Soccer Tournament	Ropes Course
Cross Country Skiing	Rotten Sneaker Contest
Dollar Day	Ski Big Rock
Father/Daughter Dance	Slumber Party
Free Skate	Snow-Tubing
Girls' County Basketball Tournament	Soccer Leagues
Gymnastics	Softball Leagues
Hershey Track	Special Needs Basketball
High School Soccer Tournament	Sweat Hearts Night Out
Home school Group	Tennis Lessons
Hotshot	Tennis Team
Kayaking	Wiffleball Homerun Derby
Kid's Christmas Party	Youth Open Gym

**Adult Programs  
(non-aquatic)**

Kayaking	Men's Softball League
Tennis Lessons	Dog Obedience
Fowl Shooting	Aerobics
Father/Daughter Dance	Pilates
Mother/Son Dance	Basketball
Bridge Club	Dodge ball
Coed Softball League	Volleyball



**Indoor & Outdoor Pool  
Aquatic Programs**

3-5 Year Old Swimming	Lifeguard Training Courses
Adult Beginner Swim Lessons	Parent/Tot Swim Lessons
Adult Swim	Pool Rentals
CPR Training	Swim Stroke Improvement
Family Swim	Swim Team Clinic
First Aid Training	Swimnastics
General Swim	Water Aerobics
Infant Swim Classes	Water Exercise
Kayak Rolling	Water Safety Instructor Course
Lap Swim	Youth Lessons I-VII

**Recreation “Action Plan Recommendations & Summary**

**Proposed Community Center**

- *In 2006, the Presque Isle City Council approved of the creation of the “Recreation Facilities Committee” later changed to the “Community Center Committee” and charged the committee to “pursue a new recreation facility that, as a minimum, shall replace the Haskell Recreation Center.” The vision of the Community Center Committee is to create a facility that will be a community hub/center of the community. The new building will allow the department to offer multiple programs simultaneously and look to offer programs and activities beyond just sports for youth. The new facility should include a full sized gymnasium with the ability to divide into two, as well as the addition of locker rooms. In order to support the increasing needs for teens as well as senior citizens, a separate teen center and a senior center should be included in the new facility. A multi-purpose room should also be incorporated, allowing for a variety of programming such as dance, arts and wellness to be offered.*

**Main Street Ball field**

- *The lack of proper restrooms for the ball field areas is a concern. Previously, portable toilets were put in place, but were subject to recurring vandalism. The outdoor pool does have restrooms; however, having to monitor them when the pool is closed is an issue.*
- *The ball field should have an infield mix such as Tur-face added every other year and clay brick should be installed at the pitching areas. Also the grassed areas should be included in a weed and feed program.*



### **Main Street Pool Complex**

- *Currently the pool needs to be resurfaced. Ideally this should be done every few years, but unfortunately that has not been the case as the pool does lose water. The pool has no filtering system and must be drained bi-weekly to be cleaned. Due to its' age, size and lack of filtration system the city should look into replacing the pool within the next 3-5 years.*
- *The bathhouse is in fair overall condition. It does need some reconditioning and TLC.*
- *The walkway outside the bathhouse needs resurfacing.*
- *The need for more playground equipment in this area should be considered.*
- *A picnic table should be added to this area.*
- *A permanent (i.e. cement) platform needs to be installed along Main Street to properly and safely place the crossing guard shack.*

### **Riverside Park**

- *The fence on the outskirts of the park is in need of replacement.*
- *Re-grade and pave entrance roadway and parking area.*
- *Establish multi-year plan for periodic replacement of playground equipment.*
- *Initiate horticulture program for proper upkeep of trees and hedges.*
- *Bishop's Island currently lacks a drainage system and with no access with vehicles, participants and staff are required to walk to the field. This is particularly difficult with staff as they must carry their equipment in.*



### **Mantle Lake Park**

- *Due to the age and poor condition, the bathhouse needs to be replaced.*
- *Install a paved handi-capped accessible path to the bathhouse.*
- *Connect the Bike Path the Mantle Lake Park.*
- *Redevelop former “par-course” into a handi-capped accessible trail and renovate the remaining trails.*
- *Mantle Lake Park is one of a very few “green belts” remaining in the urban area of the City. It has been recommended that the City apply stringent safeguards to Kennedy Brook and Mantle Lake.*

### **Arnold Brook Lake & Park**

- *Several picnic tables need replacement and/or repairs as well as some of the pavilions need to be reset as they have moved significantly due to frost.*
- *The roadway entering the lake needs major repairs if not total replacement and should be implemented into the Public Works program.*
- *Expand walking trail system and allow use as mountain bike and cross-country ski trails; do not allow ATV use on trails.*
- *A ball field could be developed on the park, as well as tennis courts, basketball court, and horseshoe pits.*
- *Coordinate efforts with State of Maine to establish a wildlife refuge around lakeshore.*
- *The City should work with adjacent land owners, users of the area, and state officials to develop strategies for improving water quality.*



### **Indoor Pool**

- *In 2007 the city reached an agreement with Honeywell in performing a “Mini-Retrofit” for the Indoor Pool. Over the following months, Honeywell will update areas such as the heating systems, lighting, controls, etc. in helping the building to perform in a more efficient and environmentally friendly manner.*
- *Other renovations should include; adding ceiling and flooring in the changing and lobby areas as well as adding stalls for the male changing areas.*
- *Creating family locker-rooms should also be looked into for the near future.*
- *Entire pool deck should be covered.*
- *Pool bottom needs to be resurfaced.*
- *Install chain link fence to separate pool from Fairgrounds.*
- *Install new controller and chemical system.*
- *Replace 3 meter diving board with large water slide.*

### **Double Eagle Park**

- *The fence surrounding the park is in need of replacement.*

### **Peace Park**

- *Safety is a concern – signs should be posted and a crosswalk established to aid children crossing Parsons Street & Central Drive.*
- *An 8-10 vehicle parking area should be constructed to eliminate on-street parking.*
- *Develop the area as a connecting park for the Bike Path and snowmobile trails.*





### **Bike Path**

- *Establish a multi-year rotational resurfacing plan for all segments of the Bike Path.*
- *Remove tree growth that interferes with lighting of the Bike Path.*
- *Repair/replace Bike Path signage.*
- *Extend Bike Path to Mantle Lake Park.*

### **Recreational Facility & Programming Cooperative Management Opportunities**

- *Given the City's limited tax base and changing demographics, every effort should be made to enter into candid and productive discussions with MSAD#1 officials in an effort to more fully utilize existing and future recreation facilities and programs in order to keep costs and resultant fiscal impacts to a minimum. There appears to be plenty of unexplored opportunities in this regard.*



## 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 in specific public health, safety, and welfare issues. To understand 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 waste water 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 field work 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. Soils 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 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 dominate 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 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 top soil 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 wind breaks, 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 ground water 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 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 stream flow 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 is 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, 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 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 is 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 on and around these many waterbodies 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 waste water.

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-1800's, 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 waterbodies 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 pulp wood. 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 MGD<sup>6</sup>, and the average one day low flow is about 250 MGD (1 Q1.1).

There is an 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 Squapan 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 waterbodies. The MDEP has created strict storm water 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 of 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 the river travel times are also decreased as 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 up taken and stored in plant cells of bottom attached algae. The exact proportions are difficult to predict and is 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 (NH<sub>3</sub>-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 considerable 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 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 which 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 1980’s, 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. 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 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 inspect these BMPs to be sure they are (1) installed (2) being maintained (3) working as planned.

There is 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 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 snow melt 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 mile) 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 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 down river, three wells in a well field on a site owned by McCain Foods, Inc., yield 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 ground water. 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 1982, the City opened a "state-of-the-art" secure sanitary landfill, meaning that all leachate is retained at the base of the landfill by a two-foot thick mineral layer and diverted to a collection system. Monitoring wells are situated in numerous locations around the landfill and are tested quarterly for changes in the water quality. During the summer months, the leachate is pumped from collection lagoons and spray-irrigated on an adjacent field to allow evaporation of the water content. The landfill operation has been frequently cited as one of the better systems in the state. In the late 1990s there was water quality issues associated with the landfill. These have been corrected and both ground and surface water around the facility is being monitored. Results show that water quality has returned to near baseline levels

#### **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 the 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 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, fur bearers, game birds, waterfowl, and wading birds such as herons, cranes, and bitterns. The many waterbodies, 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 area 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 on both agricultural and forestlands.

According to wildlife biologists from the Maine Department of Inland Fisheries and Wildlife in Ashland as of 2006, there is one (1) deer wintering areas (DWAs) in Presque Isle. This deer wintering area (DWA) was identified in the area of the inlet to Arnold Brook Lake however it’s rating for importance remains “*indeterminate*”. This 113 acre DWA falls within the City’s Watershed Resource Protection Zone.

The Beginning with Habitat information, also received in 2006, indicated thirty two (32) wading bird and waterfowl habitats. Of the identified 32 WWHs, only one received a “high” rating by MDIFW. This WWH is located just to the west of the McBurnie Road. Four WWHs were rated as moderate value while the remaining 27 were either indeterminate or low value. City officials may want to consider working with the landowners and IF&W to develop cooperative agreements for the protection of these resources. City officials should contact the Regional Biologist in Ashland for more information.



One bald eagle nest site has been identified in Presque Isle near the Burlock Road. This nest site has been listed as Essential Habitat ID#BE455A by the Maine Department of Inland Fisheries & Wildlife. A second “potential” eagle nesting site has been discovered in the southwest area adjacent to Arnold Brook lake and it will be investigated in May, 2007 by IFW biologists. If the Arnold Brook site is verified, it too will be designated as an “Essential Habitat”. For now, it is known and is considered an area or site of concern and may warrant special concern. Both the Aroostook River (below Washburn) and Arnold Brook Lake are used by eagles as feeding areas. Arnold Brook Lake affords wildlife a well-protected sanctuary, since the City owns all of the shoreline around Arnold Brook Lake up to the elevation of 462’ MSL and has established through its Watershed Protection Zone a full 250’ Watershed Resource Protection Zone extending from the normal high-water line. No other raptor nest sites were identified.

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 has 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.

### 2. 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 is limited to those under age sixteen and those who hold complimentary licenses issued by Inland Fisheries and Wildlife. 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 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. 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 approximately 3500 8-14 inch 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 approximately 6100 8-18 inch 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 waterbody and a high value coldwater fishery habitat for landlocked salmon, a substantial amount of time, effort, and money has 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. Approximately 250,000 salmon fry grown at the hatchery located in Sheridan have been stocked in the Aroostook with annual returns of between 25 and 50 adult fish.

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 fish way that would allow salmon and trout to move up and downstream with minimal problems. The addition of the fish way 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. These areas also include registered, qualified (but not registered), or nominated State Critical Areas by the Maine State Planning Office, and areas designated as National Natural Landmarks by the National Park Service. On the local level, any natural resource area that is unique to the City of recognized local value may be considered for protection as a unique natural area.

The Natural Areas Division (NAD) has documented four (4) rare plant species or natural communities in Presque Isle that are on the state’s inventory and data management system. The main purpose of the NAD inventory is to monitor the location and status of rare features that contribute to our natural diversity and to provide data for land use planning, permit review, and conservation planning.





The following unique natural areas, including rare plants and natural communities have been listed:

**Rare Plant Species or Natural Communities.**

Scientific Name	Common Name	Global Rank	State Rank	Habitat
<i>Valeriana Uliginosa</i>	Marsh Valerian	G4	S2	Circumnetural fens, open areas.
<i>Asarum Canadense</i>	Wild Ginger	G5	S1	Hardwood to mixed forest (forest, upland)
<i>Ranunculus Gmelinii</i>	Small Yellow Water Crowfoot	G5	S2	Open water (non-forested, wetland)
<i>Carex Capillaris</i>	Capillary Sedge	G5	S1	Rocky summits and outcrops Non-tidal river shore (non-forested, seasonally wet), Forested wetland, Open wetland, non-forested, wetland

Source: Maine Department of Conservation, 2006

Key to rare plants and communities table:

- S1** Critically imperiled in Maine because of extreme rarity. (five or fewer occurrences.)
- S2** Imperiled in Maine because of rarity (6-20 occurrences)
- S3** Rare in Maine (20-100 occurrences)
- G** Global rating and follows the same criteria for the State rank.
  - G4** Apparently secure
  - G5** Demonstrated to be secure

The Natural Areas Program has identified four “cells” in Presque Isle in which rare plants have been documented since 1977. A variety of other rare or exemplary plant species have been documented historically as having a presence in Presque Isle, however no recent sightings have occurred, and it is unknown whether the species remains. The four cells (shown on Map 1) are distributed as follows:

- ◇ Cell 1 - located north of the Aroostook River, in the area where the municipal boundaries of Presque Isle, Mapleton, and Washburn meet;
- ◇ Cell 2 - located along the municipal boundary with Mapleton, in the area of the Smith Road;
- ◇ Cell 3 - located in the central part of the City, includes portions of the Aroostook River and Presque Isle Stream; and
- ◇ Cell 4 - located in the southeast quadrant of the City, in the area of Phair Junction.



The following rare plants have been documented in one of the four cells listed above:

- a. Scientific name: *Amelanchier sanguinea var gaspensis*  
Common name: Gaspe Shadbush

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes open woods, rocky slopes, riverbanks, etc. (Documented in Cell 3).

- b. Scientific name: *Asarum canadense*  
Common name: Wild ginger

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology make it especially vulnerable to extirpation from the State of Maine. It is considered a **THREATENED** species in Maine. Its habitat includes rich woods and in the vicinity of shaded calcareous ledges. (Documented in Cells 2 & 3).

- c. Scientific name: *Carex* □ *apillaries*  
Common name: Capillary sedge

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine. Its habitat includes damp, spring, or mossy calcareous woods, thickets, shores, and wooded swamps. (Documented in Cell 4).

- d. Scientific name: *Potamogeton filiformis var alpinis*  
Common name: Northern slender pondweek

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes alkaline ponds and streams. (Documented in Cell 1).

