

City of Presque Isle Comprehensive Plan



October 2021

City of Presque Isle 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 and coordinate a planning and development process which: (a) conserves and protects important and significant natural resources, (b) engages residents and stakeholders, (c) identifies appropriate goals and objectives, (d) assesses community planning and development opportunities, (e) preserves and enhances our city’s unique character, rural heritage and cultural resources, (f) and addresses issues of importance to residents and stakeholders.

II.-Public Participation Summary

Work on this Comprehensive Plan has spanned a multi-year period beginning in 2016. Public input has been solicited and sought primarily through the public hearing process, as established in the City’s Charter. Multiple public meetings were held by the Planning Board in 2020 and 2021 and subsequent public hearing was held on October 21, 2021 by the City Council. Records of those public hearings are available through the City Clerk’s office and a “Summary of Hearing Comments” is included in Appendix “A” of this document, along with media stories, which indicate public information efforts to garner citizen input into the planning process.

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

III.-Regional Coordination Efforts

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

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

Presque Isle is a recently new owner community in Aroostook Waste Solutions (AWS). AWS provides regional solid waste disposal to most of the communities in Aroostook County and

illustrates one of many ways in which municipalities collaborate and share resources in order to reduce long-term expenses and reliance on taxpayer dollars. The goal of AWS is to provide more effective services to municipalities while reducing the overall cost for everyone,

A key element of the Comprehensive Plan is the recognition that Presque Isle is the regional Service Center and shares many resources with surrounding communities. Presque Isle's neighbors include Westfield to the south; Chapman, Mapleton, and Washburn to the west; Caribou to the north; and Fort Fairfield and Easton to the east. Presque Isle partners with neighboring communities in several ways that help reduce costs and improve services. The primary areas of cooperation include assessing, education, transportation, recreational trails, solid waste disposal/recycling, fire protection, ambulance service, and participation in regional cooperative purchasing programs. The City has been expanding new ways to collaborate to include developing policy solutions for broadband expansion, housing, & economic revitalization.

Presque Isle is a regional economic hub and contains a variety of retail and service establishments. The City has seen a resurgence of interest in its downtown area and new businesses have opened, previously vacant buildings have been purchased, and there is a general level of "excitement" in the downtown. Total consumer retail sales have grown annually.

The reality is that the community is still part of a regional, state, and national economy. Presque Isle is part of the Presque Isle Labor Market Area (LMA). A LMA consists of an economic center (in this case Presque Isle) and 38 organized communities as well as numerous unorganized townships stretching from Allagash to Oxbow to Mars Hill. Labor Market Areas are defined by the United States Department of Labor every 10 years and are based on commuting patterns.

IV. Summary of Plan Section Goals

Below is the summary of local goals that the City desires as outcomes for the next decade. Further details pertaining to particular policies and strategies to accomplish the local goal can be found in the tables at the end of each section.

Population & Demographics: Presque Isle will use complete and current information about their population when making administrative and policy decisions for the city.

Economy: To foster economic growth and stability and increase population through the retention and creation of jobs creation of natural resource, alternative energy, technology, and service-based jobs.

Housing: Encourage and promote a wide variety of decent safe, and sanitary housing opportunities to meet the diverse needs of the local residents.

Transportation: Maintain and develop a safe and efficient transportation system that meets the broad interests and needs of the community and fosters economic prosperity.

Recreation: Continue efforts to expand recreational opportunities and offerings for all city residents.

Natural Resources: Protect and preserve the natural resources on which its economy and quality of life depend, through preservation of land, facility improvement, education, and citizen stewardship.

Public Facilities & Services: Maintain and improve Presque Isle’s facilities and services in a manner that is cost effective and efficient and that helps support job creation and population growth.

Historical Resources: Improve local awareness and understanding of these resources and their value. Identify, recognize, and protect new resources that have merit.

Fiscal Capacity: To continue to comply with the Generally Accepted Accounting Standards in regards to our financial reporting, also to improve our investments and securities position to foster financial growth for the City.

Land Use: Encourage development in a manner that allows the cost effective and efficient use of Presque Isle’s system of facilities and services and that helps support job creation and population growth.

Future Land Use:

1. 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.
2. Aid in the revitalization of our downtown “core” commercial area by concentrating retail trade, civic and social outlets and services within a more consolidated area. This revitalization effort will use public resources more wisely and make public infrastructure and services more affordable.

POPOULATION AND DEMOGRAPHICS

POPULATION AND DEMOGRAPHICS

Introduction

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

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

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

Census Data Disclaimer:

Current census data contained within this chapter is compiled from the 2010 US Census and American Community Survey (ACS) 5-year estimate. The ACS 5-year estimates data for rural communities is based on a very small sample, and therefore is subject to often-substantial sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error, whenever possible. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

The Planning Board recognizes that existing Census data is often quite inaccurate in its reflection of Presque Isle. Whenever possible, local planning study data is used in place of Census data. However, in most cases, the most recent data available is the ACS 5-year estimate. Therefore, this data is quoted as current and utilized to make assumptions about local trends, but the understanding exists that a generous margin of error should be allowed for in the ACS 5-year estimate data.

Regional Population

Based upon the 2010 US Census and projections developed by Maine's State Economist, Presque Isle will lose 629 additional people (9,080) by 2021 and 870 people through 2036 resulting in a projected total population of 8,839. The State Economist also projects that each of the selected municipalities will continue to lose population with the exception of Fort Fairfield Mapleton, Chapman and Castle Hill. The population loss in Presque Isle of 2.7 percent between 2021 and 2036, parallels, but is greater than the County's figure of a 2.9 percent population decrease.

Some of Presque Isle's population loss may be attributed to a segment of the out-migration population

relocating to surrounding communities (in particular Mapleton and Chapman) where the cost of living is perceived to be less expensive. This may be reflected in the projected growth, or lesser declines, projected for some of the comparative regional communities. Projections appear to be overly pessimistic for Aroostook County and individual communities.

It should be noted that these population projections were developed in 2018, before the 2020-2021 COVID-19 pandemic and appear overly pessimistic. The Maine Center for Business and Economic Research based at the University of Southern Maine projects population growth in the Aroostook-Washington Economic Development District (AWEDD) in 2021, the first such gains in over two (2) decades. City Officials should very closely monitor the American Community Survey which provides 5-year projections.

Regional Population 1990-2036

Town	1990 Census	2000 Census	2010 Census	2021 Census Estimate	2031 Projection	2036 Projection	Percent Change 1990-2010	Percent Change 010-2021	Percent Change 021-2036
Caribou	9,415	8,312	8,226	7,718	7,634	7,572	-12.63	-6.18	-1.93
Westfield	589	558	551	509	495	487	-6.45	-7.62	-4.52
Presque Isle	10,550	9,551	9,709	9,080	8,935	8,839	-7.95	-6.48	-2.73
Washburn	1,880	1,627	1,687	1,557	1,508	1,479	-10.27	-7.71	-5.27
Fort Fairfield	3,998	3,579	3,515	3,352	3,370	3,369	-12.08	-4.64	0.50
Mapleton	1,853	1,889	1,950	1,856	1,853	1,846	5.23	-4.82	-0.54
Castle Hill	449	454	429	392	380	373	-4.45	-8.62	-5.09
Chapman	422	465	469	448	447	445	11.14	-4.48	-0.67
Aroostook County	86,936	73,938	72,258	67,929	67,337	66,857	-16.88	-5.99	-1.60
State of Maine	1,227,928	1,274,923	1,329,590	1,335,260	1,341,046	1,337,568	8.28	0.43	0.17

Source: US Census 1990, 2020, and 2010 and Department of Agriculture, Conservation and Forestry

Presque Isle’s Population Trends

Following more than sixty years of continuous growth, the population of Presque Isle peaked in 1960 at 12,886 persons. Over the past fifty years, the population has been experiencing a modest but steady shift downward. The following table shows the decennial populations reported by the 2000 and 2010 U.S.

Shifts in Age: 2000-2010

	Presque Isle			Aroostook County			Maine		
	2000	2010	Percent Change	2000	2010	Percent Change	2000	2010	Percent Change
Total Population	9,511	9,709	2	73,938	72,258	-2	1,274,923	1,329,590	4
Under 18 Years	2,058	1,900	-8	16,720	14,384	-14	301,238	274,533	-9
18 to 64 Years	5,945	6,218	5	44,667	43,835	-2	790,283	842,748	7
18 to 24 years	1,244	1,204	-3	5,818	5,721	-2	103,903	116,072	12
25 to 44 Years	2,567	2,325	-9	19,453	15,528	-20	370,597	316,000	-15
25 to 34 Years	1,137	1,170	3	8,095	6,909	-15	157,617	144,624	-8
35 to 44 Years	1,430	1,155	-19	11,358	8,619	-24	212,980	171,376	-20
45 to 64 Years	2,134	2,689	26	19,396	22,586	16	315,783	410,676	30
45 to 54 Years	1,275	1,443	13	11,348	11,559	2	192,596	218,575	13
55 to 64 Years	859	1,246	45	8,048	11,027	37	123,187	192,101	56
65 Years and Over	1,508	1,574	4	12,551	13,651	9	183,402	211,080	15
65 to 74 Years	774	727	-6	6,811	7,217	6	96,196	112,651	17
75 to 84 Years	522	576	10	4,216	4,722	12	63,890	69,293	8
85 years and Over	212	271	28	1,524	1,712	12	29,136	29,136	0
Median Age	37.4	40.2	7	40.7	45.3	11	38.6	42.7	11

(Source: U.S. Census Data)

While the median age has increased from 37.4 to 40.2 between the 2000 and 2010 census, the City has a younger median age compared to both the County and the State. What is troubling for the County and Presque Isle is the growing segment of the population nearing retirement age and the effect on business workforce availability. The largest change in the population is the 55 to 64-year-old segment in Presque Isle. Another sign of the outmigration of youth is the decline in the 35 to 44 and under 18-year-old age brackets.

The Maine Department of Labor (MDOL) attributed the statewide increase in 1990 to a greater number of women of childbearing age among the so-called “*Baby Boomers*” rather than an increased

birth rate. As the youngest, “Baby Boomers” moved into their mid-to-late 30’s and toward the end of the customary reproductive pattern, age and differing expectations with respect to careers and families may have contributed to this reversal. As described by MDOL, the “Baby Boom” is the name attached to the substantial increase in the birth rate after World War II and is generally defined as starting in 1946 and ending in 1964. The oldest “Baby Boomer” became 72 years old and the youngest became 54 years old in 2018.

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

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

In the “65 and over” age categories, Presque Isle and Aroostook County were both less than the increase at the state level by a significant margin, with Presque Isle reporting a greater than 28percent increase in the number of residents age 85 or over, compared to 2000. It is worth noting that Presque Isle’s median age remains lower than those of the county and the state.

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

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

Apart from the changes in the total population of Presque Isle as it was reported in 1970, 1980, 1990, 2000 and 2010 Census, there also has been a great deal of change observed within the local “household” and “family” populations.

	1970	1980	Percent Change 1970-80	1990	Percent Change 1980-90	2000	Percent Change 1990-00	2010	Percent Change 2000-10
Persons in	10,887	10,438	-4.1	10,084	-3.4	8,936	-11.3	9,195	2.0
All Households	3,304	3,703	12.1	4,124	11.4	3,963	-3.9	4,201	6.0
Total Family Households	2,779	2,827	1.7	2,836	0.3	2,465	- 13.0	2,413	-2.1
Married Couple Families	2,453	2,384	-2.8	2,269	-4.0	1,895	- 16.4	1,728	-9.0
Female Householder W/O Husband	259	368	42.1	437	18.8	435	-0.4	509	-17.0

	1970	1980	Percent Change 1970-80	1990	Percent Change 1980-90	2000	Percent Change 1990-2000	2010	Percent Change 2000-10
Total Non-family Households	525	876	66.8	1,288	5.0	1,498	16.3	1,788	19.4
Householder Living Alone	702	705	0.4	1,069	51.6	1,230	15.0	1,437	16.8
Total Householders 65 years +	580	674	16.2	494	-26.7	542	9.7	1,141	110.5
Total Female Householders 65	N/A	243		392	61.3	N/A		439	
Total Persons in group Quarters	565	734	29.9	466	-36.5	575	23.3	497	-13.6
Institutionalized Persons	64	92	43.8	94	2.2	84	- 10.6	67	-20.2
Persons/Household	3.3	2.82	-14.5	2.45	-13.1	2.25	-8.1	2.19	-2.7
Persons/Family	3.67	3.26	-11.2	2.94	-9.8	2.82	-4.0	2.78	-1.4

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

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

Regional Race Comparison 2000-2010	Presque Isle			Aroostook County			Maine		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
RACE	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Total population	9,511	9,709	1.9%	73,938	71,870	-2.8%	1,274,923	1,328,361	4.2%
One Race	9,396	9,561	1.8%	73,350	70,892	-3.4%	1,262,276	1,307,420	3.6%
White	9,048	9,155	1.2%	71,572	68,759	-3.9%	1,236,014	1,264,971	2.3%
Black or African American	34	61	79.4%	281	455	61.9%	6,760	15,707	132.4%
American Indian and Alaska Native	215	232	7.9%	1,005	1,225	21.9%	7,098	8,568	20.7%
Asian	80	85	6.3%	351	312	-11.1%	9,111	13,571	49.0%
Asian Indian	15	12	-20.0%	47	41	-12.8%	1,021	1,959	91.9%
Chinese	30	36	20.0%	103	97	-5.8%	2,034	3,514	72.8%
Filipino	7	10	42.9%	54	63	16.7%	1,159	1,639	41.4%
Japanese	3	7	133.3%	36	30	-16.7%	616	584	-5.2%
Korean	3	3	0.0%	27	19	-29.6%	875	1,144	30.7%
Vietnamese	5	7	40.0%	15	15	0.0%	1,323	1,713	29.5%