- e. Scientific name: *Ranunculus gmelinii*  
Common name: Small yellow water crowfoot

This plant is critically imperiled in Maine because of extreme rarity or because of some aspect of its biology make it especially vulnerable to extirpation from the State of Maine. It is considered a **THREATENED** species in Maine. Its habitat includes springy rills, clear cold ponds, shores and meadows. (Documented in Cell 4).

- f. Scientific name: *Valeriana uliginosa*  
Common name: Marsh valerian



This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes circumneutral fens, open areas. (Documented in Cell 4).

The following rare plants and natural communities have been documented at some time in Presque Isle; however no current sightings have been reported:

- a. Scientific name: *Carex garberi*  
Common name: Garber's sedge

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes circumneutral shores and fens, openings.

- b. Scientific name: *Carex prairea*  
Common name: Prairie sedge

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology make it especially vulnerable to extirpation from the State of Maine. It is considered a **THREATENED** species in Maine. Its habitat includes calcareous bogs, meadows, and wet thickets.

- c. Scientific name: *Carex sprengelii*  
Common name: Long-beaked sedge

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology make it especially vulnerable to extirpation from the State of Maine. Its habitat includes low calcareous swamps and woods.

- d. Scientific name: *Carex sterilis*  
Common name: Dioecious sedge

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine. It is considered a **THREATENED** species in Maine. Its habitat includes wet calcareous swamps.

- e. Scientific name: *Carex tenuiflora*  
Common name: Sparse-flowered sedge



This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes bogs and mossy woods or pond margins.

- f. Scientific name: *Carex vaginata*  
Common name: Sheathed sedge

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine. It is considered a **THREATENED** species in Maine. Its habitat includes mossy woodlands and calcareous swamps and bogs.

- g. Scientific name: *Clematis occidentalis*  
Common name: Purple clematis

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine. Its habitat includes rocky (often calcareous slopes) and open woods.

- h. Scientific name: *Cypripedium reginae*  
Common name: Showy lady's-slipper

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes bogs, often calcareous, sunlit openings of mossy woods.

- j. Scientific name: *Galium brevipes*  
Common name: Limestone swamp bedstraw

This plant is probably rare or historic in Maine, based on status elsewhere in New England, but it has not yet been reviewed or documented by the Maine Natural Areas Program. Its habitat includes calcareous swamps and wet shores.

- k. Scientific name: *Juncus alpinoarticulatus*  
Common name: Alpine rush

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. It is considered a **THREATENED** species in Maine. Its habitat includes wet shores and marshes.

- l. Scientific name: *Listera auriculata*  
Common name: Auricled twayblade



This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine. Its habitat includes alluvial banks, calcareous silts or crevices, alder thickets, and swamps.

- l. Scientific name: *Lonicera oblongifolia*  
Common name: Swamp fly honeysuckle

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes bogs, swampy thickets, and wet woods.

- m. Scientific name: *Scutellaria parvula*  
Common name: Leonards' skullcap

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes bogs, swampy thickets, and wet woods.

- n. Scientific name: *Spiranthes lucida*  
Common name: Shining ladies' tresses

This plant is critically imperiled in Maine because of extreme rarity or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine. It is considered a **THREATENED** species in Maine. Its habitat includes alluvial or damp rocky shores and slopes, rich damp thickets and meadows.

- o. Scientific name: *Trichophorum clintonii*  
Common name: Clinton's bulrush

This plant is critically imperiled in Maine because of extreme rarity or because some aspects of its biology makes it especially vulnerable to extirpation from the State of Maine. It is considered an **ENDANGERED** species in Maine. Its habitat includes dry or springy argillaceous or salty ledges, gravel or open woods and turfy shores.

- p. Scientific name: *Trisetum melicoides*  
Common name: Purple false oats

This plant is imperiled in Maine because of rarity or because of other factors making it vulnerable to decline. Its habitat includes ledgy or gravelly shores or cool banks, chiefly in calcareous areas.



The specific locations of the listed rare plants are defined only in terms of a squared 0.6 kilometer “cell”, if the rare plant(s) have been found anywhere in the “cell” area since 1977. The cell is not centered on the rare plant location for the following reasons:

- 1) privacy and respect for landowner’s rights;
- 2) uncertainty in the data; and
- 3) protecting individual plants and populations is poor ecology; since the movement of plants and animals is an on-going process, a general area as well a specific sits should be considered in conservation planning.

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, waterbodies, 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 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.

## **SPECIFIC RECOMMENDATIONS CONCERNING NATURAL RESOURCES**

**STATE PLANNING GOAL:** *To protect the State ‘s other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shoreland, scenic vistas, and unique natural areas.*

### **LOCAL GOAL:**

Protect the local and regional natural resources, including without limitation, prime farmland, wetlands, shoreland, watersheds, scenic vistas, fish and wildlife habitats, and rare and unique natural features.



## **POLICIES:**

1. Continue to enforce the provisions of the following protective measures already in place:
  - a. Shoreland Zoning Ordinance;
  - b. Watershed Protection Zone requirements;
  - c. Resource Protection Zone requirements;
  - d. Soil suitability for septic tanks;
  - e. Prevention of Erosion (compliance with Environmental Quality Handbook)
  - f. Prohibition of structures in floodplain;
  - g. Mineral exploration/extraction requirements;
  - h. Provisions governing agricultural practices;
  - i. Waste water pollution control requirements;
  - j. Noise Abatement requirements;
  - k. Buffer area requirements;
    1. Timber harvesting requirements;
  - m. Standards for clustered residential development;
  - n. Minimum standards for street design and construction;
  - o. Mobile home park standards;
  - p. Trailer park/campground standards;
  - q. Site design and development standards for Watershed Protection Zones;
  - r. Development/subdivision review and approval standards;
  - s. Easement authorization for sewerage, other utilities, drainage, stream protection;
  - t. Provisions for acceptance of streets and ways;
  - u. Curb requirements;
2. Revise and update the above standards, as appropriate and as necessary;
3. Integrate soils maps into consideration of new zone boundaries and allowable uses within those zones, discouraging development on unsuitable soils;
4. Continue and expand urban forestry efforts;
5. The City of Presque Isle, the State of Maine, and private landlords should work together to identify potential locations for scenic turnouts in Presque Isle; once sites have been identified, plans should be developed for construction;





6. Encourage Maine Department of Inland Fisheries and Wildlife to:
  - a. thoroughly inventory local wildlife resources, to allow the City to develop additional measures of protection, if necessary;
  - b. Thoroughly inventory local fisheries resources, to allow the City to develop additional measures of protection, if necessary.
7. Continue to support local and regional efforts to restore Atlantic salmon to the Aroostook River and its tributaries;
8. Support regional efforts to encourage the identification and inventory of peat and mineral resources within northern Maine;
9. Support regional efforts to promote the development of industries using natural resources and/or the processing of those resources;
10. Support regional efforts to advocate for the environmentally sound use of the region's natural resources;
11. Work with adjoining towns to preserve and conserve water resources for recreational pursuits;
12. Presque Isle should adopt a proactive position on the identification, inventory, and protection of local and regional natural resources.

**OBJECTIVES:**

1. By May 2009, create and adopt standards for development in areas of steep slopes;
2. By February 2009 working with federal and state agricultural agencies, develop and adopt strategies for protecting "*prime farmland*";
3. By October 2008, identify options for a functional land evaluation and site assessment program;
4. By August 2008, develop and adopt limitations on uses involving petroleum products and hazardous materials in areas containing sand and gravel aquifer soils;
5. By January 2009, begin investigations into possible locations for new landfill;



6. By June 2009, working with Maine Natural Areas Program and individual property owners, refine and expand inventory and protection of rare natural features;
7. By October 2009, working with Maine Department of Environmental Protection, Maine Department of Inland Fisheries and Wildlife, and U.S. Fish and Wildlife Service, address overpopulation of geese at Arnold Brook Lake, which has led to serious land and water quality problems;
8. By October 2009, working with Maine Department of Inland Fisheries and Wildlife, develop strategies to remedy problems with moose in the area of Clark Brook and U.S. Route 1;
9. By January 2012, working with private landowners and the Maine Department of Inland Fisheries and Wildlife, develop strategies to obtain public access along extensive lengths of prime brook trout waters;
10. By June 2010, evaluate the local and regional impact of increased tourism on natural resources;



## HISTORIC AND ARCHAEOLOGICAL RESOURCES

### *Overview:*

It is unlikely that most residents of Presque Isle could answer quickly if asked to name three similarities between Presque Isle and the “*Old West*” or to explain when and where the “*Grey Ladies*” were first seen in the City. As obscure as these historical references might be, they are part of a foundation upon which a better understanding of current events and future directions can be based. Local history is a collective experience that helps shape the way individual citizens interact with the world.

Within most schools in the state of Maine, students are taught world history, U.S. history, and Maine history. Very few, if any, are taught the history of their own community. The patterns of economic and physical growth and social progress that emerge from a study of local history can serve as an effective linkage to national and international issues, and events and their eventual impacts on the individual citizen.

A study of the War Between the States is more meaningful to local students if it can be related to the 261 Presque Isle residents who joined the Union army to fight; a study of the “*Cold War*” takes on increased relevance if it is understood that several of the missile hangars on Skyway Industrial Park once housed Snark missiles that were intended to attack the Soviet Union.

Presque Isle has a rich and colorful history that increasingly has been brought to the attention of the public in recent years. The opening of the Vera Estey House as the permanent home for the Presque Isle Historical Society has contributed to a raised community awareness, as have recent exhibits of historical photographs of people and places in Presque Isle. Displayed prominently at the Aroostook Medical Center and Presque Isle City Hall, the photographs were loaned from a private collection for the public benefit.

In June of 1999, the Presque Isle Air Museum opened at Northern Maine Regional Airport (NMRA). A cooperative effort between NMRA, Presque Isle Industrial Council, and a group of dedicated volunteers with extensive ties to aviation in Presque Isle, the museum’s purpose is to preserve and display the history and the development of the airfield. The museum places particular emphasis on the role played by the facility as a military installation during WWII, the Korean Conflict, and the “*Cold War*”.

A heightened awareness of local history often encourages more residents to assist in the identification of local historical resources. Presque Isle has very few properties listed on the national Register of Historic Places, but it is reasonable to expect that more buildings and structures could be eligible. There may be letters or diaries among family possessions that can add to the base of knowledge available about Presque Isle’s past. As isolated pieces, they are important; as a piece of a large historical puzzle, they are invaluable.



The Maine Historic Preservation Commission is the central repository in the state for archaeological and historic buildings survey information. The Commission maintains a variety of source materials, such as maps, photographs, field notes, and published and unpublished reports and works. The Commission carefully protects archaeological site files to ensure landowners' privacy and the safety and integrity of the sites.

The Commission assists municipalities in their efforts to inventory and protect historic and archaeological resources. Inventories are available for structures listed on the national Register of Historic Places, historic archaeological sites, and prehistoric archaeological sites. The Commission also make available maps of archaeologically sensitive sites, areas know to have or likely to have archaeological sites, based upon a predictive model of site location.

- A. Properties in Presque Isle listed on the National Register of Historic Places are:
- ▲ Elmbrook Farm Barn, Parsons Road
  - ▲ (Former) Presque Isle National Bank, 422 Main Street
  - ▲ U.S. Post Office, 23 Second Street

Two properties have been determined eligible for listing on the Register:

- ▲ (Former) Aroostook Valley Railroad concrete arch bridge (Built 1915)
- ▲ (Former) Snark Missile Base, Skyway Industrial park

- B. Identified Prehistoric Sites include:

- ▲ Two sites now, number 177.5 and 167.1, both on the banks of the Aroostook River. Artifacts of native cultures have been discovered on theses sites.

Although researchers have identified only two prehistoric sites, to date, the Commission has indicated that there is strong potential for sites along both banks of the Aroostook River, from the Mapleton town boundary to the Caribou city boundary. Also considered potential prehistoric sites are: 1) the banks of the Presque Isle Stream from its confluence with the Aroostook River to the Mapleton town boundary. This includes Arnold Brook, Arnold Brook Lake, and Echo Lake; and 2) the banks of the Prestile Stream and its northwesterly tributary, from Route 10 to the Westfield town boundary.

Unsubstantiated local anecdotal information has described a significant fossil find in the southern portion of the City.

- C. No Historic Archaeological sites have been identified. (Street repair in 1986 revealed vestiges of a corduroy road).

The locations identified as potential prehistoric archaeological sites along the banks of waterbodies in Presque Isle are assured of Resource Protection Zoning under the City's Shoreland Zoning Ordinance for at least the first 100' from the normal high water line of the waterbody. Upstream and westerly of the Bank and Aroostook Railroad trestle over the Presque Isle Stream, that protection increases to 250 feet as the provisions of the Watershed Protection Zone become applicable.



## **SPECIFIC RECOMMENDATIONS CONCERNING HISTORIC AND ARCHAEOLOGICAL RESOURCES**

**STATE PLANNING GOAL:** *To preserve the State's historic and archaeological resources*

### **LOCAL GOAL:**

Preserve the local and regional historical and archaeological resources.

### **POLICIES:**

1. Seek technical and financial assistance from the Maine Historic Preservation Commission and/or other appropriate agencies to plan and implement a comprehensive study of Presque Isle's historic above-ground resources to identify other properties which may be eligible for nomination to the National Register of Historic Places;
2. Seek technical and financial assistance from the Maine Historic Preservation Commission and/or other appropriate agencies to plan and implement a systematic, professional survey of the Aroostook River banks;
3. Seek technical and financial assistance from the Maine Historic Preservation Commission and/or other appropriate agencies to plan and implement a professional survey for historic archaeological sites focusing on sites relating back to the early 19<sup>th</sup> century.
4. Support the Presque Isle Historical Society, the Presque Isle Air Museum, and other organizations involved in the preservation and protection of historical, cultural, and/or social resources in their efforts to expand their programs and services;
5. Work with the Board of Directors, administration, and faculty at MSAD No.1 to explore ways of integrating a local history component into the curriculum.