RACE	Presque Isle			Aroostook County			Maine		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Other Asian	17	10	-41.2%	69	47	-31.9%	2,083	3,018	44.9%
Native Hawaiian and Other Pacific Islander	3	4	33.3%	19	11	-42.1%	382	342	-10.5%
Native Hawaiian	1	0	-100.0%	9	5	-44.4%	90	115	27.8%
Guamanian or Chamorro	0	0	0.0%	3	0	-100.0%	70	67	-4.3%
Samoan	1	1	0.0%	1	2	100.0%	109	67	-38.5%
Other Pacific Islander	1	3	200.0%	6	4	-33.3%	113	93	-17.7%
Some Other Race	16	24	50.0%	122	130	6.6%	2,911	4,261	46.4%
Two or More Races	115	131	13.9%	588	978	66.3%	12,647	20,941	65.6%

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

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

HISPANIC OR LATINO

Total population	9,511	9,692	1.9%	73,938	71,870	-2.8%	1,274,923	1,328,361	4.2%
Hispanic or Latino (of any race)	62	127	104.8%	441	667	51.2%	9,360	16,935	80.9%
Mexican	7	31	342.9%	104	178	71.2%	2,756	5,134	86.3%
Puerto Rican	29	55	89.7%	143	237	65.7%	2,275	4,377	92.4%
Cuban	0	1	100.0%	14	21	50.0%	478	783	63.8%
Other Hispanic or Latino	26	40	53.8%	180	231	28.3%	3,851	6,641	72.4%
Not Hispanic or Latino	9,449	9,565	1.2%	73,497	71,203	-3.1%	1,265,563	1,311,426	3.6%

Source U.S. Census Data

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

- The number of persons in Presque Isle living in households declined by 15.5 percent since 1970; during the same period, the number of households increased by 27.1 percent. It appears that living alone or living in smaller households became more attractive than the extended-family style of living, despite some movement back to that style because of tough economic times.
- The total number of family households remained stable from 1970 through 2010 but dropped by 2.1 percent between 2000 and 2010. This figure, however, is not as simple as it appears. The number of married-couple families (those with both husband and wife) declined by 29.6 percent, while the number of female-headed householders with no husband present increased by 96.5 percent, over 1970.
- After an increase of 16.2 percent between 1970 and 1980, the total number of householders 65 years and over declined by 26.7 percent between 1980 and 1990. That number recovered by 9.7 percent between 1990 and 2000 but increased drastically in 2010 by 110.5 percent. This corresponds to US Census data illustrating an aging population.

- All persons not living in “households” are classified by the Bureau of the Census as living in group quarters; these group quarters can be either “institutions”, such as nursing homes, schools for the mentally or physically handicapped, or “other”, which includes all persons living in group quarters who are not in institutions.
- After a substantial increase in the population of group quarters between 1970 and 1980, there was a sharp decline in the category between 1980 and 1990. The 23.3 percent increase in the group quarters population in 2010 was less than the total number of persons to that of 1970.
- The overall trend toward smaller households and families first noted in 1980 continued in 2010. The number of persons per household in Presque Isle declined from 3.30 in 1970 to 2.19 in 2010; the number of persons per family dropped from 3.67 in 1970 to 2.79 in 2010.

Educational Attainment of Population Age 25+ Years

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

Educational Attainment of Population Age 25+, 1990 to 2016

	Year	25 Years or Older	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	226	565	240
	2016	5,809	468	452	2,035	1,135	599	805	315
Presque Isle	1990	6,609	849	761	2,002	1,310	623	702	362
	2016	6,272	208	454	2,154	1,434	754	773	495
Fort Fairfield	1990	2,625	379	349	816	480	221	259	121
	2016	2,447	45	277	876	657	182	284	126
Westfield	1990	399	66	94	150	48	20	10	11
	2016	581	53	21	325	71	31	64	16
Chapman	1990	267	32	52	107	30	21	16	9
	2016	352	7	25	106	92	49	55	18
Mapleton	1990	1,990	1,207	104	146	538	160	83	138
	2016	1,471	18	78	429	331	218	288	109
Aroostook County	1990	55,738	N/A	N/A	9,027	7,176	23,912	8,676	6,947
	2016	50,858	2,753	3,641	19,414	10,780	5,068	6,495	2,707

	Year	25 Years or Older	<9th	9 to 12	HS Grad	Some College	Associates	Bachelor's	Grad Degree
Maine	1990	795,613	N/A	N/A	70,153	98,307	295,074	182,727	149,352
	2016	957,066	27,537	49,768	317,373	188,695	93,123	180,436	100,134

Source: US Census, 1990 and 2016

Population by Industry and Occupation

The following chart summarizes characteristics of the working population of Presque Isle for 2019, by working population and percentage of the working population. In Presque Isle, the Education, Health and Social Services sector comprises the highest percentage of workers with 32.7 percent, followed by Arts, entertainment, and recreation 12.2 percent, and Retail Trade with 11.5 percent. 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 32.1 percent. The second highest is Retail Trade at 14 percent, followed by Professional Services at 12 percent. In Fort Fairfield, the Education, Health and Social Services sector ranks first with 21.5 percent, followed by Retail Trade 20.3 percent, and Manufacturing at 18.5 percent.

Occupation by Industry, 2019

Type	Caribou		Presque Isle		Fort Fairfield	
	2019	Percent	2019	Percent	2019	Percent
Agriculture, Mining, Forestry, & Fishing Construction	146	4.1	54	1.2	61	7.5
Manufacturing	289	8.2	421	9.1	134	16.4
Transportation	290	8.4	303	6.5	22	2.7
Wholesale Trade	34	1.0	83	1.8	0	0.0
Information	61	1.7	131	2.8	0	0.0
Retail Trade	290	8.2	536	11.5	136	16.6
Finance, Insurance, and Real Estate	174	4.9	264	5.7	0	0.0
Professional, Scientific, Admin, Waste Mngt	271	7.6	132	2.8	47	5.7
Education, Health, Social Services	1,138	32.1	1,517	32.7	230	28.1
Art, Entertainment, Recreation	253	7.1	565	12.2	0	0.0
Other Services	115	3.2	195	4.2	18	2.2
Public Administration	325	9.2	253	5.5	64	7.1
Totals	3,543	100.0	4,641	100.0	818	100.0

Source: 2019 Headwaters Economics

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. Continued efforts should be made to diversify and promote economic opportunities in

the Professional Services and Retail Trade sectors, while promoting the establishment of light manufacturing industries, agriculture, and other forms of material goods production.

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

TRANSIENT POPULATION:

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

Due, in part, to its geographical position within the county and its location along major roadways, including U.S. Route 1, Presque Isle has developed as a center for transportation, finance, education, commerce, health care, and industry with Aroostook County. These activities, among others, draw many persons to Presque Isle during the business day, producing a daytime and early evening population that substantially exceeds the actual number of residents. Although there are significant positive effects produced by this influx, particularly for the business community, the costs of dealing with this daytime congestion must be borne by the resident taxpayers.

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

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

Demographic Analysis

Presque Isle has undergone significant changes in demographic trends over the last 60 years. Presque Isle’s population has declined 13 percent since 1980, much of which can be attributed to the closure of Loring Air Force Base. Maine’s State Economist projects the trend of decreasing population to continue into the year 2036 and possibly beyond with the City’s population projected to be 8,935 in 2031 and 8,839 in 2036. However more recent data from the Center for Business and Economic Research shows the potential for a slight increase in population due to people moving to the area as a result of the COVID pandemic and social issues in other parts of the country.

Population projections should always be used with caution. While they provide a good building block and can point to future trends, they are based on assumptions and past trends that may or may not hold into the future. In some ways, these population projections represent what will happen under a business-as-usual scenario where all the pieces (including migration rates, life expectancies, and

sprawl patterns) continue on their current trajectories. It should be noted that when projecting population numbers, even the smallest gain or loss in a small population can significantly impact statistical data.

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

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

A likely implication of the aging population will be continued demand for in-town housing, including apartment, independent living, and assisted living facilities. City officials will continue to monitor these trends and make appropriate policy decisions based on changes in the population.

In addition, City Officials must monitor the effects of an aging population on the public services which it offers. They must also monitor the trend towards a smaller youth segment of the population. A smaller youth segment combined with an aging population can have an effect on school, recreational, cultural and other community programs, as well as the funding for these. An aging population will create a need to develop additional programs for the elderly such as walking programs, shopping excursions, recreation and social activities. The City of Presque Isle may wish to examine the possibility of increased public transportation and/or additional elderly housing and services, as it continues to keep services in balance with the needs of its population.

DEMOGRAPHICS
Policy and Strategy

Local Goal: Presque Isle will use complete and current information about their population when making administrative and policy decisions for the city.

Policy	Strategy	Responsibility	Timeframe
Actively monitor the size, characteristics, and distribution of Presque Isle’s population	Seek assistance in the collection and maintenance of census data to ensure accuracy.	City officials	On-going and as needed

ECONOMY

ECONOMY:

Introduction

Presque Isle is Aroostook County's largest city and the retail center for most of the surrounding communities and portions of Canada. A Super Walmart, Harbor Freight, Tractor Supply, Mardens, Graves Shop N Save, Lowes, the Aroostook Centre Mall, and a variety of smaller retail stores attract shoppers from throughout Aroostook County. Presque Isle's Downtown district is centrally located within the city's defined Urban Compact Area as designated by Maine Department of Transportation. The area consists of major arterial and collector roadways that form the heart of the community. US Route 1 serves as the City's Main Street and the City owns the only International Airport in the County.

Even with all the good things happening within the City, under most circumstances, the prognosis would not be particularly encouraging for any community that had experienced even some of the following economic challenges within a thirty-year period:

- two railroads ceased operation completely and a third experienced a significant reduction in service;
- a military installation within its borders was closed and the effects from the closing of another, larger base a short distance away continue to be felt;
- two of its major industries, shoe manufacturing, and food processing, were lost by the mid-1980s. One could not withstand the pressures imposed by low-cost foreign imports; the other simply closed its doors in the early 1980s after employing a workforce of nearly 1,800 persons during its peak production years;
- a reduction of 8 percent of its population since 1990;
- the number of acres in agricultural production was seriously reduced;
- nearly 28 percent of real estate property and 43 percent of personal property 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 percent in the past ten years. This is exasperated by the COVID pandemic where the borders were essentially closed during all of 2020 and continuing into 2021.

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 nor the region's economy is keeping pace. Retailers apparently have sufficient confidence in the local economy that at least two national retailers have established operations in Presque Isle, while several other large national and local retailers recently completed major expansions.

- ongoing upgrades and expansion of high-speed internet and cell phone coverage in urban and rural neighborhoods made possible through private investment and grant opportunities;
- the City's revolving loan and microloans funds have been responsible for creating or retaining over 680 jobs in Presque Isle, and has benefited over 73 local businesses;

- the various funding opportunities from Northern Maine Development Commission and Presque Isle Industrial Council.
- Encourage downtown development and multiple new uses for Aroostook Centre Mall.
- Increase in occupancy of downtown retail stores.

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 economic position by itself – it needs improved economic capacity and strength in the surrounding communities. The lifeblood of Presque Isle and other Aroostook County communities is the people who live there. To ensure that these 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.

Conditions and Trends

Substantial public and private investment is continuing in Presque Isle in the form of road construction, water and sewer upgrades, business and industries or expanding or locating in the community such as Harbor Freight, Glass with Class, Bike, Board, and Ski, medical cannabis shops, Dollar Tree, Machias Savings and KeyBank expansions, Mavor Optical, ACME Monaco expansion, expansion of mental health providers, a new Community Center, creation of a Farmers Market, and the development of bicycle and pedestrian trails in the downtown.

Local policies and strategies focus on an understanding of the structural components of the regional and local economy, long-term trends and how the community can strengthen its existing economic structure and develop or attract new structural components.

The table below lists the current top ten employers located in Presque Isle as of December 2020. While a vast majority of Presque Isle’s employers fall into the 1-4 employees business and industry of all sizes and nearly all of the employers fall into the less than 20 employee categories. The table shows a nice mixture and diversity of employers in the City.

Presque Isle Top Ten Employers-2020	
Name	Employee Number
Northern Lights/AR Gould	500-999
SAD #1	500-999
Columbia Forest Products	250-499
Walmart Super Center	250-499
University of Maine at Presque Isle	250-499
Lowe's	100-249
MMG Insurance	100-249
City of Presque Isle	100-249
Presque Isle Rehabilitation and Nursing	100-249
Northern Maine Community College	100-249

Source: Maine Department of Labor, 2020

Downtown Redevelopment

Taken from the City of Presque Isle's Downtown Redevelopment Plan 2020

Presque Isle's Downtown district is centrally located within the city's defined Urban Compact Area as designated by Maine Department of Transportation. The area consists of major arterial and collector roadways that form the heart of the community. These roads include: Main Street, Chapman Street, Maysville Street, North Street, Rice Street, Station Road and Street, Industrial Street, Second Street, Parsons Street, Riverside Drive, Green Hill Drive, and Mechanic Street.

Most commercial, social, and retail, services are located within this geographical area. The composition of properties within the Downtown area are diverse and well suited for mixed business and commercial use given the compact size of parcels and location near primary residential neighborhoods. Parcels in the northern Downtown area are generally larger and occupy many of the city's larger commercial space where adequate parking is required. Because of the factors mentioned above, the zoning within the Downtown Area consists of Business, Downtown Retail, Urban Residential and Residential Office zones.

In early 2006, a group of Presque Isle citizens formed the Presque Isle Downtown Revitalization Committee (PIDRC). This committee developed by-laws and is a publicly charged body appointed and partially funded by the City of Presque Isle. The PIDRC also recognizes and utilizes the four-point Main Street approach to revitalization: organization, economic restructuring, design, and promotion. This has its initial origins in the City's 2009 Downtown Revitalization Plan.

The PIDRC was later tasked to assist with addressing revitalization vision for Presque Isle's Downtown by contributing heavily to the revised Comprehensive Plan which highlighted the need to:

- Establish an economic development program that restores the Downtown as the heart and soul of community life.
- The development of private and public partnering is needed for a successful downtown redevelopment effort, which may and likely will mean a focused public investment strategy for the Main Street growth area.
- Stimulate the Downtown area to be a crucial economic health and civic pride center of the entire community.
- Encourage economic growth and development within the context of historic preservation which is appropriate to today's marketplace.
- Focus new growth efforts by first "filling-in" existing developed blighted properties within the designated Downtown.

PIDRC developed a vision for the Downtown area which was inspired by the revised Comprehensive and 2009 Downtown Revitalization Master Plans. The vision states:

Presque Isle's Downtown is historically enriched as being a major center for services and commerce for a rural agricultural community. Many of the buildings within the Downtown still offer important cultural, retail, and recreational services to the surrounding central Aroostook County towns and unincorporated territories. It is the City's vision to revitalize the downtown into the primary destination for residents and visitors of Aroostook County by not only incorporating our agricultural

and service-based economies but also welcoming our growing outdoor recreation sector into our historic downtown.

As part of the Redevelopment Plan, the committee developed a list of short, intermediate and long-term goals, using the Maine Street 4-Point approach to Design, Economic Vitality, Organization, and Promotion. It is recommended that City Officials utilize this plan as part of the overall downtown revitalization efforts.

Aroostook Centre Mall

Presque Isle is home to the Aroostook Centre Mall which opened in November 1993. The 525,000 square foot is the third largest enclosed shopping mall in Maine. The building has recently been updated with efficient and more modern heating, cooling, and ventilation systems. Presently, JC Penny is the anchor store with Harbor Freight, Dollar Tree, Ruby Tuesday, and Chop Stix and several smaller tenants provide a diverse shopping experience. At the time of the writing of the Plan, Wells Fargo is the owner.

Like most malls nationwide, the Aroostook Centre Mall is facing huge challenges. Even before the current pandemic, brick and mortar retail was facing challenges as shoppers moved to on-line buying. Large scale chain stores, such as JC Penny recently filed for bankruptcy and announced the closing of stores. While Presque Isle was not one of these stores, as shopping malls lose their anchor stores, shoppers have less reason to visit malls. A secondary concern is that other mall tenants follow suit and close.

City officials are diligently working with the mall manager on a number of projects to help the mall remain viable. These include working on joint marketing efforts such as attending conventions. City officials are also working to apply for CDBG and other funds to renovate vacant space and utilize Credit Enhancement Agreements to spur reinvestment. While every intention is to keep the mall a viable retail location, city officials are also looking at developing a long-term plan should the property become tax acquired.

Taxable Retail Sales

In Maine's sales tax system, coding is 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 included in Building Supply sales. The following are the categories of Consumer Retail 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- t.v., 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, bookstores, 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.

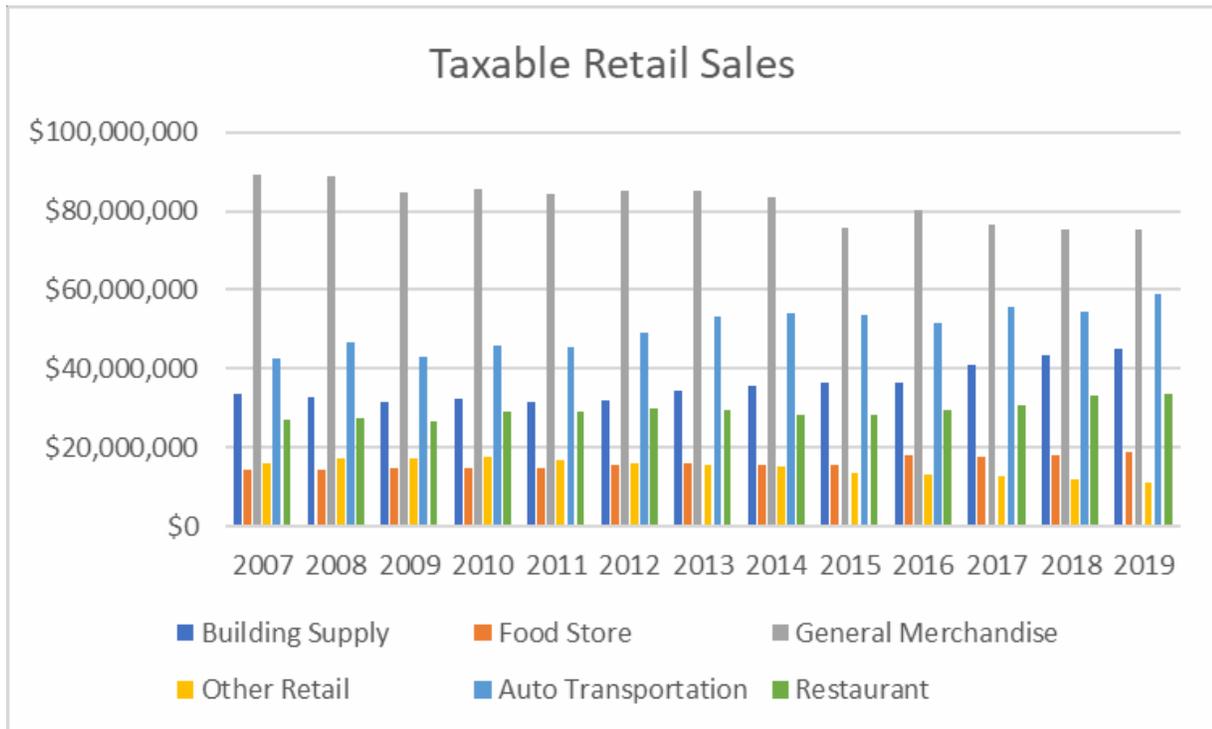
The following table shows that total taxable retail sales have increased by 9.2 percent since 2007. The category with the largest increase was **Auto Transportation** followed by **Building Supply**. The largest decline is in **Other Retail** followed by **General Merchandise**. It should be noted that these declines may be attributed to the huge boom in on-line sales.

Taxable Retail Sales (in Thousands of Dollars)

	Building Supply	Food Store	General Merchandise	Other Retail	Auto Trans.	Restaurant	Total
2007	\$33,691	\$14,398	\$89,209	\$15,914	\$42,643	\$27,156,328	\$223,014
2008	\$32,800	\$14,380	\$88,761	\$17,343	\$46,759	\$27,681,490	\$227,726
2009	\$31,552	\$14,800	\$84,650	\$17,407	\$42,887	\$26,799,460	\$218,099
2010	\$32,512	\$14,961	\$85,439	\$17,651	\$45,798	\$28,944,832	\$225,307
2011	\$31,501	\$14,784	\$84,334	\$17,08	\$45,696	\$29,249,066	\$222,653
2012	\$31,833	\$15,512	\$85,165	\$16,030	\$49,323	\$29,843,200	\$227,709
2013	\$34,600	\$16,199	\$85,173	\$15,762	\$53,123	\$29,671,866	\$234,530
2014	\$35,581	\$15,598	\$83,486	\$15,169	\$53,871	\$28,387,134	\$232,093
2015	\$36,679	\$15,515	\$75,874	\$13,784	\$53,746	\$28,518,316	\$224,119
2016	\$36,468	\$18,268	\$80,425	\$13,337	\$51,774	\$29,744,594	\$230,018

	Building Supply	Food Store	General Merchandise	Other Retail	Auto Trans.	Restaurant	Total
2017	\$41,184	\$17,747	\$76,588	\$12,604,	\$55,575	\$30,925,000	\$234,624
2018	\$43,529	\$18,209	\$75,477	\$11,873	\$54,439	\$33,356,602	\$236,885
2019	\$45,185	\$18,922	\$75,458	\$11,140	\$59,018	\$33,843,764	\$243,569
Percent Change	34.1	31.4	-15.4	-30.0	38.4	24.6	9.2

Source: Maine Revenue Services, 2020



Source: Maine Revenue Services 2020



Source: Maine Revenue Services, 2020

Median Household Income

The US Department of Commerce derives household income by taking the income of all persons living in a household aged fifteen (15) and over and dividing by the total number of households within the town. In 2019, the median household income for Presque Isle was \$39,366. This is significantly lower than the Aroostook County median household income of \$41,123 (\$1,757 per household). As compared to the State’s median household income, Presque Isle’s is lower by \$18,5524 per household, with the Maine's median household income equaling \$57,918.

Per Capita Income

Per capita income is derived by adding the incomes of all residents of Presque Isle and dividing by the total population of the town (even those with no income). According to the 2019 American Community Survey, the per capita income for Presque Isle equals \$27,927. This is higher than the per capita income for Aroostook County at \$25,477. Presque Isle’s per capita income was significantly less than Maine's per capita income of \$32,637.

Poverty Status

According to the 2019 American Community Survey, the poverty status of residents living in Presque Isle shows 16.2 percent of all persons have incomes below the poverty level, nearly identical to Aroostook County’s 16.1 percent. The percentage of people whose income is below the poverty level is significantly higher than the State of Maine's 11.8 percent. The highest percentage for all categories surveyed belongs to “unrelated individual” where 28.0 percent have incomes below the poverty level.

Employment Trends:

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

Average Annual Labor Force

	Presque Isle	Presque Isle LMA	Aroostook County	Maine
1990	5,638	21,760	39,640	635,000
1991	5,870	22,690	41,960	647,000
1992	N/A	23,060	N/A	N/A
1993	5,339	21,920	39,510	629,000
1994	5,022	20,250	38,120	614,900
1995	5,099	20,630	38,810	641,900
1996	5,101	20,598	39,100	660,940
1997	4,885	19,732	37,753	660,650
1998	4,826	19,950	37,140	652,300
1999	4,990	20,690	37,660	669,900
2000	5,142	21,300	38,420	688,800
2004	4,928	24,452	35,006	677,212
2006	5,154	25,556	36,931	688,190
2007	4,896	24,491	35,078	699,363
2008	4,900	24,429	35,013	703,000
2009	4,815	24,088	34,693	699,400
2010	5,280	24,005	34,620	702,100
2011	5,226	23,919	34,620	705,200
2012	5,128	23,715	34,070	707,200
2013	5,053	23,546	33,670	709,000
2014	4,896	22,849	32,937	696,298
2015	4,713	22,004	31,658	683,369
2016	4,690	21,963	31,576	692,154
2017	N/A	N/A	N/A	700,099

Source: Maine Department of Labor

The table below represents the average annual unemployment rates for several surrounding towns, the Labor Market Area, the county, the state, and the nation for the period from 2010 to 2020. It is noteworthy that although Presque Isle is consistently a leader within the LMA and the county in

terms of having a low unemployment rate. The table below presents the average unemployment rates for the Presque Isle Labor Market Area for the same period.

Annual Average Unemployment Rates Percent (2010 through 2020)										
	2010	2012	2013	2014	2015	2016	2017	2018	2019	2020
Presque Isle	9.7	8.3	7.1	6.2	4.9	4.1	4.0	3.8	3.5	5.5
Caribou	7.9	8.6	7.9	7.2	5.5	5.4	4.6	4.0	3.8	5.0
Fort Fairfield	10	10.5	10.2	8.5	7.4	6.3	4.9	5.0	4.8	6.4
Mars Hill	7.5	8.4	7.6	5.9	6.5	4.7	4.2	3.0	4.3	4.3
Washburn	8.8	7.1	6.9	6.1	5.1	4.4	3.95	3.7	4.1	5.0
PI LMA	9.6	9.6	8.8	7.9	6.2	5.5	5.0	4.6	4.3	5.6
Aroostook County	9.7	9.4	8.6	7.5	5.9	5.4	4.9	4.4	4.1	5.5
Maine	8.1	7.5	6.6	5.6	4.4	3.8	3.4	3.1	2.7	5.4
United States	9.6	8.1	7.4	6.2	5.3	4.9	4.4	3.9	3.7	8.1

Source: Maine Department of Labor, 2020

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

Commuting Patterns/Travel Time to Work:

Presque Isle is a net importer of commuters according to the US Census which includes data from 2018. According to the Census, slightly over 66 percent of those working in Presque Isle commute from other communities. Individually, Caribou makes up the largest percentage of commuters with 11 percent, followed Fort Fairfield (3.4%) and Mapleton (1.9%). Collectively, **all other locations** made up nearly 43 percent of Presque Isle commuters. These **other locations** include many of the smaller communities in Aroostook County but also include places such as Augusta, Bangor, and Portland, albeit very small numbers.

The table below shows that a vast majority of Presque Isle’s labor force commute in single occupancy vehicles (SOVs). This is identical to that of Aroostook County and Maine. The mean travel time of 12 minutes is well below that of both the County and State. According to the US Census, approximately 50 percent of Presque Isle labor force lives less than 10 miles from their jobs, 25 percent live between 10 and 24 miles, 15 percent live greater than 50 miles, and 8 percent live between 25 and 50 miles. It is often assumed that short travel times, less than 15 minutes, meant that most commuters worked within the community they lived in. This is not necessarily true in Aroostook County where there is light traffic and very little congestion. It should be noted that Presque Isle is located on several major transportation hubs which opens employment opportunities both north and south.

	Presque Isle	Percent	Aroostook County	Percent	Maine	Percent
Workers	4,628		29,128		657,018	
Car, Truck, or van, drive alone	3,658	79	23,386	80.3	517,694	78.8
Car, Truck, or Van, carpooled	376	8.1	2,778	9.5	61,363	9.3
Public Transportation	0	0.0	30	0.1	3,940	0.6
Walked	301	6.5	1,200	4.1	25,575	3.9
Other	95	2.1	487	1.7	9,376	1.4
Work at Home	198	4.3	1,247	4.3	39,070	5.9
Mean Travel time (minutes)	12		18.1		24.2	

Source, American Community Survey, 2019

Border Crossings:

Combined crossings (resident and alien) at the four Ports-of-Entry that serve Presque Isle have progressively and dramatically decreased each year except one since 2010. The only departure from the trend occurred in 2019 when weight limits were imposed on the Port-of-Entry in Madawaska which forced commercial vehicles to use either Van Buren or Houlton. The four Ports-of-Entry, Van Buren, Houlton, Bridgewater, and Fort Fairfield reported a total of 1,118,874 crossings in 2000 and 1,001,620 crossings in 2019. It should be noted that at the time of the writing of this plan, the US/Canadian border has been closed for non-essential traffic through much of 2020 and is projected to remain closed through the foreseeable future. This is due to the pandemic of 2020. There has been a large corresponding decrease in cross border traffic as seen below.