### **OBJECTIVES:**

1. By June 30, 2009, working with the Maine Historic Preservation Commission and other appropriate entities, establish and implement a mechanism for ensuring expeditious review of all construction or other ground disturbing activity within prehistoric archaeologically sensitive and historic archaeologically sensitive areas;
2. By December 31, 2009, working with the Maine Historic Preservation Commission and other appropriate entities, establish and implement mechanisms for local screening/referral of prospective eligible properties and for ensuring review of potential impacts of proposed public or private projects to National Register-listed or eligible structures, regardless of funding source;
3. By December 31, 2009, working with the Maine Historic Preservation Commission and other appropriate entities, establish and implement a mechanism for systematically assessing and protecting areas of historic archaeological sensitivity;



## 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.

Like many smaller Maine communities, Presque Isle has an eclectic mix of old and new facilities to house the services it provides. The William V. Haskell Recreation 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 air base 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 use of that building for a purpose it was never expected or intended to house.

The City newest facilities are its corporate hangar and the Crash, Fire, Rescue Building, located adjacent to the airport terminal building at Northern Maine Regional Airport. The two airport structures were added to the City's inventory to meet current and future needs at the regional airport.

The corporate hangar is approximately 10,500 sq. ft. and houses business aircraft. It was funded by the Maine Department of Transportation's bond approved by the voters of Maine. The hangar project was constructed in 2004 at a cost of \$1.6 million.

The Presque Isle Public Safety building on North Street replaced the former structure which housed the police & fire departments located on Church Street. The new, 24,000 sq.ft. building was completed in 2001 and includes a 72 hour holding facility and fire department. The structure cost \$3.9 million and was funded by a 20 yr. municipal bond through the Maine Bond Bank. The former police & fire building on Church Street was donated to the Presque Isle Historical Society and is being refurbished as a community museum.



The crash/rescue building was constructed in 1993 and houses the crash/rescue fire truck to meet the City's Part 139 Federal Aviation certificate from the F.A.A. It is a 7,600 sq. ft. building that also houses the airport's maintenance equipment, shop and administrative office space. The Federal Aviation Administration's Airport Improvement fund paid 95% of the cost of this structure resulting in a local share of just 5.0% of the total costs.

Construction of a new Public Safety Building, despite the acknowledged need, posed a problem that the local taxpayers had not experienced in decades. Because new fire and/or police facilities are eligible for very little, if any, state or federal assistance, Presque Isle residents needed to finance a new, municipal building entirely from local property taxes. To control expenditures, residents imposed, through the referendum process, a \$3.9 million cap on the total project costs. While allowing the project to go forward, the cap raised concerns that some of the enhanced functionality designed into the new building might be lost. In the end, the construction of the new Public Safety building has been a successful and productive project.

Presque Isle anticipates replacing and/or renovating several municipal buildings within the next few years. The municipal recreation center has been recommended for replacement and a site selection process for a new facility is currently underway. The municipal Turner Memorial Library is experiencing increased circulation usage and will likely need to be expanded within the period of this comprehensive plan. The City's Public Works Department needs new equipment storage and maintenance facility and a salt storage building. A renovation project began in 2006 on a former military hangar, which will result in a completely new garage and salt storage building by July 2007. The Presque Isle City Hall is scheduled for major renovations within the next couple of years, the Northern Maine Regional airport terminal building, the General Aviation building, the Forum, the Indoor Pool, 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 level of municipal services rarely found in a municipality of comparable size, anywhere in the State of Maine. 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 Indoor Pool, 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 acquisition of these municipal facilities and resources might have been criticized by some as extravagant and unnecessary, except that these resources have been and continue to be widely used by both residents of Presque Isle and surrounding communities. The scope of recreation programs offered by the City, for example, has been cited for enriching the lives of senior citizens and for providing the City's youth 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.

Relatively free from long-term debt, with a consistently expanding municipal tax base, an emergency reserve account required by the City's charter and a currently "comfortable" undesignated fund balance (surplus account), The City of Presque Isle may be better positioned fiscally than many other communities of similar size, despite the tenuous nature of the local and regional economy. 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 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:

1. The City Council increased from 5 to 7 members;
2. Councilors' terms increased from 3 to 4 years;
3. Councilors and other elected officials are now subject to recall;
4. Ordinances passed by the Council are automatically repealed after four years unless reviewed and re-passed;
5. Similarly, citizen action by initiative or referendum may be substantively altered by the Council only after four years; and
6. 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:**

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.

### **City Council Chair:**

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. The Chair is the head of City government for all ceremonial purposes and for purposes of civil emergency preparedness and military law, but has no administrative duties.

### **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.



**City Manager:**

The City Manager is appointed, based solely upon executive and administrative qualifications, for an indefinite term, unless otherwise specified by contract; the City Manager must be appointed pursuant to a written contract. The City Manager is the chief administrative officer of the City, responsible to the Council for the administration of all City affairs placed in the Manager's charge by or under the Charter or the City Council.

**City Clerk:**

The City Clerk gives notice of Council meetings to its members and the public, keeps the journal of its proceedings, and performs other duties, as assigned by the Charter, the Council, or State law.

**City Attorney:**

The City Attorney serves as chief legal advisor to the Council, the City Manager, and City departments, offices, and agencies, and represents the City in all legal proceedings. The City Attorney also performs other duties required by the Charter, by law, by ordinance or by agreement.

**Administrative Officers:**

- Airport Manager
- Planning & Development Director
- Finance Director
- Fire Chief
- Forum Director
- Industrial Council Executive Director
- Librarian
- Police Chief
- Public Works Director
- Recreation & Parks Director
- Resource Management Director
- Solid Waste Director
- City Engineer
- City Solicitor



## **Administrative Boards and Committees - Appointed:**

The City Council appoints citizens of the City to the following boards and committees:

1. Board of Assessment Review
2. Registrar of Voters
3. Building Board of Appeals
4. City Finance Committee
5. Presque Isle Development Fund Trustees
6. Forum Advisory Committee
7. Library Board of Trustees
8. Planning Board
9. Presque Isle Housing Authority Board
10. Recreation and Parks Board
11. Registration Appeals Board
12. Representatives to Industrial Council Board
13. Representatives to Northern Maine Development Commission Board
14. Zoning Board of Appeals
15. Airport Advisory Committee
16. Sewer District Trustees
17. Water District Trustees
18. Audit Committee

## **Municipal Services**

### **A) Airport: (Northern Maine Regional Airport)**

The Northern Maine Regional Airport Manager and staff are responsible to ensure that the airport meets all applicable FAA regulations and requirements for 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 snowblower, 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 decade. 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

## **B) Planning & Development Department**

The Planning & Development Department comprises four separate, but closely linked offices and functions. The functions of the Planning & Development Department, Code Enforcement, Tax Assessing, and the Emergency Management Agency 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.

### **Planning & Development Functions**

The Planning & Development Department directs & coordinates a planning and development process that engages residents and stakeholders; identifies appropriate goals and objectives, assesses community planning and development opportunities, preserves and enhances our city’s unique character & heritage and addresses issues of importance to residents and stakeholders.

Many of the Office’s efforts are related to land use and zoning issues. The Office coordinates the review of residential and commercial subdivisions and other site development plans, while serving as the support staff to the Presque Isle Planning Board. The Office assists the municipal planning board in the preparation, implementation, and updating of the City’s comprehensive plan. The Department also conducts environmental assessments for selected projects and works with other City agencies to address issues of City-wide concern.



## **Presque Isle Development Fund**

The Department administers the City's revolving loan funds. The Presque Isle Development Fund has made approximately 72 loans, totaling more than \$4,241,750.00, to local businesses in the past twelve years, creating or retaining more than 680 jobs in the community. Other revolving loan funds assist rental unit rehabilitation, targeted commercial and industrial development, and safety and facade improvements throughout the city.

The Department's responsibilities include among others, managing municipal street and traffic lights, coordination with Census Bureau on the decennial census, and operation of a small sewer system at Echo Lake.

## **Code Enforcement Office**

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.

Functions of the Code Office include, but are not limited to, processing of permit applications, collection of fees, reviewing plans and data, applying regulations and codes to specific activities, maintaining records, inspections, and the presentation of information to the City Council, Zoning Board of Appeals, Planning Board, and the general public. The Office also directs compliance activities on behalf of the City for handicapped accessibility of municipal buildings and facilities.

- The Land Use and Development Code of the City of Presque Isle
- 2005 National Electrical Code
- State of Maine Internal Plumbing code
- State of Maine Subsurface Wastewater Disposal Code
- 2003 International Property Maintenance Code
- 2003 International Building Code
- 2003 International Residential Code
- 2006 NFPA 101 Life Safety Code
- Shoreland Zoning Ordinance of the City of Presque Isle
- National Floodplain Ordinance
- ANSI Handicapped Accessibility
- Americans with Disabilities Act (ADA)
- State Fire Marshal permits



## **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 central information, communications, and response center, coordinating public and private municipal resources.

Presque Isle's location makes it susceptible to severe storms, chemical spills, flood hazards, and other natural and man-made disasters. The Director coordinates combined disaster training exercises to address the needs of a diverse group of facilities and agencies that are required to test their emergency response capabilities at least annually. Combined exercises save time and expense and provide opportunities for participants to interact prior to emergency situations.

## **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 performance of assessment duties.

The assessor(s) are responsible to ascertain the nature, amount, and value of the estates, real and personal, for which an owner is liable to be taxed. This includes:

- A. Make/maintain an inventory of all taxable and tax exempt properties within the municipality;
- B. Make a valuation of that property;
- C. Assess upon the estates in the municipality all municipal taxes and their proportion of any state or county tax, which is the actual "assessment";
- D. Make a record of the assessment, and of the inventory and valuation from which it was made and deposit it in the Assessor(s) office. This record is contained in the "Valuation Book";



- E. When this has been done, Assessor(s) must make a perfect list of their assessment(s) (the individual taxes) and commit this list, together with a warrant giving the Collector authority to act. This list of individual taxes is called the “*Commitment Book*”;
- F. Local taxes in Maine are assessed “*As of April 1* “. This means that whether a person or property is taxable is determined as of that date, and valuation must represent the value as of that date.

C) **Finance Department:**

Functions of the City Finance Office include:

1. Overseeing the receipt, safekeeping, and proper disbursement of public funds;
2. Monitoring and analyzing funds to ensure that they stay within generally accepted accounting standards;
3. Providing advice and guidance to the City Council, City Manager, and staff on financial matters;
4. Overseeing the disposition of tax acquired property;
5. Preparing schedules for comprehensive annual financial report;
6. Preparing schedules and coordinating external audit;
7. Carrying out the policies of the City Council concerning investment of City funds;
8. Issuing checks for accounts payable;
9. Analyzing and keeping updated records of all capital projects and fixed assets per GASB 34 requirements.



The City Clerk carries out duties as prescribed by the City Charter. The primary functions of the Clerk's Office include:

1. Preparing, recording, and maintaining all City Council records and Official Documents, including City Ordinances;
2. Preparing and supervising all Municipal and General elections, according to Title 21-A, M.R.S.A.;
3. Supervising issuance of all City licenses, maintaining records of vital statistics, and maintaining records on business recordings.

The City Clerk's Office has been combined with the Tax Collector's Office for increased efficiency and service to the public with cross trained personnel.

The Tax Collector is a publicly appointed municipal officer entrusted with the duty of collecting taxes lawfully assessed within the municipality. These include:

1. Collection of all taxes imposed by the City, which include: real estate, personal property, supplemental, tax liens, vehicle and boat excise tax;
2. 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;
3. Collecting fees for landfill and transfer station permits, issue stickers and permits.
4. Maintaining real estate mortgage recordings and discharges on tax accounts;
5. Issuing receipts for Treasurer's receivables and funds;
6. Responsible for tax lien process and foreclosure notice;
7. Issuing "*Tax Club*" booklets.





D.) **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. 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 five firefighters each work shifts of 24 hours on duty/48 hours off.

The Fire Department has three separate areas of responsibility, direct fire suppression/rescue, fire safety/prevention education, administrative responsibilities.

The Fire Department’s suppression/rescue duties include: fire coverage in Presque Isle and, by agreement, East Chapman; rescue services at automobile, snowsled, and all other emergency incidents, emergency evacuation; crash/rescue coverage at the Northern Maine Regional 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 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.

Administrative duties of the Fire Chief include: general administration of full-time and “call” personnel; monitor and coordinate training for entire department; conduct fire/arson investigations; and assist in the enforcement of local codes and state statutes pertaining to fire safety and prevention.

Table 22: Current Fire Department Apparatus

Engine 2	2001 Pierce-Dash	1500gpm pumper	1000 gallons of water with foam
Engine 6	1988 Thibault	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
Rescue 8	1994 Ford E-35	Jaws, airbags, generator, ropes	water rescue
Pickup 3	2003 Chev. 4WD	Used as brush truck,	with 250 gallons of water
Pickup 4	2001 Chev. 4WD	Extended cab, crew transport	for airport duty
CR-1	1998 E-One Titan	Crash/Fire/Rescue vehicle	for Airport



## F.) **The Forum**

The Forum is a multipurpose facility with a maximum capacity of 5,000 persons. The capacity will vary downward to 2,300 persons, depending upon the amount of space used for the activity. Parking is available for approximately 1,000 vehicles.

The Forum serves as a major center for entertainment events and other activities for citizens throughout Aroostook County and western New Brunswick. Concerts, trade shows, conventions, craft fairs, dances, wedding receptions, banquets, activities during the Northern Maine Fair, and a variety of ice skating activities are among the many uses of the facility. It serves as the “home” ice arena for the Presque Isle High School hockey team, and it can serve as the citywide polling place during elections.

The Forum has identified several needs that should be addressed to ensure the facility continues to meet the needs of the public. The parking facilities around the building should be paved, more so in the back since a large section has been done in the front. The lobby restrooms should be reconfigured to help accommodate demand. The interior needs modernization, acoustic materials to cover exposed foil backed insulation, new energy efficient lighting, the fire alarm system brought up to code and computer controls on some of the environmental equipment.

## G.) **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 on 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 fees 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.