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

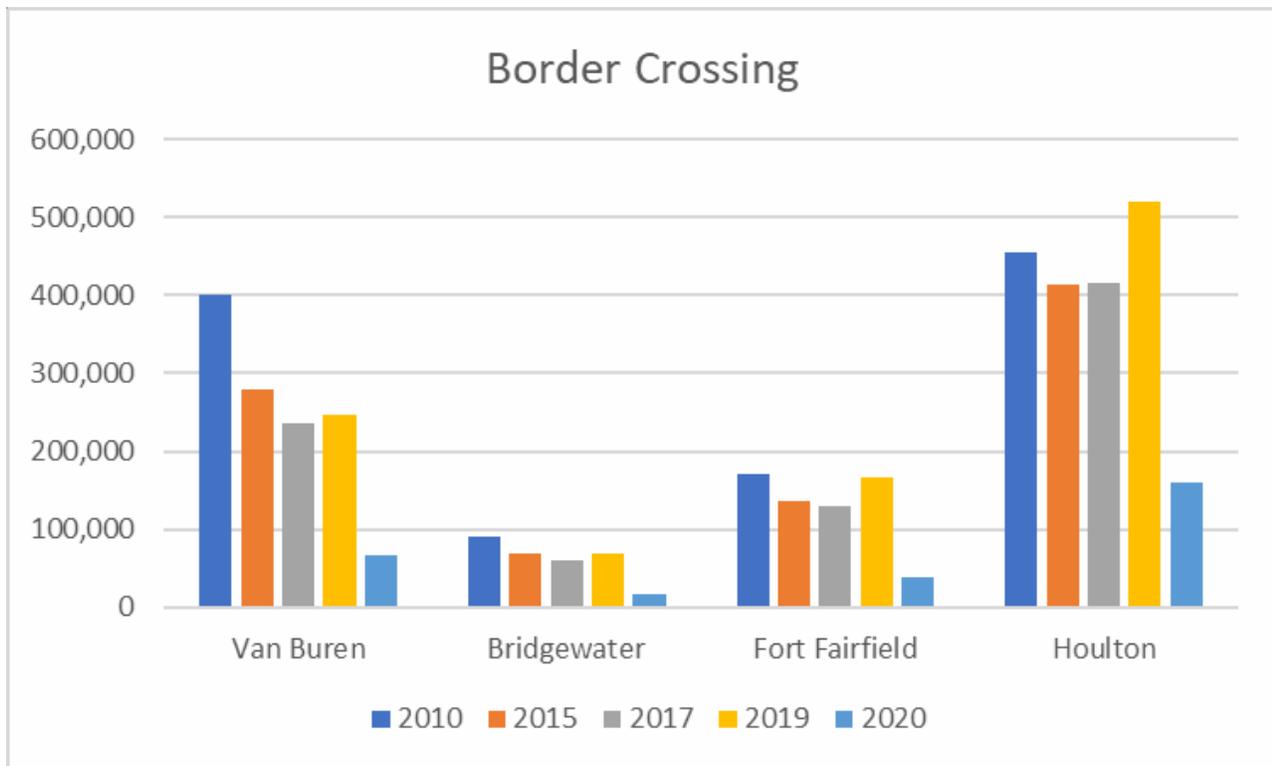
Despite the decrease in cross-border shopping, retail sales figures have remained unexpectedly stable throughout northern Maine. In 1994, a 17 percent reduction in border crossings yielded only a 1 percent reduction in retail sales in Aroostook County. The central Aroostook area is no longer experiencing the 5-7 percent annual increase in retail sales that was common in the mid-to-late 1980s; retail sales gains now are more likely to be in the 0.5 percent to 2 percent range.

The following table represents the annual combined crossings of both residents and aliens at the U.S. Ports-of-Entry in Van Buren, Houlton, Bridgewater, and Fort Fairfield for the years 2010 to 2020.

Crossing	2010	2015	2017	2019	2020
Van Buren	401,361	279,382	235,761	245,990	66,099
Bridgewater	91,772	68,001	59,702	68,443	17,904
Fort Fairfield	170,664	135,729	129,174	167,344	38,299
Houlton	455,077	413,148	415,304	519,843	160,484
TOTAL	1,118,874	896,260	839,941	1,001,620	282,786

Source: Bureau of Transportation Statistics, 2020

The graph below represents the progressive decline in border crossings at Van Buren, Houlton, Bridgewater, and Fort Fairfield. The Port-of-Entry located in Van Buren is a commercial port and provides a significant commercial link in northern New Brunswick/eastern Quebec and the intermodal rail facility in Presque Isle. Its importance is shown in 2019 and 2020 when the Madawaska Port-of-Entry was essentially closed to heavy truck traffic.



Agriculture and Forestry

Forestry and farming need economically viable conditions. While the development of a comprehensive plan can do little to create markets for agricultural and forest products, there are several strategies city officials can take to encourage additional markets and local transactions.

Property taxation, the crowding of working lands by homes and other uses that might consider farm and forest operations a nuisance; and sewer and water line extension policies that promote residential development into rural areas all affect the economics of farming and forestry. Presque Isle can consciously influence or control these factors.

Forestry

Although Presque Isle is more commonly regarded as both an urban and an agricultural setting, more than 50 percent of the City's land area is forested. Small family woodlots associated with farms account for some of the forested areas. However, much of the forested land is located in areas near the larger water bodies, such as the Aroostook River, the Presque Isle Stream, and Echo and Arnold Brook Lakes, where shoreland zoning requirements and terrain make timber harvesting operations less economically feasible. See the Agriculture and Forestry Section for more detail.

City specific information relating to the forestry industry is difficult to obtain. The US Census publishes an annual report, Profile of Timber and Wood Products, on a county basis. This report provides information of the forest and wood products industry for Aroostook County and compiles data on forestry and logging, sawmills and wood preservation, pulp, paper and paperboard mills, veneer, plywood and engineered wood and other wood product manufacturing. According to the Census, the timber industry accounted for 2.8 percent of the total employment in Aroostook County, down from 5.7 percent in 1988. During that same timeframe timber employment shrank from 3,039 jobs to 1,617.

According to the Bureau of Labor Statistics (2016), between 1988 and 2015, average wages in the forestry and logging industries grew from \$40,528 to \$47,556, approximately 17 percent increase. Conversely wages in the wood products and manufacturing sector shrank from \$37,776 to \$30,304, a 4 percent decrease.

More localized data was compiled with the assistance of the Maine Forest Service and city officials. City officials keep track of Tree Growth information. The Maine Tree Growth Tax Law provides for the valuation of land that has been classified as forest land on the basis of productivity value, rather than on just value. The law is based on Article IX, Section 8 of the Maine Constitution that permits such valuation of forest land for property tax purposes. The land must be used primarily for the growth of trees to be harvested for commercial use. Owners must manage tree growth classified parcels according to accepted forestry practices designed to produce trees having commercial value. In considering this option owners may be guided by, but are not limited to, the following accepted forestry practices: timber harvesting, tree planting, direct seeding, site preparation, thinning, cleaning, weeding, pruning, inventory of standing timber, forest protection measures (insect, fire, wind, etc.), and boundary line work.

The following harvest information was provided by the Maine Department of Agriculture, Conservation, and Forestry and is the most recent available. On average, there are about 514 acres of land (21 harvesting operations) harvested in Presque Isle each year. According to the Municipal Valuation Return Data, there are no parcels of land enrolled in either the Farmland or the Open Space Programs.

Summary of Timber Harvesting for Presque Isle

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1991	146	30	0	176	0	7
1992	440	0	12	452	0	12
1993	554	0	4	558	4	17
1994	311	0	0	311	0	10
1995	294	62	11	367	0	15
1996	370	45	0	415	0	16
1997	857	10	0	867	0	22
1998	436	0	13	449	18	22
1999	592	140	0	732	8	36
2000	592	142	0	734	10	34
2001	837	55	0	892	0	23
2002	445	138	0	583	0	28
2003	83	42	0	125	0	23
2004	513	30	0	543	0	20
2005	223	60	0	283	0	18
2006	800	30	0	830	21	29
2007	904	0	0	879	11	23
2008	261	23	0	284	22	14
2009	170	32	0	202	3	11
2010	326	30	0	356	0	14
2011	522	30	12	564	0	18
2012	360	20	0	380	0	20
2013	415	10	38	463	10	28
2014	983.2	92	7	1082.2	3	34
2015	560.5	232	11	803.5	17	32
2016	488.18	28	0	516.18	7	24

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
2017	305	0	0	305	85	29
2018	249	0	0	249	0	19
Total	13,036.88	1281	108	14,400.88	219	598
Average	466	46	4	514	8	21

Source: Maine Department of Agriculture, Conservation, and Forestry, 2020

	Number of Tree Growth Parcels	Softwood	Mixed Wood	Hardwood	Total Acres	Total Woodland Valuation
Presque Isle	26	311.6	418.7	1,020.80	1,751.20	\$275,019

Source: Municipal Valuation Return Data, 2020

Agriculture:

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

Maine Potato Production

According to the Maine Potato Board (MPB), potato acreage has dropped in Maine since 1990 and while yields (CWT) have fluctuated, they have remained steady. Markets for crops grown in Presque Isle are available through the normal channels located throughout Maine and the mid-Atlantic states. According to the MPB, Massachusetts, New York, and Pennsylvania are the three largest consumers of Maine’s tablestock potatoes. McCain Foods located in Easton is the last French fry processor located on the east coast of the United States. Changes in the market conditions need to be watched carefully and agricultural producers in Presque Isle are well aware that they are part of a national and global market and subject to changes in dietary thoughts of the general public. This does not take away from the fact that Presque Isle’s farms and farmland is an important part of the City’s complex identity and economic sustainability.

Maine Potato Production 1999-2019

	Acres Planted	Acres Harvested	Yield/Acre (CWT)	Production (000)
1999	65,000	62,500	285	17,813
2000	64,000	64,000	280	17,920
2001	62,000	62,000	260	16,120
2002	64,000	64,000	265	16,960
2003	66,000	65,500	260	17,030
	Acres Planted	Acres Harvested	Yield/Acre (CWT)	Production (000)
2004	63,500	62,000	310	19,220
2005	57,500	56,200	280	15,736
2006	58,500	58,000	315	18,270
2007	57,100	57,000	290	16,530
2008	56,000	54,700	270	14,769
2009	56,500	55,500	275	15,263
2010	55,000	54,800	290	15,892
2011	57,000	54,000	265	14,210
2012	58,000	57,300	270	15,471
2013	54,500	53,000	295	15,635
2014	51,000	50,500	290	14,645
2015	51,000	50,500	320	16,160
2016	46,500	46,000	315	14,490
2017	48,000	47,500	320	15,200
2018	49,000	48,500	310	15,035
2019	52,000	51,500	325	16,738
Average	56,766	55,952	290	16,148

Source: Maine Potato Board, 2021

Other Crops

The following table shows the number of farms in Aroostook County. According to Headwater Economics the 766 farms totals 317,082 acres with an average size of 414 acres. The agricultural

industry represents a large portion of the land base in the County. The table indicated a large diversity of agricultural products which contribute to the local economy.

	Aroostook County, ME	United States
All Farms, 2017	766	2,042,220
Oilseed & Grain Farming	12	325,033
Vegetable & Melon Farming	179	45,165
Fruit & Nut Tree Farming	32	95,441
Greenhouse, Nursery, etc.	62	45,477
Other Crop Farming	278	455,974
Beef Cattle Ranch. & Farm.	62	641,496
Cattle Feedlots	1	13,379
Dairy Cattle & Milk Prod.	22	37,750
Hog & Pig Farming	3	23,048
Poultry & Egg Production	20	44,260
Sheep & Goat Farming	13	92,974
Animal Aquaculture & Other Animal Prod.	82	222,223

Percent of Total

Oilseed & Grain Farming	1.6%	15.9%
Vegetable & Melon Farming	23.4%	2.2%
Fruit & Nut Tree Farming	4.2%	4.7%
Greenhouse, Nursery, etc.	8.1%	2.2%
Other Crop Farming	36.3%	22.3%
Beef Cattle Ranch. & Farm.	8.1%	31.4%
Cattle Feedlots	0.1%	0.7%
Dairy Cattle & Milk Prod.	2.9%	1.8%
Hog & Pig Farming	0.4%	1.1%
Poultry & Egg Production	2.6%	2.2%
Sheep & Goat Farming	1.7%	4.6%
Aquaculture & Other Prod.	10.7%	10.9%

Source: Headwaters Economic, 2021

Market Value of Agricultural Products

While often thought as a potato producing region, the following table shows the value of sales of products grown in Aroostook County. Not surprisingly, Aroostook County ranks number 1 in Maine in sales of **vegetables, melons, potatoes, and sweet potatoes**. However, it also ranks high in **Christmas tree, cattle, and grain** production.

According to the Census of Agriculture, approximately 43 percent of Aroostook County farms produce less than \$2,500 in sales each year while 21 percent produce over \$100,000 in sales. This is indicative of a number of smaller “gentleman farms” where landowners supplement their income with agricultural sales. Other data shows that 80 percent of Aroostook County farms have internet access, 5 percent grow organically, and 12 percent sell directly to customers. Ninety-five (95) percent of Aroostook County farms are considered family farms.

	Sales (\$1000)	State Rank	US Rank
Crops	\$187,632	1	163
Grains, oilseeds, dry beans, dry peas	\$7,895	1	1,464
Vegetables, melons, potatoes, sweet potatoes	\$174,682	1	18
Fruits, tree nuts, berries	\$1,025	9	468
Nursery, greenhouse, flourculture, sod	\$337	14	1,157
Christmas Trees and short rotation woody crops	\$637	1	66
Other crops and Hay	\$3,056	3	842
Crops	Sales (\$1000)	State Rank	US Rank
Livestock, Poultry, and Products	\$14,342	7	1,889
Poultry and Eggs	\$96	12	1,064
Cattle and Calves	\$7,806	1	1,404
Milk from cows	\$4,948	7	602
Hogs and pigs	\$61	12	1,033
Sheep, goats, wool, mohair, milk	\$92	12	1,349
Horses	\$104	7	1,413
Other animals	\$1,235	2	143

Source: 2017 Census of Agriculture

Presque Isle is poised to assist the agricultural community to help add value to locally grown product. The City can support farming and farmers in a number of ways:

- Ensure that the Zoning Ordinance allows for a diversity of agricultural uses and the ability for farmers to expand businesses. Also ensure that standards allow for the retail sale of products on the farm.
- Ensure that accessory uses to agriculture (milling, supply, equipment) are allowed uses in the City.
- Promote the farmer’s market.
- Market vacant buildings located at the Industrial Park or throughout Presque Isle to potential manufactures or users of locally grown produce.
- Continue to work with Cooperative Extension on a variety of topics.

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 whom move those dollars further through the local economy by purchasing more goods from other vendors for either personal use or for restocking inventory. This “*ripple-effect*” continues to move through the local economy until it no longer acquires local goods and services.

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

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

CONSTRUCTION IN PRESQUE ISLE – BUILDING PERMITS					
	TOTAL	TOTAL	TOTAL		ANNUAL
YEAR	RESIDENTIAL	COMMERCIAL	TAXABLE	TOTAL	AVERAGE
1970-1979	\$ 13,739,865	\$ 7,938,002	\$ 21,677,867	\$ 34,552,103	\$ 3,455,210
1980-1989	\$ 21,015,249	\$18,299,761	\$ 39,297,280	\$ 58,530,605	\$ 5,853,061

1990-1999	\$ 22,146,019	\$ 2,229,241	\$ 64,375,695	\$ 75,636,231	\$ 7,563,623
2000-2009	\$ 23,227,229	\$57,961,261	\$ 91,578,214	\$ 94,520,214	\$ 10,502,246
2011	\$607,185	\$3,778,926	\$4,386,111	\$4,386,111	
2012	\$1,360,521	\$2,008,102	\$3,368,623	\$3,368,623	
2013	\$1,953,974	\$8,517,064	\$10,471,038	\$10,471,038	
2014	\$1,181,655	\$7,471,636	\$8,653,291	\$8,653,291	
2015	\$1,143,285	\$14,899,544	\$16,042,829	\$16,042,829	
2016	\$908,639	\$3,878,896	\$4,787,535	\$4,787,535	
2017	\$1,445,893	\$1,482,993	\$2,928,886	\$2,928,886	
2018	\$2,084,050	\$16,837,676	\$18,921,726	\$18,921,726	

Source Presque Isle Code Office

Economic and Community Development Resources:

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

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

- Planning Board;
- Zoning Board of Appeals;
- Department of Economic and Community Development staff;
- Presque Isle Industrial Council;
- Presque Isle Utility District;
- Presque Isle Development Fund Trustees;
- Central Aroostook Area Chamber of Commerce;
- Presque Isle Downtown Revitalization Committee
- Local commercial lenders;
- Northern Maine Development Commission;
- Maine Development Foundation;
- The legislative and congressional delegation serving Aroostook County;
- The University of Maine at Presque Isle;
- Northern Maine Community College;
- Aroostook County Action Program;
- Aroostook Partnership;
- Extension Research;
- Maine Departments of Transportation, Environmental Protection, Inland Fisheries, and Wildlife, Economic and Community Development, and Agriculture, Conservation and

- Forestry;
- Finance Authority of Maine;
- U.S. Departments of Housing and Urban Development, Environmental Protection Agency, Small Business Administration, Fish and Wildlife Service, Economic Development Administration, Commerce, and Agriculture.

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

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

Comprehensive Economic Development Strategy (CEDS)

The U.S. Department of Commerce, Economic Development Administration (EDA) has designated NMDC as the regional entity responsible for the development of the Comprehensive Economic Development Strategy (CEDS) for the region of Aroostook and Washington Counties. The CEDS provides a regional template for future economic development, describing the economic challenges and potential of the region and prioritizing economic development projects.

NMDC is an Economic Development District focused on business development, workforce development and community development. NMDC is responsible for the facilitation of a 5-year CEDS with a full update scheduled for 2022. In addition, each year, NMDC updates the Priority Project List section of the CEDS. Presque Isle should provide input to NMDC into this plan.

Analyses

Presque Isle has seen significant fundamental changes in its economic structure. While border closures, changes in shopping characteristics, and a downturn in the regional economy had impacted residents, the city has seen growth in its downtown, and resurgence of interest in the area based on the amenities the City provides as well as the general quality of life afforded in Aroostook County.

Presque Isle has gained a number of economic engines mainly in the form of small businesses and restaurants and the existing major employers have restructured in ways that have helped them adjust to the present economic conditions. Presque Isle's economy remains diversified and relatively stable.

Priorities for economic development in Presque Isle include the a redevelopment of the downtown, redeveloping blighted properties, the creation of TIF districts in the downtown area, and supporting natural resource-based businesses as vital economic engines with the greatest potential to create jobs and enhance the local economy.

Another priority is ensuring that the community can help provide the infrastructure, facilities, services and capital needed by natural resource-based businesses of all scales.

The final priority is to support and maintain existing economic diversification to ensure long-term economic sustainability. Higher education, health care and tourism are vital components. The city's economic development priorities are detailed in the policies and strategies section that follows. These priorities are also reflected and detailed in the regional economic clusters report and tourism action plan.

Home occupations contribute to the local economy and provide many needed services and advantages to residents and business owners. Residents have convenient access to products and services and owners are allowed affordable space to try new enterprises. While home occupations most often involve services, the sale and display of products is also allowed. Regulations designed to protect neighborhood character and address traffic should be considered.

Given the region's long-term trend of population decline it seems practical that local economic development efforts focus on creating modest job and population growth by balancing attention and support in all economic export sectors. This should be done in a manner that protects and enhances community sustainability and the quality-of-life component of community sustainability. It is important to remember that economic growth can influence change in the community that is not always popular or favorable.

Local economic development policy should be based on an understanding of local issues. The persons that are directly involved in the types of business that drive Presque Isle's economy should be engaged in implementing policy. The State goal for comprehensive planning, as it pertains to local economy, is to promote an economic climate that increases job opportunity and overall economic well-being while keeping public facilities/services and housing affordable and while maintaining environmental quality. A balanced approach should work well in Presque Isle.

LOCAL ECONOMY

Goals, Policies, and Strategies

State Goal

To promote an economic climate that increases job opportunities and overall economic well-being.

Local Goal

To foster economic growth and stability and increase population through the retention and creation of jobs creation of natural resource, alternative energy, technology, and service-based jobs.

Policy	Strategy	Responsibility	Timeframe
Encourage, create and attract companies to remain or locate in Presque Isle.	Seek State/Federal grant and loan funding and identify job creation and capital equipment related tax incentives that may benefit existing businesses and communicate with business owners.	City Officials, NMDC, Planning Board, DECD, USDA, EDA	On-going
	Commit adequate funding for the rehabilitation, construction, or demolition of industrial and commercial buildings and facilities on Skyway Industrial Park	City Officials and Industrial Council	2022 and on-going
	Continue to pursue alternative funding sources such as FAME's REDRLP program, as a means of recapitalizing and complementing the Presque Isle Development Fund	City Officials and Presque Isle Development Fund	On-going
	Continue to provide, whenever feasible, financial, and technical assistance to new and existing businesses.	City Officials	On-going
	Direct industrial and business growth to Skyway Industrial Park and the City's designated growth areas. Create site selections criteria that addresses the environmental and service needs of both the business and the City. Ensure the availability of water, waste disposal, and electric utility service that help minimize costs to the greatest extent possible.	City Officials	On-going
	Continue efforts to allow for affordable childcare in the community. Amend land use ordinances and seek funding, when appropriate	City Officials	On-going

Policy	Strategy	Responsibility	Timeframe
	Pursue funding assistance from CDBG, EDA, RECD, and other funding sources for community and economic development projects	City Officials, Industrial Council, Downtown Committee, Chamber	On-going
	Continue active participation and support of the Comprehensive Economic Development Strategy (CEDS) and other economic development programs through NMDC or other agencies.	City officials, Downtown Committee, Industrial Council, EDA, USDA, DECD	2022 and on-going
	Continue to support the business contact and referral system utilizing the resources of Maine & Company and Northern Maine Development Commission.	City officials, Chamber, Industrial Council	On-going
	Continue revitalization of Main Street through annual commitments of capital funding to maintain and streetscape improvements in a safe and functional condition. Seek grant funding to assist with the revitalization	City Officials, DECD, Downtown Committee, Chamber, Businesses	2021 and on-going
	Continue to explore and support opportunities for biomass utilization and other alternatives for heating and electrical generation.	City Officials	2021 and on-going
	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	City Officials	2021 and on-going
	Continue to support the Presque Isle International Airport as an economic development tool for the City and the region	City Officials, Chamber,	On-going
	Actively promote Presque Isle and “ <i>central Aroostook</i> ” as a location for new, expanding, or relocating businesses and industries	Chamber, Downtown Committee	On-going
	Review new locations where heavy industrial uses could be located.	City Officials	2022

Policy	Strategy	Responsibility	Timeframe
Support the region's natural resource-based businesses and industries	Stimulate and support economic growth through the promotion of greater crop diversification.	City Officials, Maine Potato Board, University, UMCE, and growers	2021 and on-going
	Examine and, if appropriate, propose new and alternative uses for marginal or unsuitable farmland	Planning Board, Growers	2023
	Pursue "value-added" businesses and industries with export potential to help reduce the region's trade deficit	City officials, Maine Potato Board, UMCE, Maine Forest Products Council	On-going
	Encourage and support the development of centralized packing, storage, and marketing facilities for agricultural products	City Officials, EDA, USDA, Business	2022
	Contact existing natural resource-based businesses to determine their interest in expansion or diversification and provide assistance as required.	City Officials	On-going
	Work with other central Aroostook County communities to develop and implement regional plans, in such areas as transportation, land use, and economic development.	City Officials.	2021 and on-going
	Research, support and initiate with industry participation, a private or public vocational/technical program in agriculture, forestry, and equipment operation.	City Officials, UMPI, NMCC	2022
Support continued economic diversification to ensure the long-term sustainability of the local economy. Seek funding to initiate new programs.	Support the needs of existing businesses by applying for business assistance, energy efficiency and other grants that address specific needs.	City Officials	2020 and annually
	Seek, when needed, the creation of Tax Increment Financing District(s) (TIF) in Presque Isle.	City Officials	2021 and on-going as needed

Policy	Strategy	Responsibility	Timeframe
	Study the feasibility of extending infrastructure to prospective industrial sites and seek funding for the development of infrastructure improvements.	Planning Board and City Officials	2021-22
	Work with all potential funding sources including local banks, private interests, local government, the Maine Department of Economic and Community Development and other State and Federal institutions to assist with business startups and expansions.	City Officials, Chamber, Industrial Council	On-going
	Seek grants to assist small, home-based businesses with needs for capital improvements, market access and other challenges.	City Officials	2021 and on-going
	Support on-going efforts and investment in telecommunication system redundancy to facilitate internet-based businesses.	City Officials	On-going
	Plan for and support the redevelopment of the Aroostook Center Mall.	City Officials	2021-22
	Join with other northern Maine communities to outline strategies to initiate further free trade options with Canada	City Officials, Industrial Council, Chamber	2023
	Actively advocate for further research and development into alternative uses of waste by-products generated by industries and businesses	City Officials	On-going
	Maintain a dialog with the University of Maine system and Northern Maine Community College as well as Presque Isle's major employers to understand their need for local support.	City Officials	On-going

HOUSING

HOUSING

Introduction:

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

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

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

Housing Trends

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

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

Housing Units Comparison, 1980-2010

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

Source: 1980-2010 US Census.

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

Year of Structure Built

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

Source: U.S. Census

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

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

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

Substandard Characteristics

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

Selected Housing Characteristics

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

Source: U.S. Census

HOUSING UNITS AND TENURE IN PRESQUE ISLE

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

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

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

OCCUPIED HOUSING UNITS BY TYPE OF STRUCTURE

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

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

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

Selected Characteristics of Housing In Presque Isle

Year	Total Dwelling Units	Year Round Dwelling Units	Season Dwelling Units	Owner Occupied Dwelling Units	Percent of Public Water	Percent on Public Sewer
1970	3,572	98.3%	1.7%	N/A	N/A	N/A
1980	4,052	98.6%	1.4%	65.1%	74.7%	75.9%
1990	4,411	98.5%	1.5%	55.6%	76.6%	78.4%
2000	4,379	99.2%	0.8%	67.2%	76.3%	77.9%
2018	3,261	99.0%	1.0%	61.0%	79.0%	80.0%

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

Affordable Housing

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

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

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

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

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

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

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

Housing Sales 2018

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

Source: Real Estate Transfer Records

Affordable Housing Availability

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

Rental Affordability

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

- The median gross rent was \$655, within the low-income bracket.
- Approximately 500 rental units (30%) had rents that were affordable to very low-income families.
- At least 1,200 rental units were affordable to low-income families.
- Approximately 1,458 rental units (93.7%) were affordable to moderate-income families.