#### H.) **Mark and Emily Turner Memorial Library**

##### **Public Library Department**

*The Mark & Emily Turner Memorial Library* was constructed in 1968 as a contemporary addition to the existing Carnegie Library. It is open seven days – 57 hours – each week. During the past several years, the library's annual circulation has averaged over 117,000 items. It has 4,210 cardholders, and houses a collection of more than 60,000 items. Fifteen public-access terminals have provided Internet access to 25,929 users per year which places the library seventh out of 217 public libraries in the state for the highest per capita usage of Internet terminals. In 2007, the Library answered 8,299 reference questions and hosted 110 children's programs and 20 adult programs with a total participant count of 4,323. There were 65,244 library visits from community members in 2007.



The library is governed by the Presque Isle City Council and an advisory Library Board of Trustees. In matters of policy, the Trustees advise but are charged with making certain that the library services and programming meet the needs of our community members and users. The Trustees 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 and budgeting matters, the library requires the approval for and support of 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*. This library reports its progress through annual reports, monthly reports to the Council and the Library Board of Trustees, budget reports, newsletters, brochures, press releases, an annual report to the Maine State Library, and frequent community appearances and presentations to social service organizations and public school personnel.

In keeping with its *Mission* and *Vision Statements*, 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 that give our users global communication and access to information. The reach of traditional library services such as books, books on tape, CDs, 90 journal subscriptions, 7 newspaper subscriptions, fax service and copier services, VHS and DVDs, Interlibrary Loan, an online catalog, and microfilm materials has been expanded through the incorporation of newer technological advances, such as wireless networking.

The library maintains a Website, circulates a monthly newsletter with a distribution of 150, and offers several programs each month for children and adults, and makes available an art gallery with rotating 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. Live homework help, video clips on the Website, electronic photo galleries, and new media formats such as Playaways and downloadable books are new services under development. Within the next year, the library will upload its cataloged records to a statewide database called SOLAR to expand community members' access to materials and increase institutional visibility.



Changes within the past few years are notable and are reflected in the types of programming offered, the equipment in use, the Website, marketing and promotional efforts, electricity bills and circulation statistics. Highlights include the following:

- Grant from the Stephen and Tabitha King Foundation for \$50,000 to update lighting fixtures to energy efficient bulbs.
- Multipurpose Meeting Room converted to a gallery space and, owing to an MBNA Grant and volunteers, track lighting installed and walls refurbished.
- Grants from a variety of foundations funded signage and posters for the children's section.
- New microfilm machine.
- New circulation desk for the adult section.

### **Challenges**

There are three major challenges to supplying satisfactory to library services to our community.

1. Satisfying the growing demand for more sophisticated and traditional information services and meeting the needs of our diverse community with limited resources.
2. Providing accessibility and mitigating space issues.
3. Providing targeted services to all ages within the community.

One of the biggest challenges facing the library today is satisfying the growing demand for information with limited resources. We are in an accelerated state of rapid technological change. Keeping up with these changes and, indeed, being the leader in our community for information services is increasingly difficult. Our automation system, Sagebrush Winnebago, Sagebush Winnebago, is no longer supported by the parent company, Follett. This means that we must update our automation system in the very near future. Computers become obsolete quickly and patrons request the latest and most efficient means of reaching their information and recreation goals. Examples of demand include information on new formats like downloadable books, stable Internet environment and connectivity, enhanced Website capabilities, and automated, more efficient reciprocal borrowing services, and current technology for software programs that require faster computers with up-to-date operating systems.



Even more important are accessibility and space issues. With a steady increase in usage comes the need for more space and accessibility for persons with disabilities in order to meet the requirements of our diverse service population. Mobility issues are part of the problem. Recent demographic surveys of our community show that the population is growing older. Because of this, age-related accessibility issues decrease participation and we must identify how best to accommodate both the persons with profound mobility issues and those with mild to moderate ambulation problems. Storage and shelf space is an ongoing problem: we have out grown our building and most shelves, wall space, and floor space are at capacity.

While we provide a good selection of materials and programs for the infant-through-grade school patron, our pre-teen and teen selections and programming fall short. Our community teens are “caught” between the children’s section and the adult section without a space of their own. Teen information-seeking behavior differs from the young and the adult patron and, unfortunately, space with material that is geared to teen interests, educational needs, and recreational needs does not exist at our library.

### **The Future of the Library**

In order to resolve accessibility and space issues, the library pursues funding from a variety of sources, including private foundations, local, state, and national organizations, the Library Board of Trustees and conducts regular fundraising activities. During the past few years, the Trustees have concentrated their efforts on resolving ADA issues, and expanding the building by demolishing the 45 Second Street house to make room for a parking lot and proposed expansion, hired an architect to draw the expansion plans and to conduct a building needs assessment and hired an AlphaOne architect and library consultant to identify accessibility issues and propose modifications. Both reports are available at the library.

Greater resource-sharing, community collaborative efforts, and enhanced promotion/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 is 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. If its goals are realized, the library will, in the near future, be larger and universally accessible, and will answer the needs of every member of the community – regardless of age.



## H.) **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.

Per statutory requirements, the Police Chief and all patrol officers and supervisory staff are appointed annually by the City Council at its organizational meeting in January.

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.

## I.) **Public Works Department:**

The Presque Isle Public Works Department performs a variety of services and functions for the City.

1. Maintenance of physical structures:
  - A. streets, sidewalks, building
  - B. snow removal and hauling
  - C. storm drains and basins
  - D. signage and tree removal
2. Vehicle and equipment maintenance
  - A. All mechanical repairs
  - B. Cosmetic maintenance, i.e., painting/cleaning



### 3. Construction and reconstruction of physical structures

- A. Streets, roads, and sidewalks
- B. Storm drain system, etc.

### 4. Planning

- A. Coordination with other departments before and during construction of maintenance projects
- B. Consultation with Maine Department of Transportation concerning crosswalks, traffic signals, traffic counts and flow
- C. Subdivision plan review
- D. Access management

### 5. Community Service Work

- A. Donation of personnel time and/or equipment to various service clubs for community improvement projects within 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 are used for office space, parts storage, toilet facilities, bulk oils and lubricant storage, and lunch room 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 hangar is currently being renovated for use as a parking, storage and maintenance facility. Maintenance and storage capacity will be expanded to 28,000 sq. ft and is scheduled for completion in July 2007. This will address 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 pre-cast concrete basins, but only as problems arise with the basin.

The City spends \$15-20,000 per year on maintenance of the system. The major obstacle to better identifying and correcting system deficiencies has been a lack of money and manpower.

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.

The following list includes the major pieces of equipment operated by the Public Works Department:

Pick-up trucks	4
Wheelers (3 axles)	6
Trucks (2 axles)	7
Trailers	2
Van	1
Utility trucks	2
Backhoe/loader	2
Graders	1

Loaders	3
Sweepers	1
Crawler	1
Sidewalk sweeper/snowblower	1
Vibratory roller	1
Steamers	2



**J.) Recreation and Parks Department:**

The Recreation and Parks Department functions include:

1. Recreation:

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.

2. Parks:

The Parks Department maintains three large parks for the passive recreational enjoyment of the community, along with several small parks, a Bike-Walk Way, indoor and outdoor swimming pools, outdoor skating rink, several athletic areas, and a community recreation center.

3. Indoor Pool:

The Indoor Pool offers a variety of affordable aquatic programs, including swimming instructions, Red Cross courses, health classes, family and youth swim, and rentals, along with other activities.

**K.) 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.

Risk management includes all insurance coverage premiums and filing of claims for worker's compensation and the general coverage of all municipal buildings, vehicles, equipment, boilers/machinery, police liability, firefighter, public officials, airport, and railroad liability.

Wellness grant funds are provided to the City from the Maine Municipal Employees Health Trust. The purpose of wellness is to educate employees about overall healthy life styles, exercise, healthy eating habits and the power of prevention to maintain a healthy workforce. Health insurance and worker's comp loss runs aid this function to see what areas need to be addressed to help decrease overall premium expenses due to less use.



The human resources director is the safety officer. Safety training and records are tracked for the purpose of Bureau of Labor Standards and loss control purposes for the insurance carrier.

The Payroll Clerk manages the input, processing, and reporting of employee time, wages, and payment of payroll deductions. The Payroll Clerk is responsible for the timely processing of weekly payroll and reporting and payment of Federal and State income and FICA taxes. Other responsibilities include the timely processing and posting of all payroll deductions, and monthly, quarterly, and year-end processing of reports and W-2's. The Payroll Clerk tracks the earning and usage of all employee accrued leave time.

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. General Assistance staff is required to be on call 24 hours per day, seven days per week. In September of 1996, in response to changes in eligibility criteria, office hours were reduced from five days a week to two, with no impact on services. The job description and title have been changed for this position from General Assistance Administrator to the General Assistance/Human Resources Clerk. The purpose is to recognize that human resources clerk work can be performed if any extra time is available to do so. It is becoming apparent that as the workload of the general assistance has dropped somewhat, human resource work is compounding, resulting in a need to increase general assistance hours to help perform clerk type functions of this department.

**L.) Solid Waste Department:**

The Solid Waste Department consists of three facilities that serve the City of Presque Isle and seven other communities, including Washburn, Wade, Perham, Mapleton, Chapman, Castle Hill, and T11-R4 (Squapan). The three facilities are the Presque Isle Landfill, the Transfer Station, and the Recycling Center.

The Landfill is located on the Lathrop Road in the southwest corner of the City. This facility consists of a 13.25 acre secure landfill, a 5.33 acre demolition debris disposal site, one composting site, and stockpile areas for wood, tires and scrap metal. The facility was opened to the public in 1982 and is situated on a 640 acre land parcel owned by the City.

The Landfill accepts approximately 16,000 tons of solid waste per year. Users have been required to purchase permits to access the Landfill since January, 1990. Disposal fees were assessed, beginning in January, 1997.

The original design life of the secure landfill was 14.3 years, with a licensed volume of 446,500 cubic yards. An additional 510,425 cubic yards was approved by the Maine Department of Environmental Protection when the facility was relicensed on October 6, 1994. The most recent volume survey was conducted in June, 2005, and the estimated remaining life at that time was 17.5 years.



The purpose of a transfer station is primarily to reduce the number of vehicles traveling to a landfill and to provide a disposal site closer to the population center. The City's original transfer station was located on the Creasey Ridge Road in the town of Mapleton. It had served as a transfer station since 1980, when the dump on the property was closed. For two years, solid waste was transported to another landfill while the new secure landfill was being designed, permitted and constructed. The secure landfill was opened in 1982 and the City continued to operate the transfer station as a service to residents. In February, 1998, the City Council authorized the relocation of the Transfer Station from the Mapleton location to 655 Missile Street, on Skyway Industrial Park.

Users of the Transfer Station must purchase an access permit. This system has been in place since January, 1990, to ensure that only authorized residents have the use of the facility. The transfer Station is open weekdays and Saturday morning. Traffic averages approximately 200 vehicles per day. Refuse, scrap metal, compostable material, waste oil, and all recyclable materials are accepted at the Transfer Station.

The Solid Waste Department initiated a recycling program in January, 1990. The Recycling Center was moved to its current location on Missile Street in Skyway Industrial Park in January, 1992. The current facility has 12,350 square feet of floor space. Materials acceptable for recycling include cardboard, newspaper, magazines, office paper, telephone directories, books, HDPE plastic, PET plastic, cans and glass. The Recycling Center utilizes a handicapped work force and has a sorting room for separating commingled recyclables. Approximately 1,900 tons per year are recycled through the Recycling Center.

**M.) City Engineer:**

The City Engineer provides civil engineering services to the City and its municipal departments. These engineering services include some construction projects which require a wide scope of work, including surveying, engineering design, drafting of plans, specifications writing, cost estimating, construction layout, and project supervision.

The City Engineer also serves as a technical reviewer and advisor for the Planning Board, and as a resource person for other City departments. The City Engineer researches and prepares technical reports on specific topics of interest to the City. The City Engineer protects the best interest of the City when representing and coordinating projects and issues with State and Federal agencies.

City Engineer's position is not a full-time, stand alone position. The title of City Engineer generally is an adjunctive responsibility to another full-time position. For example, the current Solid Waste Director is a Registered Professional Engineer in the State of Maine and, as such, is qualified to serve and does serve as City Engineer.



## **Quasi-Municipal Services**

### **Presque Isle Water District**

#### **General**

The Presque Isle Water District was formed in 1941 and began operations in 1942 when it acquired the assets of the Presque Isle Water Company. The District is a quasi-municipal not-for-profit corporation. A Board of Trustees, appointed by the Presque Isle City Council, manages its operations. It also is regulated by the Maine Public Utilities Commission.

The Water District has ten employees: four work in the office, one reads meters, two work at the water treatment plant, and three work on the distribution system. The office is operated jointly with the Presque Isle Sewer District. All of the office employees, including the superintendent, are employed by both Districts.

The purpose of the Water District is to supply the inhabitants of the District "...with pure water for domestic, sanitary, commercial, and municipal purposes." The District also supplies water for fire protection.

In 1995, the Maine Legislature and the voters of Presque Isle expanded the Water and Sewer District boundaries from the urban area to the municipal corporate limits. This change allows the Districts to provide service, where needed and as needed, anywhere in Presque Isle without returning to the Legislature or the voters for approval.

Federal regulation of public water systems began in 1974 when Congress enacted the "Safe Drinking Water Act." Subsequent amendments to the Act occurred in 1986 and in 1994. Each amendment resulted in more regulations and higher quality standards for drinking water.

#### **Water Source**

In 1996, the Water District initiated a groundwater search for an alternative water supply. A preliminary identification of favorable well sites was completed, but the exploration in 1997 at the top-rated site on Parsons Road was unsuccessful. An earlier search for a groundwater supply in 1956 was also unsuccessful.

In 2002, the Water District explored another well site on the Reach Road. Preliminary borings in the spring of that year were followed by a successful 8-inch test well in the Fall of 2002. In 2003, two 24-inch production wells were installed and more testing was completed for both quantity and quality. One well was rated with a safe yield of 1,400 gallons per minute (GPM) and the other well was rated at 1,200 GPM. Water tests indicated that the water quality was very good. The Trustees decided to develop the well site as the City's source of drinking water.