Presque Isle Gross Rent

Gross Rent	Number of Units	Percent of Total
Less than \$500	544	30%
\$500 to \$999	986	54%
\$1,000 to \$1,499	185	10%
\$1,500 to \$1,999	36	2%
\$2,000 to \$2,499	0	0%
\$2,500 to \$2,999	0	0%
\$3,000 or more	0	0%
No cash rent	78	4%
Total	1,829	100%

Source: US Census 2010

Gross rent as a Percentage of Household Income	Number of Units	Percent of Total
Less than 15 percent	184	11%
15-19.9 percent	201	12%
20-24.9 percent	220	14%
25-29.9 percent	192	12%
30-34.9 percent	161	10%
35 or more percent	557	34%
Not computed	110	7%
Total	1,625	100%

Source: US Census 2010

Residential Building Permits New Construction/Buildings

RESIDENTIAL BUILDING PERMITS New Construction/Buildings			
YEAR	STICK BUILT	MODULAR	MOBILE HOMES
1990	4	1	5
1991	5	6	13
1992	8	1	14
1993	4	2	14

YEAR	STICK BUILT	MODULAR	MOBILE HOMES
1994	7	7	19
1995	6	14	10
1996	16	4	18
1997	12	5	24
1998	4	9	13
1999	4	12	22
2000	4	5	15
2001	4	8	13
2002	7	5	11
2003	5	8	11
2004	10	11	8
2005	8	12	8
2006	8	7	3
2007	8	1	1
2008	7	5	4
2009	6	2	3
2010	8	0	0
2011	0	0	1
2012	3	1	1
2013	5	1	0
2014	4	0	0
2015	0	1	0
2016	0	0	1
2017	0	5	0
2018	0	2	0

(Source Municipal Code Enforcement Officer)

Rental Housing:

Approximately one-third of the rental units in Presque Isle are subsidized in some manner by state or federal housing agencies. Some subsidies are consolidated in elderly and multifamily apartment complexes, while others are contractual agreements between the housing agencies and landlords dispersed through the community. For example, the Presque Isle Housing Authority administers 65 HUD Section 8 Housing Certificates, 10 HUD Section 8 Housing Vouchers, and 31 units of “Rental Rehab” rental housing for the Maine State Housing Authority. The table below describes the federal subsidies associated with multi-family and elderly rental housing units.

FEDERALLY ASSISTED ELDERLY AND MULTI-FAMILY RENTAL HOUSING

NAME	TYPE	TOTAL UNITS	# UNITS SUBSIDIZED
Academy Park	E/H	30	100% - 30
Applewood Apts.	E/F/H	4	100% - 4
Birchwood Apts.	E/F/H	8	25% - 2
Greenbrier Apts.	E/F/H	31	33% - 10
Helen Noreen Apts.	F/H	50	100% - 50
McCulley Commons	E/H	24	84% - 20
Northland Park	E/H	29	38% - 11
P.I. Housing Auth.	E/F/H	185	100% - 185
Woodland Terrace	F/H	25	44% - 11

E = ELDERLY H=HANDICAPPED F=FAMILY

The City has conducted rental housing surveys periodically since the early 1980s, targeting property owners with more than three rental units. The average sample generally covers 55-60% of the total rental units in the City. Information requested from the property owners includes the number of units, number of bedrooms, rental rates, utilities paid, vacancies, problems, number of subsidized units, and number of persons on a waiting list.

The results of the surveys have been consistently similar, with one exception. City-wide vacancy rates extrapolated for the total rental units in the City have remained in the 1-2% range, except for an unexplainable spike to 5.8% in 1987. Due to staffing limitations within the Economic & Community Development Department, there have been no rental housing surveys conducted for several years. Several common findings among many of the past surveys include:

- Landlords have difficulty raising rental fees to cover overhead expenses, due to the prevailing wage scales in the area;
- There is a scarcity of rental units of quality to attract upper-middle to upper-income persons;
- Rental rates for apartments vary little among the respondents;
- Few rental property owners report extensive waiting lists. Waiting lists appear to be unnecessary due to high demand and apparently limited housing resources to meet that demand.

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 61-bed, fully certified private nursing home is located in Presque Isle. The facility is located adjacent to the Aroostook Medical Center, which ensures residents immediate access to hospital care when needed. The facility also is connected with the “assisted living” facilities.

4. Emergency Shelter:

The Sister Mary O’Donnell Shelter for the Homeless (formerly the Temporary Shelter for the Homeless, Inc.) is a private 501(c) (3) nonprofit organization. It serves all of Aroostook County, an area covering more than 6,400 square miles, and it is the only homeless shelter north of Bangor. The Temporary Shelter for the Homeless was incorporated as a nonprofit organization in 1984 to serve the needs of the homeless. Northern Maine Community College leases the former Presque Isle AFB chapel to the Shelter for \$1 per year, with an option to renew at periodic intervals. The Shelter is a two-story facility with 30 beds to house families or individuals, as needed. Private and shared bath facilities are available. A kitchen, fully stocked pantry and laundry facilities are available for a client’s use.

The mission of the Shelter is to provide a safe place to stay and other basic necessities for people who encounter adverse circumstances and cannot furnish these things for themselves. The Shelter provides case management for clients and refers them to appropriate agencies that can assist them in becoming self-sufficient. The newest program offered at the Shelter is an 8-bed youth shelter. The youth shelter provides teenagers in Aroostook County a “safe” place to stay that is closer to friends and family than the next closest shelters, which are located in Bangor or Portland.

The Shelter also has added a Transitional Housing Program to its offerings, using former off-base military housing associated with Loring AFB. The Transitional Housing Program, which is not considered emergency shelter, has seven 3-bedroom units for homeless families. The program provides homeless families with temporary housing for up to two years until the family becomes adequately self-sufficient to obtain permanent housing.

The Transitional Housing Program helps the family develop a work or educational plan, job skills, and budgeting and financial planning skills to stabilize their living situation and manage their funds and their lives. The following table describes the utilization of the Temporary Shelter over the past four years.

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

	2012-13		1998		1996	
TOTAL CLIENTS	349		344		367	
TOTAL BEDNIGHTS	16152		3234		3536	
<i>C=Clients / BN=Bed nights</i>	C	BN	C	BN	C	BN
PRESQUE ISLE	97	5,148	110	5,186	42	2,024
AROOSTOOK CNTY.	243	10,500	225	10,467	107	4,919
IN STATE/OUT OF COUNTY	46	2,144	38	1,096	44	2,163
OUT OF STATE	59	3,507	56	3,634	36	2,339
OUT OF COUNTRY	1	1	0	0	1	181

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

Regional Land Bank

Presque Isle is working with the City of Caribou on the potential creation of a regional Land Bank. Maine’s statute currently allows municipal authority for handling dangerous buildings. A few municipalities are using this authority and land banking practices to do some of the work typically done by a land bank. Municipalities are currently limited in what they can do and the process is slow, inefficient, and encumbered. Oftentimes projects are too large or complicated for local governments and would be better handled by a regional or state land bank.

The Regional Land Bank will:

- Acquire, hold, maintain, lease, sell, secure, remediate, demolish, rehabilitate, and construct on real property.
- Convey or acquire easements
- Operate property and receive rents or sales proceeds
- Clear title and extinguish delinquent taxes to property that comes into its ownership.
- Dispose of/sell in accordance with local priorities
- Collaborate on a local/regional intergovernmental basis.

Current Issues:

A major issue now confronting the City is the manner in which the municipal planning board should address proposed rural residential subdivisions. At issue is whether the City should accept, as public ways, any streets in rural subdivisions that are not contiguous to streets or roads already serviced by the City. The cost of providing public works services to non-contiguous streets or roads can be excessive, in terms of both costs and time. The countering argument suggests that it is better to have planned rural subdivisions than individual house lots lining existing collector and arterial roadways, leading to increased sprawl. Obviously, the acceptability of streets within rural subdivisions may influence the will of a developer to proceed with a subdivision plan.

Until codified in a new zoning/land use ordinance, the City Council should reaffirm its position that new streets in rural subdivisions, presented for acceptance as public ways, must intersect existing public ways owned and/or maintained by the municipality. Streets in subdivisions proposed in portions of the City outside the urban compact area should remain the responsibility of the developer or an association of property owners within the subdivision for maintenance. If the construction of the street follows municipal specifications and receives written approval of the municipal public works director, the developer or association may offer the street to the City for acceptance as a public way. Acceptance should be at the City's sole discretion, when and if conditions warrant.

Increasing efforts in the U.S. Congress to eliminate or substantially modify housing subsidies for low to moderate-income persons pose a serious problem for communities with high numbers of subsidized housing units, such as Presque Isle. Without the availability of subsidized housing, many members of the continually growing elderly segment of the local population, for example, would be at risk. With an already long waiting list for affordable elderly housing units, the Presque Isle Housing Authority would be unable to meet the demand. The City should report its concerns to its congressional representatives, its state legislative delegation, and the Maine State Housing Authority. It should take an active role to ensure its most at-risk populations continue to have housing options.

Low-cost, Canadian-built, modular housing imports constitute a growing concern for the City. While providing affordable housing, Canadian imports carry a third-party certification of building code compliance that may or may not satisfy locally adopted building codes. Under the regulations of the Maine Manufactured Housing Board, the local code enforcement officer may not evaluate the materials and quality of construction of the housing to ascertain its compliance with local codes. The code enforcement officer must accept at face value a certification issued at the manufacturer's place of business. A new twist on the problem is the use of modular housing units as commercial/retail structures. If a private homeowner is prepared to accept an imported structure as a residence that is a personal decision. Members of the public, entering a place of business, have come to expect that the City, through its code enforcement officer, has determined that the structure is safe to enter. Under the rules of the Manufactured Housing Board, the City is powerless to ensure adopted state and local standards. The City should pursue rule changes at the state level to ensure equal application of standards for residential and retail uses of imported modular housing units.

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.

Housing subdivisions in any residential zone should utilize public water and sewer.

Inventory of Existing Housing Programs and Services

The following is a list of housing programs and services that serve the greater Presque Isle area. Residents of Presque Isle have the opportunity to participate in these programs should they desire.

Aroostook County Action Program (ACAP)

Energy and Housing Programs include:

- **Central Heating Improvement Program** – Aids income-eligible households for heating system improvements such as cleaning, tuning, evaluation, burner retrofit, repair, replacement, or conversion. Priority is given to those in a no-heat situation. Household must be eligible for the Low-Income Home Energy Assistance Program.
- **Energy Crisis Intervention Program (ECIP)** – Provides assistance to income-eligible households for emergency fuel delivery or an electrical disconnect emergency. A Household may be eligible for ECIP if a Household member's health and safety is threatened by an Energy or Life-Threatening Crisis and if the Household does not have the financial means to avert the energy crisis. To qualify for ECIP the household must be below 1/8 tank of oil or about to be disconnected. There are a limited number of ECIP requests that can be fulfilled each day. If all slots are filled, you will have to call back the next business day to request the ECIP benefit. Household must be eligible for HEAP.
- **Energy, Moisture, and Infiltration Audit Inspection Program** – Provides several levels of home energy usage evaluations and may provide recommendations for upgrades and predictions of savings. Licensed Energy Auditors provide these services on a fee-for-service basis.
- **Home Repair Network Program** – Provides zero percent, no payments, deferred or forgivable loans or grants to income-eligible homeowners for home repair, replacement or repair of septic systems, lead hazard reduction, replacement housing, and other essential improvements necessary to permit use by persons with disabilities and energy related repairs and improvements to homes. Service is prioritized to assist those households with the greatest home repair need with consideration given to the elderly and household income.
- **Home Energy Assistance Program (HEAP)** – Provides financial assistance to income and program-eligible households to help address energy costs.
- **Lead Paint Inspection Program** – Provides inspections of buildings using a spectrum analyzer to identify the presence of lead paint on interior and exterior surfaces. Some subsidy for lead testing and the abatement of lead hazards may be available to households with low-income living in pre-1978 housing with a child under the age of six (6). Landlords who lease predominately to very low and low-income households may qualify for 5-year deferred/forgivable loans for abatement of lead hazards. Income eligibility is at or below 80% of HUD's median income guidelines.
- **Weatherization** – Provides a comprehensive Energy Audit by BPI Certified Energy Auditors to determine the best approach to reduce heating cost of your home. Energy Conservation Measures may include air sealing, wall and attic insulation, basement wall insulation, weather stripping and caulking. Improvements may also include moisture controls and health and safety measures. Eligible Applicants for the Home Energy Assistance Program (HEAP) and whose income is below 200% of poverty guidelines are placed on our Weatherization wait list when certified for HEAP. Households are ranked by the following factors; households with senior citizens (over 60), children age six or under, a person with disability, fuel usage costs and poverty level.

Maine State Housing Authority

Homebuyer Program

MaineHousing provides low fixed rate mortgages and other assistance to help make homeownership affordable. No point and low point loan options are available. There are options with little or no down payment required, along with down payment and closing cost assistance. MaineHousing mortgages also have payment protection for unemployment.

Home Improvement & Repair Assistance

MaineHousing offers programs to help with home improvement and repair needs. The Home Repair Program provides no cost or low-cost loans to repair or replace failed wells, make heating, electrical, or structural repairs, and improve home accessibility. MaineHousing also offers programs to make homes lead safe, or fund repairs on homes that have been damaged in a declared natural disaster.

Rental Assistance

Rental assistance, either in the form of housing choice vouchers, subsidized apartments or affordable rental housing may be available. Vouchers can help pay rent in apartments and waiting lists for this program can be long. Subsidized apartments provide qualified tenants below-market rents.

Energy & Heating Assistance

MaineHousing can provide assistance to help pay for heat, electric bills, or energy improvements such as new insulation, a new heating system, or energy efficient appliances. Lower income households may qualify for heating assistance and energy improvements at no cost to them.

Homeless Assistance

MaineHousing aids homeless and those in need emergency shelter, or in need of transitional or subsidized housing. MaineHousing finances emergency shelters and other affordable housing options and can help locate this housing. They also provide rental assistance to people who are homeless and working toward self-sufficiency.

Housing Development & Construction Services

MaineHousing offers several programs to encourage private development of affordable rental housing for families, seniors and persons with special needs. Developers are required to ensure that housing developed with MaineHousing financing remains affordable. Construction Services provides technical assistance on MaineHousing development projects.

Analysis

Shelter is the primary need of every community. When a community begins to lose sight of this fact, a slow process of decay will eventually result in dilapidated and inadequate housing units and vacant businesses. A feeling of despair, evident in many small rural communities losing population can be brought on by the poor physical appearance of the community and its housing stock. This is the result of several factors: (1) Much of the rural housing stock is old; (2) few rural communities have adopted or enforced housing, building, plumbing, electrical, and fire prevention regulations; (3) lending institutions generally prefer to lend money to individuals and developments in larger cities, rather than small towns; and (4) low family incomes, due mainly to poor economic conditions and limited opportunities, mean that many families cannot afford better housing or to even maintain their current

housing. This housing section provides an important link between the community’s growth goals, and the economic development and land use sections. If a town wants to have population increases and economic development, then adequate, safe, and affordable housing will be needed for residents of differing income levels.

Affordable housing is not a significant problem in Presque Isle. However, a quick review of the US Census information and average home selling price and a review of property tax information shows that housing sale trends indicated that housing units are beginning to not be affordable to very low and low-income families. Housing affordability should not be a problem for other segments of the city’s population. Average rentals prices are well within the means of very low and low-income families.

Although the focus of Presque Isle City officials has always been on housing rehabilitation because this was the wish of its residents, a thorough review of other issues that may or may not exist was undertaken. At this time, there appears to be a lack of quality vacant housing in the community for anyone wishing to relocate to Presque Isle. The educational and property tax burden for the community is above average for Aroostook County but comparable to other service center areas.

MIL RATES - 2018	
ASHLAND	27.750
BLAINE	23.500
CARIBOU	23.700
CASTLE HILL	15.700
CHAPMAN	16.600
EASTON	18.056
FORT FAIRFIELD	24.700
HOULTON	22.250
LIMESTONE	25.250
MAPLETON	15.800
MARS HILL	17.250
NEW SWEDEN	20.000
PERHAM	18.000
PRESQUE ISLE	25.820
STOCKHOLM	19.100
VAN BUREN	27.250
WADE	20.000
WASHBURN	31.000
WESTFIELD	22.000
WOODLAND	21.250
AVERAGE	21.749

The issues of substandard homes throughout the community, as well as the rehabilitation needs of elderly housing in Presque Isle, are the only two issues in need of addressing. The City needs to begin the task of addressing substandard housing in their community.

HOUSING

Goals, Policies, and Strategies

STATE 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.

Policy	Strategy	Responsibility	Timeframe
Encourage and promote affordable housing.	Continue to encourage affordable housing opportunities through a mixture of housing types within the residential areas, including accessory apartments, mobile and manufactured homes, multi-family dwellings, and senior citizen housing.	City officials and Planning Board	On-going
	Develop a housing rehabilitation program on tax acquired homes, repairs and rehabilitated the structure, and then places them up for sale. Funds from sales would go towards the rehabilitation of additional homes.	City officials	On-going
	Town officials will apply for Community Development Block Grant Housing Assistance funds for development and expansion of multi-family units.	City officials	2021 and on-going
	Continue to support the efforts of the Presque Isle Housing Authority to address the housing needs of low and very low-income persons		
	Town officials will annually contact Presque Isle Housing Authority and Aroostook County Action Program for information on the availability of rental voucher/assistance and monitor trends.	City officials	On-going
Encourage a diversity of housing for all income and age groups.	Conduct a rental housing survey to determine average rental rates, vacancy rates, and other information deemed appropriate and necessary	City Officials	2023
	Continue to encourage the integration of group homes in residential neighborhoods	City Officials	On-going

Policy	Strategy	Responsibility	Timeframe
	Continue to support the Sister Mary O'Donnell Shelter for the Homeless as a community resource	City Officials	On-going
	Continue to support a strong code enforcement program to ensure the health and safety of City residents	City Officials	On-going
	Continue to monitor Real Estate Transfer Tax Declaration forms for trends in housing prices	City Officials	On-going
	Continue to support the Maine State Housing Authority's First Time Home Buyers program	City Officials	On-going
	Conduct information programs for local rental property owners concerning the availability of City and State loan funds for rental unit rehabilitation	City Officials, Housing Authority	On-going
Eliminate abandoned/dangerous residential structures from Presque Isle.	Have code enforcement officer and health inspector rate the risk of each structure to public safety.	Code Enforcement	2021 and as needed
	Send annual notices to property owners when properties violate Dangerous Building Law. Take legal action when justified by risk level.	City officials	On-going
	Work with the Fire Department, MDEP, and others to remove abandoned and dangerous structures.	Fire Department and City officials	2021 and as needed
	Work with the City of Caribou to create a regional Land Banking Authority that rehabilitates abandoned buildings	City Officials	2021
Encourage the maintenance, sale, and occupancy of vacant housing units.	Identify target areas and gather preliminary information on neighborhoods that might be eligible for CDBG rehabilitation assistance	City Officials	On-going
	Apply for a CDBG-Planning Grant to complete a local housing assessment that identifies unsafe homes for possible demolition and targets others for rehabilitation investment.	City Officials	2022
	Apply for CDBG-Housing Assistance funds as indicated by the housing assessment.	City Officials	2023 and on-going

Policy	Strategy	Responsibility	Timeframe
Ensure that existing or future codes and ordinances encourage quality affordable housing and promote public health and safety.	Review and amend, as necessary and as appropriate, the City’s subdivision review criteria	Planning Board	2022
	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 site plan shall present a “clustering” concept	Planning Board	2022
	Ensure that no rural street or road will be considered for acceptance as a public way unless it directly accesses a street or road maintained by the City Public Works Department	Planning Board and City Officials	2022
Encourage and support regional development efforts that promote affordable, workforce, and senior housing.	Advocate for the licensing of additional nursing home beds in Presque Isle and Aroostook County	City Officials, ACAP, Maine State Housing, USDA	On-going

TRANSPORTATION

PRESQUE ISLE AREA TRANSPORTATION

Introduction

The following information is a summary of existing transportation data and resources for Presque Isle. This section attempts to address, as completely as possible, the current availability of transportation resources including roads & bridges, airport, freight routes, rail, and intermodal facilities that are available for Presque Isle businesses and residents. In addition, a section pertaining to public transportation includes details regarding the current offerings of public transportation to aid all residents in ease of transportation throughout the city. The main emphasis of the comprehensive planning process related to transportation is to ensure adequate opportunities for goods and people to transport effectively throughout the city limits.

Roads and Bridges

In the land use planning process, community transportation issues can be complex and challenging. Transportation weighs heavily in planning for local fiscal capacity and future land uses. It's important to stay focused on safety, efficiency of movement, energy efficiency and conservation, cost effectiveness and the local need and interest in different modes of travel. Several transportation related problems and issues have been identified and are explained here. The locally acceptable approaches for avoiding problems and meeting the future transportation demands of Presque Isle are identified in the policies/strategies section.

Most residents probably take for granted that Presque Isle is a regional transportation hub. The City has several major transportation corridors including US Route 1, Route 227, Route 10, Route 205, Route 163, State Street, and the Conant Road. These highway segments are vital corridors for commerce and for residents traveling to and from work and other daily needs. More recently, issues relating to different modes of transportation (horse and carriage, bicycle and pedestrian, and motor vehicles) have arisen. Local roads, collectors, and arterials also serve the needs of residents to access services and employment.

Other, equally important, transportation related topics include alternative modes of transportation and parking. Presque Isle has many alternative transportation assets and over the years, has made a lot of progress in increasing and improving in these areas. The Aroostook Regional Transportation Systems (ARTS) is headquartered in Presque Isle and a vast majority of their trips are generated either within the City or to the City. Presque Isle International Airport is also located in the City and provides daily flights to Washington DC. Beyond the need to provide safe, convenient access for bicyclists and pedestrians to businesses and schools, there is significant overlap of tourism and recreation when we discuss modes of transportation. Pedestrian, snowmobile, and ATV access to businesses and services have significant economic value. Presque Isle offers a system that is generally safe, well maintained, cost effective and diverse.

Statewide Airports

Maine is broken down for aviation planning purposes into eleven (11) regions in the Maine Aviation Systems Plan (MASP) prepared by the Department of Transportation, Office of Passenger

Transportation (2005). Region 11, which covers all of Aroostook County, has four (4) system airports. These airports include Presque Isle International, Northern Aroostook Regional, Caribou Municipal, and Houlton International. The existing airside facilities at Loring AFB and other smaller privately-owned airstrips are not included in the MASP analysis.

Presque Isle International Airport

The Presque Isle International Airport (PQI), located in Presque Isle, is one of only four fully certificated airports in the State operating under Federal Aviation Regulations (FAR) Part 139. The airport has two large paved runways measuring 7,440’ x 150’ and 6,000 ft. x 100 ft. PQI has been designated an economic development airport and provides Aroostook County with daily commuter flights as well as scheduled flights operated by two (2) overnight freight companies. Principal facilities at the airport include an air terminal building, a general aviation terminal, and hangar facility, a crash rescue, and maintenance building, and an office and hangar complex.

NMRA offers a full line of aviation services including air charter, aircraft maintenance, flight instruction, fuel services, aircraft de-icing, and on-call customs and agricultural clearance services. The facility offers a full instrument landing system (ILS) and a variety of additional current technology navigational aids. The airport, although not currently used on a regular basis by larger commercial jet aircraft, has the capacity to handle such craft.

Presque Isle International Airport is operated by the Airport Department. The Department is run by an Airport Manager and employs an administrative assistant as well as 7-8 grounds persons. The Department’s goal is to obtain long term sustainable growth in revenues, aircraft operations, and aviation services. The growth will be managed in such a way that it reduces the dependence on local and county taxpayers. The airport department’s vision is as follows:

- Promote the establishment of a military/government aviation presence.
- Increase enplanements and deplanements.
- Enlarge security hold room as enplanements warrant.
- Develop partnerships with community organizations such as Chambers of Commerce.
- Establish an Air Show Committee.
- Secure federal funding to implement the 20-year Airfield Capital improvement Plan.
- Implement Capital Improvement Plan to maintain airfield and buildings.
- Expand upon general aviation services.
- Attract additional aviation-related businesses.

Overall, the facilities are in excellent condition. In total, Presque Isle expects the Federal Aviation Administration’s Airport Improvements Program to fund approximately 95 percent of the planned capital investments. The department is planning the following capital improvements through 2023:

Work Plan Year	Asset(s)	Description	Community (ies)	Estimated Funding
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include crack sealing and pavement markings	Presque Isle	\$299,000

Work Plan Year	Asset(s)	Description	Community (ies)	Estimated Funding
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include perimeter fencing improvements.	Presque Isle	\$258,000
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include crack sealing and pavement markings.	Presque Isle	\$299,000
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include hangar taxi lane paving.	Presque Isle	\$464,000

Source: MaineDOT, 2021

Airport officials are working towards the increased marketing of the airport and the services provided. There has been a concerted effort to obtain regional jet service that could potentially open other hub cities for fliers in the region. A recent study indicated that Presque Isle International Airport only gets about 8.0% of the total enplanements in its catchment area. Being able to attract these fliers back to PQI may make it more attractive to a regional carrier that provides jet service. Airport officials are working with the present carrier to examine pricing and service issues. In addition, potential new carriers are being contacted regularly to see if there is any interest in servicing northern Maine.

The Federal Aviation Administration (FAA) operates a long-range radar facility (ARSR 4) on the Albert Road in Caribou. The radar has an operational radius of 250 miles and services air traffic from airports located in Presque Isle, Caribou, Houlton, and Frenchville. There are two full-time and one part-time federal employees located at the site that oversees the day-to-day operation.

There is a Doppler weather radar system in Hodgdon which indicates areas of active precipitation and fills a previously existing gap in the nationwide coverage of weather service. The local TV and radio weather sources use the reports and advise people (travelers) of weather conditions.

Freight Routes

In 2001, the Regional Transportation Advisory Committee (RTAC) and Maine DOT designated certain routes in the region as heavy haul truck routes. Heavy haul truck routes are a highway network that carries the most significant heavy haul truck traffic into and out of the region. Heavy haul trucks are those with three or more axles. Routes designated in the central Aroostook area include: Route 161 (Allagash to Fort Fairfield), Route 1 (Fort Kent to Danforth), Route 1-A (Van Buren to Mars Hill), Route 89 (Caribou to Limestone), and Route 163 (Ashland to Easton).

Rail

The State of Maine purchased the Montreal, Maine and Atlantic Railway, LTD (MMA) to avoid its discontinuation and to continue to provide dependable transportation of products into and from the Aroostook region. According to the *Due Diligence Report: Montreal, Maine & Atlantic Railway*,

prepared for MaineDOT in 2010, if the State can provide consistent and reliable service, the rail line operations, upon which the forestry industry depends, can be profitable. MaineDOT has arranged for the Maine Northern Railway, a subsidiary of J.D. Irving Ltd., to operate what is left of the MMA line.

The Maine Northern Railway Company Limited is a 258-mile US and Canadian short line railroad owned by the New Brunswick Railway Company, a holding company that is part of "Irving Transportation Services", a division of J.D. Irving Limited. Maine Northern Railway operates over tracks that were originally built for the Bangor and Aroostook Railroad but were most recently owned and operated by the Montreal, Maine, and Atlantic Railroad. Approximately 233 mi of Maine Northern Railway's route is owned by the state of Maine while the remaining 25 mi is owned by the railway outright, including the tracks in Canada. Maine Northern Railway is reliably running 200 car trains 4 times a week. While currently, the primary user of rail transport is the forestry industry, the State's goal is to encourage more transport of agricultural products by rail. Maine Northern Railway is continually looking for new customers throughout Aroostook County.