In 2004, a water main was constructed across the Aroostook River from the well field site, off the Reach Road, across the riverbed to connect onto the City's existing water distribution and work was commenced on a water pump station. In March, 2005, the Water District started pumping water from the well field and by the end of 2005, the Reach Road wells were the primary source of drinking water for the City of Presque Isle.

The Presque Isle Stream is now the secondary drinking water source for Presque Isle. It had served as the sole source public water supply since 1911. The Presque Isle Stream has a watershed of about 190 square miles, and it includes parts of Presque Isle, Castle Hill, Chapman, Mapleton, Westfield, and six unorganized townships. Only a small part of the watershed is located within Presque Isle.

In 1990, the City Council adopted a watershed protection zone above the surface water intake of the water treatment plant off of Chapman Street. The purposes of the zone, which includes approximately 1,800 acres, is intended to reduce surface water runoff and to reduce the risk of spills of hazardous materials. In the early 1990's, Mapleton and Chapman voters approved a 250' resource protection zone along the banks of the Presque Isle Stream in those communities to complement Presque Isle's downstream protection efforts. Only about 460 acres of the watershed protection zone are owned by the City of Presque Isle.

Much of the watershed protection zone is characterized by woodlands, wetlands, and abandoned pastureland. Human activities are characterized by single family homes and two automobile graveyards on Chapman Road.

#### Water Treatment

Ground water from the Reach Road well site receives minimal treatment. The water is disinfected with chlorine and fluoride is added to protect against tooth decay. A phosphate chemical is added to make the water less corrosive.

The capacity of the water treatment plant is 2.0 million gallons per day (MGD). Current water usage is about 0.9 MGD on an average day and 1.5 MGD on the maximum day. The wells and the pump station have enough capacity to meet the current needs and sustain reasonable growth.

Additional work needs to be done at the Reach Road well site. For example, the Water District needs to construct another/additional river crossing to provide a redundant connection between the well site and the water distribution system. The Water District also needs to work with the City of Presque Isle to implement land use controls to protect the well site from contamination. It is anticipated that these two work items will be completed by 2009.

In the meantime, the Water District plans to continue using the Presque Isle stream as a secondary, back-up source of water supply. The water from the Presque Isle stream is treated in a conventional water filtration plant. The raw water is treated with aluminum sulfate and then it undergoes mixing, sedimentation and filtration. The pH of the water is adjusted to make it less corrosive and fluoride is added. The final treatment is disinfection with chlorine.



## Water Distribution

The distribution system includes 52 miles of mains, 2,500 active water services, and 270 public fire hydrants. It also includes two booster pump stations and four tanks which store approximately 3.8 million gallons of water.

About 36 percent of the mains are unlined cast iron pipe. These unlined mains are old and very corroded. The internal corrosion adversely affects water quality, and it also reduces flow capacities by reducing the effective inside diameter of the pipe. It is estimated that the capacities of these old, unlined mains have been reduced 40 to 50 percent from the full flowing capacities of equal sized cement-lined mains. Consequently, flows for fire protection generally are inadequate in the areas served by these unlined mains. Examples include commercial business zones on Industrial Street, Dyer Street, and Parsons Street. Other areas which are deficient in hydrant flows are located on Griffin Street and South Main Street.

Future work in the distribution system will concentrate on replacing unlined mains, eliminating dead-end mains, and improving public fire protection. Future work also will be coordinated, to the extent practicable, with the work of other utilities, the City's Public Works Department, and the Maine Department of Transportation.

## **Presque Isle Sewer District**

### General

The Presque Isle Sewer District also is a separate and distinct quasi-municipal, not-for-profit corporation. It was established in 1928. As with the Water District, it is managed by a Board of Trustees who appointed by the City Council.

The purpose of the Sewer District is to provide a "...system of public sewerage for the comfort, convenience, and health of the inhabitants of the district..." The public sewer system consists of a collection system and a sewage treatment plant. These facilities serve the urban/suburban area in Presque Isle.

The Sewer District has ten employees: four work in the office, four work at the sewage treatment plant, and two work on the collection system. The office is operated jointly with the Presque Isle Water District. All of the office employees, including the superintendent, are employed by both Districts.





## Collection System

The sewage collection system consists of about 51 miles of mains and four pump stations.

The collection system has large amounts of extraneous flows from infiltration and inflow. These two issues have been a problem in Presque Isle for a long time. Infiltration is groundwater that enters the collection system through leaking pipes, and inflow is stormwater that enters the collection system through drains and leaking manholes. Much of the inflow appears to be rainfall-induced infiltration. Rainfall-induced infiltration is water that enters the sewer system from foundation drains, cellar drains, and sump pumps as a result of high groundwater levels caused by snowmelt or rainfall.

Infiltration and inflow problems are particularly pervasive in three residential neighborhoods along Cedar Street, Maple Street, and Elizabeth Street. Except for parts of Elizabeth Street, these residential areas do not have underground storm drains. Prior to 1960, it was common practice to connect foundation drains and sump pumps to the public sewer system.

These same three residential neighborhoods are served by vitrified clay (VC) sewer mains. Vitrified clay pipe has joints every 2-3 feet, and it was common practice to leave pipe joints uncaulked in wet areas to allow the pipe to drain away the groundwater. Vitrified clay pipe also is a brittle material. Loadings from the earth, frost, and traffic cause damage by cracking and breaking the pipe. Cracks and breaks magnify the infiltration problems with joints. Infiltration into vitrified clay pipe is particularly high in the spring when the snow melts and the frost leaves the ground.

Future work on the collection system will concentrate on removing infiltration and inflow, replacing undersized sewer mains, and updating the pump stations.

## Sewage Treatment Plant

The sewage treatment plant provides a secondary level of treatment. It has a barrier-type oxidation ditch with a draft tube aeration system. It treats sewage by removing organic matter, measured as biochemical oxygen demand, and by removing particulate matter, measured as total suspended solids. The final effluent is disinfected with sodium hypochlorite and dechlorinated with sodium bisulfate.

The sewage treatment plant became operational in 1985. Its original cost was \$6.9 million, and its current replacement cost is estimated at \$12.8 million. Major work items completed as part of the upgrade included the replacement of the sludge thickening equipment, the refurbishment of the aeration mixers, the replacement of the sludge tank truck and the renovation of the disinfection system to include the installation of a bulk chemical feed system for chlorination and dechlorination. It is anticipated that another major upgrade will be needed within the next 10 years.





There is an environmental concern about the impact of the effluent on the Presque Isle Stream during low flow periods in late summer. The licensed discharge is 2.3 million gallons per day (MGD). The critical low flow, i.e., 7Q10, for the Presque Isle Stream is 5.4 MGD. Thus, during critical low flow periods, the stream provides only a 3.3 to 1 dilution for the effluent. There is a concern that the remaining organic matter in the effluent will consume the dissolved oxygen in the stream and reduce it below the 7.0 parts per million (ppm) concentration required for a Class B stream.

Consequently, the most recent State discharge license is much more stringent than most licenses. During the low stream flow months of July, August, and September, the current license has daily maximum concentration and load limits of 13ppm and 168 pounds per day, respectively, for BOD5. The previous license had daily maximum concentration and load limits of 50ppm and 959 pounds per day, respectively, for BOD5. The discharge license also restricts the discharge of nutrients such as nitrogen and phosphorous. It limits the discharge of ammonia nitrogen to daily maximum concentration and load limits of 0.75 ppm and 9.6 ppd, respectively during the summer months. It also limits the discharge of phosphorus to 3.3 pounds per day.

These summer effluent limitations represent a total maximum daily load (TMDL) for the Presque Isle stream. The purpose of the TMDL is to maintain the water quality of the stream at or above the standards for a B classification. In 2001 the Maine DEP conducted another water quality survey of the Presque Isle stream and determined that the TMDL was not maintaining the Class B standards for dissolved oxygen. Consequently, the Maine DEP modified the discharge license to require the Sewer District to remove its discharge from the Presque Isle stream during the summer or year-round.

In 2003, the Sewer District's engineer recommended the construction of a 24" diameter gravity pipeline as the most feasible way to relocate the discharge to the main stem of the Aroostook River. This project is expected to go to bid in 2007 and it will take two years to construct the discharge pipeline.

The sewage treatment plant also is adversely affected by infiltration and inflow in the collection system. Infiltration and inflow comprise about two-thirds of the total flows at the sewage treatment plant. Inflow increases the variability of the flows at the treatment plant. The biological treatment of sewage works best under steady-state conditions when sewage of known volume and strength occurs day after day. The treatment process does not work well when a 1.0 MGD flow with a 200ppm of BOD5 occurs one day, and then, after a heavy rainstorm, there is a 4.0 MGD flow with 50ppm of BOD5. The variability of flows adversely affects the performance of the treatment plant. Infiltration and inflow also use up the hydraulic capacity of the sewage treatment plant. Obviously, if the infiltration and inflow can be reduced, then some of the hydraulic capacity can be recaptured to provide additional capacity for growth.



## Presque Isle Housing Authority

The Presque Isle Housing Authority was established on May 12, 1943, and was the first housing authority organized in Maine. The Housing Authority began managing housing complexes in Presque Isle for the U.S. Government during World War II. The first and last of many housing areas managed by the Housing Authority was Fairview Acres, formerly located on the grounds of Presque Isle Air Force Base.

In 1969, the City of Presque Isle, on behalf of the Housing Authority, authorized submission of an application to the U.S. Department of Housing and Urban Development (HUD) for funding to construct a low income family housing project. Funding was approved, and the Pleasant Hill Manor Elderly and Family Projects, as well as the Administration Building, opened in March of 1971. In 1980, additional funding was received to replace the soon-to-be demolished housing at Fairview Acres. Residents of Fairview Acres were transferred to the newly constructed Howard Place Elderly Project and Ray-View Manor Family Project by July of 1982, after which Fairview Acres was closed.

The eligible client population for the Housing Authority housing units are those whose individual income, for elderly tenants, and combined family income, for family units, meets the prevailing HUD Income Eligibility guidelines.

The Presque Isle Housing Authority currently manages 185 units of public housing, 110 family units and 75 elderly units, including buildings and grounds. It administers 65 HIJD Section 8 Housing Certificates and 10 Section 8 Housing Vouchers. The Housing Authority manages 31 units of “*Rental Rehab*” housing units for the Maine State Housing Authority. The Housing Authority also is one of four participating housing authority grantees in the “*Family Investment Center*” grant program and the “*Economic Development & Supportive Services*” grant program, both of which promote family self-sufficiency through education, job training, job placement, and job advancement. The Housing Authority has a staff of 12.

The Housing Authority’s waiting list is presently in excess of 230 persons, with an increased demand for elderly and handicapped-accessible family units.



## C. Contracted Services:

### **Ambulance**

Crown Ambulance, a service of the Aroostook Medical Center, provides pre-hospital care to Presque Isle and fourteen other communities in the central Aroostook area, serving a population of approximately 27,000. The service responds to more than 3,000 calls annually from four response centers, with one-quarter of the calls originating in Presque Isle. The main dispatch center is located in Presque Isle on the Gould Memorial Hospital campus and is equipped with four Paramedic-level ambulances. Two Paramedic-level ambulances are stationed in Mars Hill, and two Paramedic-level ambulances are based in Fort Fairfield, each providing back-up services to the other bases. In addition, Crown Ambulance has a base of operations in Limestone that is licensed at the basic level, with a permit to function at the paramedic level. Crown Ambulance also maintains a Maine Emergency Medical Services - licensed interfacility air transfer service for emergency air flights to Bangor and other points in Maine, New England, and the continental United States..

Crown currently has a staff of 32 Paramedics, 1 Critical Care Technician, 7 Intermediate Emergency Medical Technicians, and 13 Basic Emergency Medical Technicians. The bases of operation in Presque Isle, Mars Hill, and Fort Fairfield are licensed at the Paramedic level, which requires that a Paramedic respond on all unscheduled calls. Crown also trains and equips first responder personnel in the outlying communities to provide early intervention in an emergency before the ambulance arrives on the scene. Crown has equipped nine of the police and fire agencies in its service area as first responder units to allow patients to receive life-saving interventions in an emergency.

The staff of the service provide many public services to the communities it services, such a blood pressure screening program, ambulance coverage a structure fires, and educational programs in the schools.

The fifteen communities share the costs of providing the service, beyond what is received from patient charges, on a per capita basis. The per capita charge for 2006 is \$10.67.

Communities under contract with Crown Ambulance participate as members of the Crown Ambulance Advisory Committee, which makes comments and recommendations concerning the service to the Board of Directors of the Aroostook Medical Center. Contracts for service are renewed every three years.



## D. Community Resources:

### 1. Health Care

The Aroostook Medical Center (TAMC) is the largest health care system in Aroostook County. It is a fully accredited non-profit organization, governed by a volunteer Board of Directors. The Aroostook Medical Center is a member of Eastern Maine Healthcare (EMH), along with 11 other healthcare-related organizations. EMH serves two-thirds of the state, geographically, with facilities in locations ranging from Waterville to Madawaska.

TAMC has three hospital campuses: A.R. Gould Memorial Hospital in Presque Isle, Aroostook Health Center in Mars Hill, and Community General Hospital in Fort Fairfield. Gould Memorial Hospital is an 83-bed acute care facility, which, due to its geographic location, offers a variety of services generally found only in larger healthcare facilities. Services include a cancer treatment program, a comprehensive cardiovascular program, subspecialty services, 14 outpatient specialty clinics, Crown Ambulance, and the County Dialysis Center.

Services provided by TAMC include:

Special Care Unit	Day Surgery
Progressive Care Unit	General Surgery
Burn Unit Services	Ophthalmology
Operating/Recovery Room	Otorhinolaryngology
Orthopedics	Emergency Medicine
Urology	Newborn Nursery
Cardiopulmonary Medicine	Nuclear Medicine
Pediatrics	Geriatrics
Obstetrics/Gynecology	Neurology
Gastroenterology	Rheumatology
Ambulatory Care	Cardiology
Psychiatry	Radiology
Dermatology	Pulmonology
Pathology	Rehabilitative Services
Internal Medicine	Hematology/Oncology
Oral & Maxillofacial Surgery	Long Term Care

### A Synopsis of Education in M.S.A.D #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.

Current facilities, as of 2007, and their uses include:

- ✎ Mapleton Elementary School, Mapleton, K-5
- ✎ Pine Street Elementary School, Presque Isle, K-5
- ✎ Zippel Elementary School, Presque Isle, K-5
- ✎ Presque Isle Middle School, Presque Isle, 6-8
- ✎ Presque Isle High School, Presque Isle, 9-12

	1977		1987		1997		2007
<b>Elementary K-5</b>	1563		1261		1029		1009
<b>Middle 6-8</b>	836		601		514		438
<b>High School 9-12</b>	1081		776		678		622
<b>TOTALS</b>	<b>3480</b>		<b>2638</b>		<b>2221</b>		<b>2069</b>

2007. Table 32 compares the decline in student population over several different time spans.

MSAD No. 1 is lead 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 decline, 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.

Table 33: Maine School Administrative District No. 1 - Enrollment Trends

MAINE SCHOOL ADMINISTRATIVE DISTRICT NO. 1																				
ENROLLMENT TRENDS																				
	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
<b>Elementary K-5</b>	1563	1549	1453	1370	1348	1360	1372	1334	1333	1261	1258	1209	1222	1204	1185	1148	1069	1054	1027	1029
Gouldville						276	263	254	256	248	255	239	216	240	192	148	121	111	104	111
Mapleton						252	245	246	237	234	220	218	219	223	208	209	214	193	200	225
Pine Street						304	372	354	352	334	322	350	350	349	374	385	339	352	357	358
Westfield						67	64	75	84	73	78	65	65	62	61	61	51	51	35	32
Zippel						461	428	405	404	372	383	337	372	330	350	345	344	347	331	303
<b>Middle 6-8</b>	836	833	760	726	691	674	634	616	578	601	580	609	591	563	553	539	555	542	535	514
Cunningham						340	326	320	317	317	304	307	288	273	272	269	274	273	271	255
Skyway						334	308	296	284	284	276	302	303	290	281	270	261	269	264	256
<b>High School 9-12</b>	1081	1112	1062	1024	1006	888	878	814	808	776	772	759	725	764	747	744	722	695	687	678
<b>TOTALS</b>	<b>3480</b>	<b>3494</b>	<b>3275</b>	<b>3120</b>	<b>3045</b>	<b>2922</b>	<b>2884</b>	<b>2764</b>	<b>2719</b>	<b>2638</b>	<b>2610</b>	<b>2577</b>	<b>2538</b>	<b>2531</b>	<b>2485</b>	<b>2431</b>	<b>2346</b>	<b>2291</b>	<b>2249</b>	<b>2221</b>

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*”



## E. Public Utilities:

### 1. Telecommunications Service

VERIZON, which operates a digital-switching center in Presque Isle, provides local telephone service to Presque Isle and to 85 per cent of Maine. The company now has over 10,000 access lines in Presque Isle to serve its commercial, residential, and business customer base.

Since 1996, VERIZON and its predecessor, Bell Atlantic, have invested more than \$7.5 million in the network structure in northern Maine. The resulting improvements enable Presque Isle, as well as the rest of Maine, to have one of the most advanced and reliable statewide telecommunications networks available in the country.

The 1999 completion of the final link in a \$100 million fiber-optic system upgrade allows the reliable transfer of millions of voice, data, and video signals daily, throughout the state. The major component of the local upgrade was installation of a feature known as a SONET (Synchronous Optical NETWORK) ring, which automatically re-routes calls when part of the link is damaged. This enhanced reliability is very important to telecommunications-dependent businesses, such as call centers, banks, and other heavy users of computer networks.

Long distance telephone service is available through most of the in-state and inter-state long distance carriers (VERIZON, AT&T, Sprint, MCI, etc.). With the installation of a point-of-presence (POP) in Presque Isle in 1999, out-going long distance service rates became more economical for some local users.

Points-of-presence are those physical locations where lower-cost inter-state long-distance services meet either local or intra-state long-distance service. As an example, before the recent creation of a POP in Presque Isle, a telephone call from Presque Isle to Tucson, Arizona, might go to Bangor, the location of the nearest POP, over in-state long distance lines. From Bangor, the call would continue with an inter-state long distance service provider. The elimination of the in-state, long distance costs incurred between Presque Isle and Bangor means lower costs for users, particularly high volume users. This makes Presque Isle more competitive as a location for new technology-based businesses, whose “product” moves through wires, not over the highway.

Wireless telephone service is a growing enterprise in northern Maine. Currently, several wireless telephone service providers are located in Presque Isle. Based on the recent experiences of other communities, Presque Isle should work with these wireless service providers to identify mutually acceptable numbers and sites for an inevitable demand for new tower locations. It also should be a goal of the City and the providers to integrate new towers unobtrusively into the natural surroundings, to the maximum extent possible.





In recent years, several local Internet Service Providers (ISP's) have started operations in Presque Isle. Unlike the situation with many of the national ISP's in the early years of Internet access, it is reported that 99.4% of subscribers in Maine now can access the "Net" with a local call. As use of the Internet continues to grow, including increased reliance on e-mail as a form of communications, the City should be responsive to changes in the technology. The City also should prepare itself to accommodate the impacts, if any, that these changes might have on the community as a whole.

The City should be an active but prudent participant in the application and growth of telecommunications and computer technology. Access to the Internet, development of a municipal Geographic Information System (GIS), and teleconferencing are among the options the City should explore to reduce costs and improve the efficiency of local government.

The City should address the issues noted above, among others, in a municipal telecommunications and computer plan.

## **2. Electricity**

On May 29, 1997, the State of Maine enacted legislation that allows consumers of electricity, after March 1, 2000, to purchase electrical generation services directly and competitively from electricity suppliers. Under the legislation, electricity suppliers no longer are subject to rate regulation by the Maine Public Utilities Commission (MPUC).

Provisions of the law also require that, with limited and specific exceptions, the major electrical utilities within the state must have divested themselves of all generation-related assets and business functions by March 1, 2000. After that date, the utilities may continue to provide transmission and distribution services, which remain subject to rate regulation by the MPUC.

Maine Public Service Company (MPS) is the largest electrical utility in northern Maine. It is an investor-owned utility, maintaining its headquarters in Presque Isle. The company provides transmission and distribution services to more than 35,000 retail electric customer accounts in a 3,600 square mile service area. It has two wholly owned subsidiaries, Maine and New Brunswick Electrical Power Company, Ltd., and Energy Atlantic, LLC. MPS employed 142 persons in 2000.

Retail consumers within the MPS service area can purchase electrical power from one source, WPS Energy Services. WPS Power Development, Inc., purchased the MPS generating assets in 1999, marketing the power it generates through WPS Energy Services.





The continued availability of affordable, on-demand electrical energy is essential for business and for residential use in Presque Isle and the region. The countywide out-migration of population and the aging of those who remain adversely affect the MPS customer base. A continuation of the trends noted since 1960 may compromise the ability of MPS to generate sufficient revenues to maintain and upgrade its existing delivery infrastructure and to accommodate demands for new services. Those who remain may not experience the economic relief or the quality of service that deregulation was intended to produce.

In the context of the recent unmet and/or high cost electrical energy demand in California and other parts of the western United States, further legislative or regulatory action may be forthcoming. All or a portion of the reserve capacity that historically has been available through local generating facilities and interconnections with New Brunswick (and indirectly through the Hydro-Quebec system), may be redirected to higher demand areas.

F. Cultural Resources:

1. **Media/Communications**

<b>NEWSPAPERS</b>	<i>Bangor Daily News</i> (86,483 circulation)
	<i>Presque Isle Star Herald</i> (7,000 weekly)
<b>FM RADIO STATIONS</b>	WBPW (96.9) – Presque Isle WCXU/WCXX (97.7/102.3) – Caribou WOZI (101.9) – Presque Isle WQHR (96.1) – Presque Isle WUPI (92.1) – Presque Isle WMEM (106.1) – Presque Isle
<b>AM RADIO STATIONS</b>	WFST (600) – Presque Isle/Caribou WEGP (1390) – Presque Isle
<b>TELEVISION STATIONS</b>	WAGM – Channel 8 CHSJ – Channel 6 MPBN – Channel 10 WBPQ – Channel 55 (Time-Warner Cable)
<b>CABLE TELEVISION SVC.</b>	Time-Warner Cable of Maine



## 2. Other Facilities:

- a) Wieden Auditorium, University of Maine at Presque Isle: This 404-seat auditorium has been a staple of the community for many years. It has housed a variety of programs and performances and has been home to the Pioneer Playhouse, a local theatre group, for many years.
- b) Presque Isle Historical Society
- c) Vera Estey House Museum
- d) Presque Isle Air Museum. Established in 1999 and located at Northern Maine Regional Airport, the museum preserves and displays collections related to the many roles played by the airport. The museum places particular emphasis on the World War II, Korean War, and “Cold War” eras.
- e) University of Maine at Presque Isle Library: This library, which is available for public use, participates in several computer-based interlibrary lending and resources services. It is a repository for federal and state publications, and it is a Census Data Center. The Library’s Special Collections room contains two rare resources, the Maine Collection and the Aroostook Collection, both of which contain valuable historical materials.
- f) Pullen Gallery, Pullen Hall, University of Maine at Presque Isle: The Pullen Gallery hosts exhibits throughout the year, displaying the works of local, national, and international artists. The Gallery also hosts the Maine Maritime Flatworks Exhibition, the only juried exhibition in the state.
- g) Gentle Hall, at the University of Maine @ Presque Isle, opened in 2005. This 45,000 sq. ft. structure includes an indoor pool, gymnasium, elevated running track, rock climbing wall, fitness room & other administrative offices.
- h) Maine Solar System Model: Believed to be the largest scaled model of the solar system in the United States, if not the world. The model depicts the separation of the planets from the sun and from each other, over the 42-mile distance between Presque Isle and Houlton.
- i) Cemeteries: There are four active cemeteries in Presque Isle. They include:

- 1. Fairmont Cemetery, Houlton Road:

The largest of the four at 22.3 acres, Fairmont houses the only crematorium north of Bangor. Constructed in 1998, the crematorium accounts for an estimated 25-30% of the current demand at the cemetery. Although the overseer at the cemetery estimates that there is over 60 years of space available, space savings resulting from cremations and efforts to secure an additional 8 acres of land should ensure long-term viability for the cemetery.



2. Johnson Cemetery, Caribou Road: At the current rate of 2-3 burials per year, estimates suggest that there are 40-60 years of available space in the 3.5 acres.
3. Nativity BVM Church Cemetery, North Main Street: 4 acres, with 339 plots occupied.
4. St. Mary's Cemetery, Chapman Street: 2.2 acres, with 300 plots occupied.



## 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 its 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 insure 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 insure 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 has received a Certificate of Achievement for Excellence in Financial Reporting in each year since the period ending December 31, 1999 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 \$1,571,953, or 36%, from 2002-2006. The trend analysis shows a steady increase in each of the last five years. There are six specific revenues that account for approximately 80% of the total revenues. These six revenues include airport fuels for resale, excise taxes, Industrial Council revenues for building rentals, Forum, indoor pool and revenues sharing. The same table shows expenses have increased by \$2,590,270, or 29% 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 25.22 mills in 2002 to 26.20 in 2006 or 3.9% increase. The data for 2007 actually shows a slight decrease in the mill rate from 26.20 to 26.15. The increase from 2002 – 2006 is well below cost of living increases.

The City’s net budget amount has increased from \$4,835,850 in 2002 to \$5,054,257 in 2006, or a modest 4.5%. It increased in four of the last five years, showing a decrease from 2004 to 2005.

In general, tax revenues from new development are sufficient to off set 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. To address this matter the City has hired an additional assistant assessor. 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>
2002	\$350,688,600	\$11,313,800	3.3%	\$360,250,000
2003	365,382,700	14,694,100	4.2	362,500,000
2004	370,573,700	5,191,000	1.4	370,750,000
2005	378,256,750	7,683,050	2.1	398,050,000
2006	401,527,450	23,270,700	6.2	422,550,000

The City’ share of the overall tax rate has decreased from 51.6% of the total in 2002 to 48.8% of the total. Simultaneously, the City’s undesignated fund balance has increased from \$2,259,175 in 2002 to \$2,890,755 in 2006, or 28.0%.

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 of the Valuation table, the City's tax base is growing at a modest rate. At the present time there are several larger parcels of land located on Main Street in the hub of the retail district that are for sale. One is the Maine State Armory Building, one is vacant space and one has a small hotel located on it. The City has also initialed discussions with the Maine Department of Transportation to determine interest them making available a parcel of land they currently use for storing culverts on located on Rice Street for economic development. As a result of these specific parcels all located in close proximity to one another, the City is poised for a potential increase in retail space. The area is served with basic infrastructure so any development should have a positive impact on the community in terms of employment and taxable property.

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 two Tax Increment Finance Districts. Both began in 2007. The two TIF Agreements are for Maine Mutual Group beginning in 2007 starting at \$33,472, with decreasing amounts in the fourth and subsequent years through ten years and one for Lowe's of \$30,000 annually for five years beginning in 2007. The total payment for 2007 is \$63,500. Given the amount of taxable value that was retained to be assessed and the number of new jobs created this two TIF's have a positive impact on the City's taxes, especially where they are short term agreements.

The City has a large amount of tax exempt properties which impacts its local property taxes. Approximately 28% 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, The Aroostook Medical Center 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 federal 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:

- 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
- Estimated annual cost of operating and maintaining the facilities to be constructed or acquired
- 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 category.

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. In 2006 the City's state valuation was \$422.5M allowing total debt of \$31.7M. At December 31, 2006 the City had \$2.4M in bonds outstanding, far below the statutory limit.

County and school administrative unit assessments do not have a large impact on the municipal capital investments. Each of these other government units have 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.

The City's biggest effort in sharing capital investments with neighboring communities is with its solid waste landfill. The City has an Inter-local Agreement with seven neighboring communities, and the County of Aroostook for Squa Pan Lake, to use the City's landfill. As such, the agreement calls for sharing in all costs, to include capital investments.

## **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 look out for outside funds. Some examples include using:

- Homeland Security Grant funds for fire apparatus and police equipment
- Maine Forestry Grants for fire fighting equipment
- Federal Aviation Administration discretionary grant funds for rehabilitation of the Northern Maine Regional Airport's runway and taxi ways
- The use of federal earmarked funds for the construction of an intermodal rail road 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 hanger at the Northern Maine Regional Airport
- Energy Efficiency Maine grant for the installation of energy efficient lights at the Mark and Emily Turner Memorial Library
- Federal Highway Administration grants for additional police patrols for enforcement of operating under the influence and seatbelt enforcement laws

The City does not have a written policy of directing 75% of its new municipal capital investments into designated growth areas in the Future Land Use Plan. This type of plan will be developed and dependant on the financial needs of the designated growth areas.

### **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 polices 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 costs 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)**

<b>Department</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
Airport	626,425	657,721	724,431	914,868	1,246,683
Planning & Development	243,662	227,171	253,428	266,459	275,645
Finance Department	250,977	265,358	272,285	289,192	271,842
Fire Department	674,505	698,815	753,143	758,253	734,999
Forum	295,876	310,987	327,889	348,321	381,898
General Government	160,556	168,628	177,662	186,438	215,393
Library	202,865	203,354	214,617	227,416	248,545
Police Department	948,696	1,001,166	1,006,178	1,060,372	1,129,366
Public Works Department	1,082,989	1,034,769	1,062,610	1,162,361	1,203,420
Recreation & Parks Department	416,843	438,907	469,777	514,119	533,877
Resource Management	105,436	116,700	133,446	133,452	125,919
Solid Waste	449,687	501,975	507,022	511,432	521,644
Industrial Council	258,500	257,000	265,100	270,000	290,000
Employee Benefits & Expenses	1,077,996	1,089,418	1,207,279	1,266,103	1,260,730
Public Safety Building	98,207	103,432	107,075	116,299	128,537
Insurance	103,879	123,869	143,679	149,908	163,998
Utilities	446,332	457,940	464,778	491,864	496,574
Debt Service	380,097	436,700	418,085	392,329	446,532
Echo Lake	2,200	2,175	2,175	2,175	2,175
Unclassified	268,415	241,740	256,852	269,623	253,851
Outside Requests	51,968	33,725	33,725	33,725	53,400
Reserves*	518,707	534,785	671,845	374,120	1,270,060

Total Expenses	8,664,818	8,906,335	9,473,081	9,738,829	11,255,088
Total Revenues	4,356,879	4,484,857	4,891,415	5,209,686	5,928,832
Difference	4,307,939	4,421,478	4,581,666	4,529,143	5,326,256

\* 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			Used from Fund Bal.	Year End Fund Bal.
		City	SAD	County		City	SAD	County	City	SAD	County		
2002	25.22	4,835,850	4,052,586	437,704	9,326,140	51.85%	43.46%	4.69%	13.08	10.96	1.18	250,000	2,259,175
2003	26.30	4,872,503	4,284,354	452,708	9,609,565	50.70%	44.58%	4.71%	13.33	11.73	1.24	325,000	2,690,529
2004	26.70	4,902,607	4,533,234	458,477	9,894,318	49.55%	45.82%	4.63%	13.23	12.23	1.24	375,000	2,688,889
2005	26.70	4,857,558	4,756,149	485,748	10,099,455	48.10%	47.09%	4.81%	12.84	12.57	1.29	525,000	2,645,345
2006	26.20	5,054,257	4,958,702	507,060	10,520,019	48.04%	47.14%	4.82%	12.59	12.35	1.26	525,000	2,890,755
2007	26.15	5,270,551	5,017,959	514,577	10,803,087	48.79%	46.45%	4.76%	12.76	12.15	1.25	600,000	
5 Year Budget													
Increase		218,407	906,116	69,356					-0.49	1.39	0.08		
5 Year Percent of													
Increase		4.32%	18.27%	13.68%									



**City of Presque Isle, Maine**  
**Five Year Capital**  
**Improvement Plan**  
**FY' 2008**  
**Appendix B**

**POLICE RESERVE - 070-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Vehicle Replacement	27,000	48,000	49,000	50,000	51,000	53,000	55,000
Server, back-up, voice recorder		4,000	4,000	4,000	4,000	5,000	6,000
TOTALS	27,000	52,000	53,000	54,000	55,000	58,000	61,000

Vehicle replacement: Replaces police vehicles on a rotating basis.

Server, back-up and voice recorder: Replace current system

Cost of failure to make purchases.

Vehicles: Increased costs of \$1,200 per year per vehicle and increased maintenance costs.

Server, back-up and voice recorder: Increased maintenance costs of \$5,000 and potential system failure.

**FIRE RESERVE - 071-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Replace 1989 Rescue Truck	5,000						
Replace 1976 Tanker Chassis	Funded by Grant						
Refurbish 1988 Engine 6	5,000	5,925	15,000	15,000	10,000		
Replace 2002 Pick-up Truck			5,000	5,000	10,000	10,000	
Replace chassis on Rescue 8				5000	5,000	15,000	20,000
Garage for Trailer & Equipment Rescue 8					5,000	5,000	5,000
<b>TOTALS</b>	<b>10,000</b>	<b>5,925</b>	<b>20,000</b>	<b>25,000</b>	<b>30,000</b>	<b>30,000</b>	<b>25,000</b>

For 2007, reallocate \$804 from balance of rescue truck and \$8,271 from balance of tanker chassis for Engine 6.

Refurbish Engine 6: Repair rust and paint truck in 2009 at an estimated costs of \$85,000 or replace.

Replace 2002 Pick-up Truck: Replace truck in 2011 at an estimated cost of \$30,000.

Water Rescue Boat & Motor: Fund a rescue boat and motor in 2011 at an estimated cost of \$20,000  
has been replaced in 2008 by replacing chassis on Rescue 8 for a total cost of \$70,000

Garage: Fund a garage for storing the trailer and miscellaneous equipment by fire and police in 2013 at an estimated cost of \$50,000.

Cost of failure to make purchases:

Refurbish Engine 6: Increased costs of \$2,500 per year and increased potential for complete body replacement.

Replace 2002 Pick-up Truck: Increased costs of \$800 per year

Rescue 8: Increased costs of \$500 per year

Garage for Trailer and Equipment: Increased costs of \$2,000 per year.

**RECREATION & PARKS RESERVE - 072-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Bike Path Resurfacing	5,000	2,800	5,000	5,000	5,000	5,000	7,500
Indoor Pool Renovations		20,000	8,000	10,000	10,000	10,000	5,000
Resurface Outdoor Pool	15,000						15,000
Indoor Pool Roadway	15,000						7,500
Replace Lawn Tractor			10,000				
Playground Equipment		10,000	10,000	5,000		5,000	
Replace 2000 Truck				10,000	15,000		
Replace 1997 JD2440			5,000	15,000	10,000		
Resurface Tennis/Basketball				10,000	5,000	5,000	
Recreation Facilities		6,000	40,000				
Resurface Arnold Brook Road						10,000	
Renovations Mantle Lake						10,000	10,000
<b>TOTALS</b>	<b>35,000</b>	<b>38,800</b>	<b>78,000</b>	<b>55,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>

For 2007, reallocate \$2,197 from balance of truck purchase towards bike path paving.

Bike Path Resurfacing: Pave a section of the bike path as needed.

Indoor Pool Renovations: Renovations locker room, deck and areas as needed.

Replace Lawn Tractor: Replace tractor used at softball diamond.

Playground Equipment: Replace equipment as needed.

Replace 2000 Truck: Replace 2000 GMC 1-ton truck in 2010 at an estimated cost of \$25,000.

Replace 1977 JD 2440: Replace in 2010 at an estimated cost of \$30,000

Recreation Facilities: Funds to assist the committee in pursuing a new facilities. Funds after 2008 will depend on action by the city council of what, if anything, is to be done for a new facility.

Resurface Tennis/Basketball Courts: Resurface the courts

Resurface Arnold Brook Lake Roadway: Resurface a section of the roadway in 2011 and 2012

Cost of failure to make purchases:

Bike Path Resurfacing: Increased costs of \$800 per year and increased liability exposure.

Indoor Pool Renovations: Increased costs of \$1,000 per year.

Replace Lawn Tractor: Increased costs of \$400 per year and increased maintenance costs.

Playground Equipment: Increased costs of \$500 per year and increased liability exposure.

Replace 2000 Truck: Increased costs of \$500 per year and increased maintenance costs.

Replace 1997 JD 2440: Increased costs of \$1,000 per year and increased maintenance costs.

Recreation Facilities: Increased maintenance costs of current building of \$2,000 per year.

Resurface Tennis/Basketball Courts; Increased costs of \$700 per year.

Resurface Arnold Brook Lake Roadway: Increased costs of \$1,000 per year.

2008 Appropriation includes \$30,000 for land purchase using a multi-year payment.

**LIBRARY RESERVE - 073-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Roof Replacement Fund	5,000	5,000	5,000	5,000	5,000	5,000	5,000
TOTALS	5,000	5,000	5,000	5,000	5,000	5,000	5,000

Roof Replacement Fund: Replace the roof in the future.

Cost of failure to make purchase:

Increased costs of \$500 per year and increased potential for water damage.

**CITY HALL RESERVE - 074-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Building Renovations	40,000	35,000	50,000	50,000	50,000	50,000	50,000
TOTALS	40,000	35,000	50,000	50,000	50,000	50,000	50,000

On May 1, 2006 the City Council voted to combine all balances into a single building renovations account, except remaining funds for the computer upgrade and ergonomic improvements. This action was part of discussions for a multi-year renovation plan for City Hall.

Cost of failure to make purchases:  
Increased costs of \$4,000 per year.



**PUBLIC WORKS RESERVE - 075-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
2002 Payloader Lease/Purchase	29,750						
Refurbish 1991 Water Truck		20,000	10,000				
Replace 1986 Snowblower		50,000					
Public Works Garage	239,800	97,800	See debt				
Forklift from Solid Waste Dept.		7,500					
Replace 1985 Steamer		7,500	7,500				
Replace 1995 Int. Plowtruck			65,000	55,000	55,000		
2006 Truck Lease/Purchase		16,100	16,100	16,100	16,100	16,100	
Watershed Dams Capital Maint.		2,500		2,500	2,500	2,500	2,500
Refurbish 1996 Plowtruck		20,000					
Replace 1989 Payloader **			45,000	45,000	45,000	45,000	45,000
Replace 2000 Sidewalk Plow			7,500	7,500	10,000	25,000	50,000
Replace 2000 Sweeper				50,000	50,000	50,000	
Replace 1991 Backhoe				10,000	60,000	30,000	
Replace 1999 Pick-up Truck		30,000				35,000	
Refurbish 1990 Int. Plow Truck		20,000					
Replace 1997 Plow Truck				20,000	15,000		105,000
<b>TOTALS</b>	<b>269,550</b>	<b>271,400</b>	<b>151,100</b>	<b>206,100</b>	<b>253,600</b>	<b>203,600</b>	<b>202,500</b>

Cost of failure to make purchases: Increased average price of 10% - 20% plus increased maintenance costs.

\*\* Proposed lease/purchase

Note: In 2007 the appropriation for public works garage was \$97,800 for debt for the renovations of the former missile hangar. Only \$18,733 was actually needed, leaving a balance in 2007 of \$79,067. Combined with a carryover of \$1,019 from previous years, the total of \$80,086 should lapse to the undesignated fund (surplus) account rather than be carried in the public works reserve account.

**AIRPORT RESERVE - -76-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Terminal Roof			5,000				
Crash-Rescue Maintenance Bld.		5,000					
General Aviation Equipment		5,000	10,000	10,000	20,000	10,000	10,000
General Aviation Roof		15,000					
Replace 1994 Pick-up Truck				25,000			
Pave Parking Lot	40,000	5,000				25,000	
North Hangar		5,000	5,000	10,000			
Counter Renovations Terminal Building			6,000				
Boiler					25,000		
North Hangar Sewer System						10,000	
Terminal Ramp face lift							40,000
<b>TOTALS</b>	<b>40,000</b>	<b>35,000</b>	<b>26,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>	<b>50,000</b>

General Aviation Equipment: Replacement of equipment such as power carts, tugs

General Aviation Roof: Replace the roof

Replace 1994 Pick-up Truck: Replace the truck in 2008

North Hangar: Addition and improvements

Terminal Building Boiler: Replace the boiler

Cost of failure to make purchases:

general Aviation Equipment: Increased cost of \$1,000 per year.

General Aviation Roof: Increased cost of \$1,500 per year.

Replace 1994 Pick-up Truck: Increased cost of \$1,000 per year.

North Hangar: Increased cost of 1,000 per year.

Terminal Building Boiler: Increased cost of \$1,000 per year.

Not included: Terminal Ramp Side Facelift in 2008: \$30,000

Not included: General Aviation Metal Siding in 2009: \$50,000

**INDUSTRIAL COUNCIL RESERVE - 077-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Equipment	15,000		5,000	10,000	25,000	35,000	20,000
Building 403	30,000	15,000	10,000	25,000	25,000	25,000	35,000
Building 603	30,000	20,000	25,000				
Building 125							
Building 131							
Building 306				25,000	15,000		
Building 401		16,000	20,000	20,000	20,000	25,000	
Former Highway Garage		30,000	20,000				
Building 1304	35,000	25,000					
Building 1305	20,000	15,000	15,000	20,000			35,000
Building 1309		10,000					
Building 608	30,000	10,000	10,000				
Building 307				25,000			
Building 1301					40,000		
Building 609					35,000		
Building 402			25,000	30,000		80,000	80,000
Building 1302			20,000				
<b>TOTALS</b>	<b>160,000</b>	<b>141,000</b>	<b>150,000</b>	<b>155,000</b>	<b>160,000</b>	<b>165,000</b>	<b>170,000</b>
<b>BUDGET REQUEST</b>	<b>135,000</b>	<b>141,000</b>	<b>140,000</b>	<b>150,000</b>	<b>160,000</b>	<b>165,000</b>	<b>170,000</b>

Equipment: Replace pick-up truck in 2009, scissor lift in 2010, mowers in 2011

Building 403 (50,000 sq. ft.): Heating, roof, siding and demolish adjacent building

Building 603 (18,000 sq. ft.): Windows, doors, siding and heating

Building 131 (2,000 sq. ft.):

Siding

Building 306 (9,000 sq. ft.): Ceiling, insulation, lighting and roof

Building 401 (92,000 sq. ft.): Siding, wing roof, windows, doors, lighting, plumbing and subdivision

Former Highway Garage (7,200 sq. ft.): Siding, overhead doors & insulation

Building 1304 (35,000 sq. ft.): East wing roof

Building 1305 (40,000 sq. ft.): Insulation, heating, electrical, plumbing, doors and roof

Building 1309A (6,000 sq. ft.): Heating, restrooms, office space

Building 608 (20,000 sq. ft.): Demolition and concrete removal

Building 307 (9,000 sq. ft.): Roof

Building 1301 (12,000 sq. ft.): Roof

Building 609 (20,000 sq. ft.): Heating and roof

Building 402 (41,800 sq. ft.): Roof and siding

Building 1302 (8,400 sq. ft.): Insulation and siding

Cost of failure to make purchase:

Increased costs of 10% per year and limits Industrial Council's ability to market buildings.

**FORUM RESERVE - 078-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Replace 4 x 4 with Plow	30,000						
Replace Lobby Doors/Frames	15,000						
Pay for Cooling Tower		45,000					
Fire Alarm System			30,000				
Swap Lobby Bathrooms			15,000				
Replace computers				5,000			
Arena Modernization					5,000		20,000
Replace Forklift				20,000			
Pave Parking Area				20,000	25,000		
Zamboni Replacement						15,000	5,000
Sound System					15,000	5,000	
Arena/Rear Lobby Doors						25,000	
Underground tank replacement							20,000
<b>TOTALS</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>

Cooling Tower: Pay for the replacement of the cooling tower as approved by the City Council on July 10, 2006.

Fire Alarm System: Facility fire alarm system mandated by NFPA-72.

Swap Bathrooms: This will increase the size and capacity of the ladies' room.

Arena Modernization: This will pay for a study to develop a multi-year plan to modernize the arena. The results of this study may impact future capital projects and purchases.

Replace Forklift: Replace the forklift.

Pave Parking Area: Pave the area adjacent to the building used mainly by the Forum.

Zamboni Replacement: Replace the Zamboni.

Arena/Rear Lobby Doors: Replace the rear lobby doors.

Sound System: Replace and upgrade.

Underground tank replacement: Replace in 2017

**Cost of Failure to Make Purchases:**

Fire Alarm System: Increased costs of \$600 per year and the facility would be out of compliance per the State Fire Marshall's instructions on when the system must be installed.

Swap Bathrooms: Increased costs of \$1,500 per year.

Arena Modernization: Increased costs of \$500 per year.

Replace Forklift: Increased costs of \$1,000 per year.

Pave Parking Area: Increased costs of \$3,000 per year.

Zamboni Replacement: increased costs of \$1,000 per year.

Arena/Rear Lobby Doors: Increased costs of \$1,000 per year.

Sound System: Increased costs of \$500 per year.

Underground tank replacement: Increased costs of \$1,000 per year.

**ECHO LAKE SEWER RESERVE - 079-13-01**

CAPITAL IMPROVEMENTS	2006	2007	2008	2009	2010	2011	2012
As Needed	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0

On February 4, 2002 the City Council voted, "The difference between the budgeted and the expended appropriation for the Echo Lake Sewer Project shall be transferred to the Echo Lake Sewer Reserve Account each year, until such time as the funding level of the account reaches \$20,000.00 At that time, unspent or unencumbered funds shall revert to the undesignated fund balance account."

**FEDERAL AVIATION RESERVE - 080-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Taxiway Extension							
Overlay Phase II Runway 1-19	1,000,000	3,100,000					
Crack Sealing		30,000	30,000	30,000	30,000	30,000	30,000
10-28 Runway Reconstruct Ph 1			4,400,000				
Taxiway A Reconstruction					1,250,000		
Perimeter Fencing				990,000			
Replace ARFF Vehicle					360,000		
Replace Snow Plows						360,000	
Airport Master Plan						220,000	
North Hangar Ramp						120,000	
Expand General Aviation Ramp						640,000	
Complete 1-19 Parallel Taxiway							1,200,000
<b>TOTALS</b>	<b>1,000,000</b>	<b>3,130,000</b>	<b>4,430,000</b>	<b>1,020,000</b>	<b>1,640,000</b>	<b>1,370,000</b>	<b>1,230,000</b>
City funding of 2.5% of \$1M of Entitlement Funds and 2.5% of \$2M of Discretionary Funds.	50,000	50,000	50,000	50,000	50,000	50,000	50,000

The State also contributes \$25,000 per year in matching funds.

Cost of Failure to Make Purchase:

Potential non-compliance with Federal Aviation Regulations Part 139 certificated airport.

**DOWNTOWN INFRASTRUCTURE - 081-13-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Maintenance	5,000	5,000	5,000	8,000	9,000	9,000	10,000
TOTALS	5,000	5,000	5,000	8,000	9,000	9,000	10,000

Maintenance: As needed for items in the downtown area to include sidewalks, lighting, benches, banners, misc. improvements

Cost of Failure to Make Purchases:  
Increased costs of \$500 per  
year.

**EMERGENCY RESERVE- 96-19-01**

CAPITAL IMPROVEMENT	2006	2007	2008	2009	2010	2011	2012
Funding Emergency Reserve	82,100	86,075	89,650	89,650	89,650	89,650	89,650
TOTALS	82,100	86,075	89,650	89,650	89,650	89,650	89,650

Note: Future year estimates are based on current budget year.

The City Charter, Section 5.80 - Emergency Reserve Account, approved by the voters on November 2, 1993 states:

"The Council must establish an Emergency Reserve Account. The Emergency Reserve Account may not accumulate to more than 0.5% of the then City's current state valuation."

The cap on this for 2007 is:  $.5\% \times \$413,119,945 = \$2,065,600$

The account must be funded each year as a budget line item, at the rate of 1.5% of the City's net annual budget appropriation. If there is a surplus at the end of any fiscal year, the Council may supplement the appropriation by directing a portion of that surplus for deposit in the Emergency Reserve Account. Expenditure from the account may only be made upon unanimous vote of all Councilors, and only to meet unanticipated, extraordinary needs."

Failure to Fund the Account:

Failure to be in compliance with the City's Charter.



**City of Presque Isle, Maine**  
**Comprehensive Plan**  
**“Finding of Consistency with**  
**Growth Management Act”**

**April 11, 2008**

**Appendix C**



STATE OF MAINE  
EXECUTIVE DEPARTMENT  
STATE PLANNING OFFICE  
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April 11, 2008

Walter Elish, Chairman City Council  
Kenneth C. Arndt, Director of Planning and Development  
City of Presque Isle  
12 Second Street  
Presque Isle, ME 04769

Dear Mr. Elish and Mr. Arndt:

Thank you for submitting the 2007 City of Presque Isle Comprehensive Plan to the State Planning Office (Office) for review for consistency with the Maine Growth Management Act (M.R.S.A. 30-A §4312 et seq - the Act). The City and the Comprehensive Planning Committee are to be congratulated for all of the hard work that went into producing the Plan, and for its commitment to the time and money necessary to complete this Plan.

The Office has completed our review of your Plan for consistency with the Act using the "old" Comprehensive Planning Criteria Rule (Chapter 202), per the request of the City. This review includes the amendments Mr. Arndt later submitted via email. These additions include an Historic and Archaeological Resources Chapter, a new housing strategy, changes to the timetable for the Water Resources section, an improved Capital Investment Plan, and a new "Growth Area Map"). We are pleased to inform you that the State Planning Office finds the City of Presque Isle Comprehensive Plan, with the amendments noted above, *consistent* with the Act and Rule.

This finding consists of three sections:

1. The first provides the State Planning Office's (SPO) general Conclusions about the Plan, indicating overall strengths and weaknesses.
2. The second section provides Suggestions for how the Town might modify the Plan or issues it might explore to improve or strengthen the Plan to better meet State and Local goals.
3. The third section identifies Other Agency Comments that have been received from State agencies, regional councils, or other interested parties (attached and printed on blue paper). As with the Suggestions from our office, incorporation of the Agency Comments are not necessary in order for the Plan to be found consistent, however they point up areas where the town might strengthen sections of the Plan to better address agency interest and goals.

## **SECTION I – CONCLUSIONS**

The Comprehensive Planning Committee clearly gathered and considered a great deal of information in developing the Plan. The Plan's analyses also indicate an understanding of the issues facing Presque Isle as the City looks to achieve the goals laid out in the Plan. The following elements are general observations about the Plan:

- The Plan recognizes the high level of public services offered to the citizens of the City and promises to maintain those services despite a projected loss in population.
- The formatting of the Plan varies between chapters and affects the cohesion of the Plan. It appears as if sections were written independently of one another.
- The Plan has a very thorough Land Use Chapter that presents the community's current land use very well.

## **SECTION II – SUGGESTIONS**

Although not necessary for consistency with the Act, some constructive comments that would help strengthen your Plan are outlined below. Please let me know if you would like any additional information or suggestions.

1. The Plan illustrates the need for several new municipal expenditures but does not estimate the costs of these expenditures. For example the replacement of the municipal recreation center, expansion of the Turner Memorial Library, the public works equipment storage and maintenance facility, a new salt storage building, the major renovation to City Hall, proposed improvements to The Forum, etc. A rough estimate of these costs should be provided in the plan, as well as possible funding sources identified. If Presque Isle was growing and these projects were in response to growth, then the estimates would be required for a consistency finding.
2. Update and be sure to include all Beginning with Habitat and Maine Natural Areas Program data. Some of this data has not been adequately represented in the plan. Particularly inland wading bird and waterfowl habitats are inaccurately represented. This data was updated in the spring of 2006. Also, the city should address vernal pools. Although Significant Vernal Pools may or may not be mapped in Presque Isle they are now regulated as Significant Wildlife Habitat under the Natural Resources Protection Act. See these and additional comment in the attached Department of Inland Fisheries and Wildlife letter (blue paper).
3. The City may want to reconsider the "upgrading approximately 12 miles of local gravel roads to paved ways within the life of this comprehensive plan" (page 104). While paving additional roads may seem beneficial to the City, the long term affects can outweigh the benefit. Communities that pave gravel roads usually find that it facilitates the growth of its rural areas.
4. Policies and Strategies should be clearly identifiable.  
The policies and strategies of many sections of the plan are spread throughout the text of the Plan and presented in different formats, making implementation more challenging. We recommend creating a table of implementation strategies to facilitate implementation. See [www.maine.gov/spo/landuse/compplans/annotated/sample\\_implementation\\_table.pdf](http://www.maine.gov/spo/landuse/compplans/annotated/sample_implementation_table.pdf) for a sample implementation table.



Below is a sample way to lay out policies and strategy in the Plan. We strongly encourage Presque Isle to present policies and strategies in a consistent manner.

<b>Cultural and Historic Resources</b>		
<b>State Goal</b> To preserve the state's historic and archaeological resources.		
<b>Town Goal</b> To possess and promote an understanding of the archaeological, prehistoric, historic and cultural resources in <b>insert town name</b> , and work to recognize, preserve, and educate the public about the key elements of its past, including archaeological, prehistoric, and historic buildings, structures, sites, and artifacts.		
<b>Cultural and Historic Policies</b>		
<b>Policy</b>	<b>Corresponding Strategy</b>	
1. Promote the identification, preservation, and protection of valuable cultural and historic resources.	1	
<b>Cultural and Historic Strategies</b>		
<b>Strategy</b>	<b>Responsibility</b>	<b>Year</b>
1. Continue to seek funding for assessments that will identify prehistoric and historic archaeological sites and structures, and specify best practices to preserve them whenever possible.	CEO, PB, MHPC, Museum	2008 On-going
<b>Key</b>		
CEO – Code Enforcement Officer TA – Town Administrator NMDC – Northern Maine Development Commission	MHPC – Maine Historic Preservation Commission DHS – Maine Department of Human Services PB – Planning Board	

5. The City may want to create a new chapter entitled Agriculture and Forestry Resources and move forestry and agriculture discussion to the new section. Agricultural and Forestry discussions are currently on pages 12, 19-20, 44-47, 74-75, and 136-137 of the original copy reviewed by SPO.
6. We encourage the City to protect the quality of the Water Districts new water source. The Plan’s strategy on page 190 says “The Water District also needs to work with the City of Presque Isle to implement land use controls to protect the (Water District) well site from contamination.” This Office would like to emphasize the importance of protecting the quality of the City’s new water source.

**SECTION III – OTHER AGENCY COMMENTS**

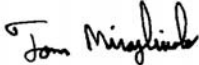
The following agencies reviews and provided comments on your Plan:

- Maine Department of Environmental Protection
- Maine Historic Preservation Commission
- Maine Forest Service
- Maine Department of Inland Fisheries & Wildlife

These comments are attached (blue sheets). These comments provide additional detail and other suggestions that you might find useful as you complete your final draft. While the State Planning Office agrees that the inclusion of these suggestions would improve the plan, our finding of consistency is not conditioned on their inclusion.

In closing, thank you again for submitting this plan for review and for all of your hard work so far. If this Plan as amended becomes adopted we ask that you send a final copy to us for our records. If we can be of assistance in any way, please contact me at 287-3215 or [tom.miragliuolo@maine.gov](mailto:tom.miragliuolo@maine.gov). I would be happy to work with the Comprehensive Planning Committee or your consultant to address any questions you might have.

Best Regards,



Tom Miragliuolo  
Senior Planner

cc: Jay Kamm, Northern Maine Development Commission

Enclosures:

- Section IV - COMMENTS FROM OTHER STATE AGENCIES.
- Revised "Growth Area Map" received 4-10-2008

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## **SECTION IV**

### **COMMENTS FROM OTHER STATE AGENCIES**