There are approximately 20 miles of rail line in Presque Isle with a crossing located Route 1 and Route 163 The line accesses the Presque Isle Industrial Park where there was an intermodal facility. The intermodal facility is currently not in use but continually looks for potential customers.

MaineDOT also offers an Industrial Rail Access Program (IRAP) to encourage the development of access to rail. The program is a 50:50 match, with the State providing half and either the rail company or a manufacturer providing the other half of the cost of building spurs. Fort Fairfield participated in the program and though its project was not initially successful when the rail was owned by MMA, the State took back the line and it appears to be working well under NMR's management. The State is about to announce another 10 projects and there will be other rounds in competition for State funds for this program.

Rail is a key component in the region's economic development plan and one that could greatly enhance the region's economic development potential especially if fuel prices continue to climb. If these issues could be resolved shippers have expressed a willingness to utilize rail again.

Intermodal Facilities

Presque Isle Industrial Council operates an intermodal facility located in the industrial park. This facility enables cargo containers to be transferred to train flatbeds via a piggy packer. Since the economy of northern Maine is based on natural resources, which tend to be high volume and low value, this facility was designed to open new opportunities for economic growth and enhances the ability of northern Maine farmers and manufacturers to ship products throughout the United States. Rail lines connect with another intermodal facility located in southern Maine.

According to PIIC staff, the \$3.3 million-dollar facility is in excellent condition with no renovations planned for the foreseeable future. PIIC currently carries no debt and maintains the yard, equipment, and tracks. There is ample land for any potential needs that may arise at the facility. PIIC maintains rail and equipment that can meet projected future needs at the facility. In 2009, MaineDOT re-allocated the intermodal loader equipment to Waterville with the understanding that a similar piece of equipment will be restored to Presque Isle if the need presented.

The major challenge for the intermodal facility is lack of use. As stated previously, the facility is in excellent condition and available at a competitive cost to the region's manufacturers. However, it is underutilized due to a variety of reasons. Shippers, as stated in the rail section above, did not have the confidence in the former rail provider which inhibits businesses from committing to the facility out of concern that the rail provider may not remain in operation. City officials recognize the need to continue to pursue shippers now that a new railroad owner and operator are in place. City officials and MaineDOT intend to re-initiate conversations with shippers to utilize this valuable resource.

Public Transportation

Bus Station/Bus Stops

At the moment, there is only a singular distance bus service provided by Cyr Bus Line. That bus service stops at a number of locations on its way south. The City and northern Maine, in general, could use a bus company that offers a faster, more convenient, non-stop service to Portland and Boston. A small bus station and one or more designated "bus stops", with canopies, should be considered at the location of the Community Center for the greater convenience of the traveling public. Additionally, there is ample parking located along Riverside Drive and Chapman Street area which would serve as a safe location for a bus stop.

Aroostook Regional Transportation System (ARTS)

Aroostook Regional Transportation System, Inc. (ARTS) was incorporated in 1979 and was certified as a regional transportation corporation, in accordance with the provisions of Title 30 MRSA, Section 4977A, on November 9, 1979. ARTS' corporate headquarters are located in Presque Isle. ARTS is a private, non-profit agency that brokers and provides transit service to the general public, individuals with disabilities, low income and senior people in Region 1, includes all of Aroostook County, Danforth in Washington County, and Patten/Stacyville in Penobscot County. ARTS has over 40 years' experience providing public, social service, and non-emergency medical transportation through a variety of transportation modes including agency vehicles, volunteers, private car drivers, and prior to the initiation of a brokerage system delivered payments for MaineCare Friends & Family, Waiver Providers, Volunteers, Taxis and a Fixed-Route Provider. ARTS currently maintains on-going contracts with the Maine Departments of Transportation (Maine DOT) and Health and Human Services (DHHS) that includes these sub-departments; Child & Family Welfare and MaineCare services as well as local agencies. Under these contracts, ARTS provides transportation services to the seniors, mentally and physically challenged, home and community-based services, as well as the general public.

Currently, ARTS provides the following transportation services in Region 1:

- MaineCare non-emergency transportation services: Services include door-to-door transportation to MaineCare members for medical appointments. ARTS provides this service on referral from Logisticare.
- Administration of the volunteer driver program: ARTS has recruited and trained volunteer drivers throughout the region and there is on-going recruitment for volunteer drivers.
- Provides transportation to a variety of riders going to employment opportunities, medical appointments, and educational programs.

- ARTS has provided transportation to Maine DHHS Child and Family Services for over 40 years. This service is critical to the well-being of children and their families.
- ARTS has provided school bus transportation for a private school facility for over 40 years. This transportation helps children with disabilities receive educational programs. ARTS provides general public transportation throughout Aroostook County from each town in the County at least once a week to the nearest commercial center. Services are available to all members of the general public from outlying towns to the commercial center and pick-up services are available in-town to the elderly and handicapped only. Fares are charged to members of the general public and a half fare is charged to the elderly and handicapped. No fare is charged to Medicaid clients going to Medicaid covered services or to the elderly and handicapped going to a medical appointment. Services are provided to individuals with special needs who attend daily work or rehabilitation programs. These daily runs are also available to the general public, but no deviation from the special runs can take place due to time limitations.

The general public is theoretically free to schedule rides with ARTS, although less than five percent of the current ridership is unsubsidized fare-paying customers. The average worker cannot use ARTS as a commuter service, because:

- a) General-public riders are taken on a space-available basis only, so even a ride scheduled well in advance will be bumped if the transit vehicle is at capacity with contracted clients; and
- b) Demand-response systems serve some rural communities just one day a week, with fluctuating departure and arrival times.

The sporadic nature of demand-response service eliminates public transit as an option for rural workers with inflexible hours, shift workers, and those with on-call or overtime work responsibilities.

Cyr Bus Lines

Cyr Bus Lines provides daily regional bus service from northern Maine to Bangor and points south with connections to the major national bus lines. The northernmost pick-up point for the bus line is in Caribou and Cyr has a stop located on Main Street in Presque Isle.

Presque Isle's Road System

The road system in Presque Isle links residents of the community with the rest of Maine, Canada, and beyond. They are generally in good condition for present levels of traffic with the roads in the worst condition being State routes. With continued routine maintenance, the scraping back of the shoulder build-up, and the cleaning of the ditches, the life of the roadway surface can be prolonged and save the City money. It is important to note in this comprehensive plan that there are a number of gravel roads in the City, which should be targeted for upgrading from gravel roads to paved ways. These gravel roads should be improved to paved ways during the term of this comprehensive plan. Should continue growth and development pressure occur, a thorough look at transportation systems, design, construction, and maintenance will be necessary.

Funding for local projects is obtained from several sources, these include:

- The Local Road Assistance Program (LRAP), which consists of both the Rural Road Initiative and the Urban Road Initiative, municipalities receive regularly scheduled payments from DOT for capital improvements to local roads and rural State Aid minor collector roads. Funds can only be used for capital improvements which are defined as any work on a road or bridge that has a life expectancy of 10 years or restores the load-carrying capacity”. These funds may be used only for maintenance and improvements of public roads.
- 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 “that support and sustain the transportation needs of the tribes and the traveling public”. Local governments, such as 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 MaineDOT defines as the most important in the state. These are designed to carry significant high-speed long-distance traffic. When improvements or upgrades are necessary to these roads, substantial Federal funding is usually available. Collector roads that collect and distribute ("feed") traffic to arterial roads are called collector roads. As a general rule, they serve places of lower population density. The State provides routine maintenance to these roads, and the City has the winter responsibility for plowing and sanding the roads and the numbered routes within the Urban Compact Area. Finally, local roads are roads that the MaineDOT defines as all roads not in the first two categories. These roads are maintained by the City for local use and provide service to adjacent land areas and usually carry low volumes of traffic. There are 106.9 miles of local roads in Presque Isle.

Potential Problem Areas

The following areas have been observed as potential trouble spots or issues and should be reviewed in the context of this comprehensive plan. These include improperly designed intersections, drainage problems, and/or snow drifting issues. Through the drafting of policies and the application of strategies, these potential problem areas could be eliminated.

One of the major transportation issues in Presque Isle is Main Street. Like many communities that have a major arterial that also serves as Main Street, heavy truck traffic in the downtown is one of the major problem areas identified by City officials. Trucks have a difficult time turning onto Academy Street from Route 1 and onto Main Street from Route 163. These issues lead to the discussion concerning by-passes around Presque Isle. Many of the trucks are coming from the commercial forestlands located west of Presque Isle and from agricultural areas and attempting to access mills and plants located in Easton. City officials feel that a western connector from Routes 227 and 163 along the Parsons Road to Maysville Road would significantly reduce the truck issues from trucks entering downtown from the west. This connector along with the “industrial” connector from Maysville to the Conant Road would greatly enhance the traffic movement downtown. See the section entitled “Presque Isle/Easton Industrial Connector Road”, which follows for more details

about the importance of an east/west by-pass and its priority to our community.

Several other issues were also identified:

- Lathrop Road is a gravel road leading to the landfill. It must be partially posted during the spring thaw.
- Williams Road was never constructed to a standard. It needs right of way work, drainage, curbs, and reconstruction.
- Academy Street needs a complete rebuild. This is the State's responsibility as Presque Isle maintains the road (summer) and performs winter maintenance. The project would include sidewalk rebuilds also.
- Harmony Way. Needs to be constructed to City standards before being turned over to Presque Isle.

High Crash Locations and Other safety Issues

According to MaineDOT, Presque Isle has eight (8) high crash locations. High crash locations (HCLs) were identified by MaineDOT as being locations with eight (8) or more crashes and exceed the Critical Rate Factor (CRF) of 1.00 or greater within a three-year period. A highway location with a CRF greater than 1.00 has a frequency of crashes that is greater than the statewide average for similar locations. A CRF is a statistical measure to determine the "expected crash rate" as compared to similar intersections in the State of Maine. In this regard, the analysis considers both the number of crashes and exposure over a three-year period. Identified high crash locations are:

- Intersection of Park Street and Parson's Street
- Intersection of Blake Street and Main Street
- Entrance of County Federal Credit Union and Walmart
- Second Street from Church Street to Hall Street
- Main Street from Summer Street to North Street
- Main Street from State Street to Academy Street
- Main Street from Road 3202090 to Walmart Entrance
- Caribou Road from Reach Road to Node 9385

A relatively new safety issue for Presque Isle and several surrounding communities is the increased population of Amish and their mode of transportation. The Amish use of horse drawn carriages or walking along state and local roads has created some traffic conflicts in City. Although the use of lights and reflectors is increasing among the Amish community, not all means of transportation contain sufficient safety warnings. Heavy truck traffic, community events, and general pass thru traffic has, at times, created a major transportation safety problem as numerous buggies utilize these roads in City. At the writing of this plan, no deaths have occurred although several accidents have happened.

MaineDOT has worked with Presque Isle to place "Share the Road" signage at strategic locations within the community, oftentimes along routes to and from Easton where the largest Amish population resides. The City may also wish to work with Easton and elders in the Amish community to develop a system of improving the visibility of Amish vehicles for passing motorists through the increased use of reflectors, safety (slow moving traffic) triangles, lanterns, and other safety solutions.

Speed Limits

Speed limits have been identified on the Transportation Map located at the end of this section. For the most part speed limits within the urban compact area are 25 mph and increase as one moves away from the more populated area of the community. City officials need to be aware that as development occurs and is encouraged along arterials and major collectors, such as Route 1, 163, 10, and 227 that traffic impacts can have a detrimental impact on the economic development potential in that area. At the present time, development does not appear to be impacting traffic in other areas.

Sidewalks

There are approximately 24 miles of sidewalks in Presque Isle that are in fair to good condition. Several projects that should be considered including:

- Extending sidewalks on Academy Street to Erskine Street.

City officials are also currently seeking ways of getting pedestrians off of busy roads in an effort to improve safety. Solutions include better access to the pedestrian and bike paths in town and the extension of sidewalks around the IGA.

Parking

Parking in the downtown and the shopping areas on Main Street appears to be adequate at this time. As part of a larger downtown revitalization plan, it is suggested that the revitalization Committee review parking at the Riverside Inn lot in the back of Main Street. Suggestions could include the lot being remarked and reconfigured. Since this is part of a larger effort involving downtown revitalization and since parking has been deemed very important to that revitalization effort, “refurbished and r-designated” parking is a high priority project for Presque Isle. As other projects are investigated and completed regarding parking, City officials will seek funding for the completion of this project.

There are certain time periods when parking may occur on the roadway shoulders, such as at the churches during Sunday services and during peak user hours at public buildings. This should be monitored by the City and additional parking planned when appropriate. If additional commercial or industrial development were to take place, the location, kind, dimensions, and quantity of the parking on those lots should be reviewed.

Handicapped parking is available at the City Office, the schools, library, at strategic locations in the downtown, the shopping centers (i.e. The Aroostook Centre Mall/Lowe’s, Graves Shop & Save, Walmart, North Street Plaza), and post office. There is an adequate number of handicap parking spaces located at the Hospital.

Gateways

The entrance to a community provides an important first impression to the resident and visitors alike. The City of Presque Isle is currently working to beautify and revitalize its downtown. Presque Isle also has several major transportation corridors located within the community. These corridors are used by visitors to the region and city officials should consider applying for funding to enhance the gateways to Presque Isle. Gateway funding can provide the framework for making a positive first impression as visitors and residents enter the community. City officials may wish to consider looking at developing gateway projects on Route 1 near the Westfield and Caribou town lines.

Trails

Old logging roads, railroad rights-of-way, and trails serve as cross-country skiing, snow-shoeing, and snowmobile trails in the winter; hiking and nature trails during the non-winter months; and access for fire control year-round. The continued maintenance of these trails for recreation and transportation pursuits will enhance recreational and transportation programs and economic development in the area.

There are approximately 125 miles of State-supported snowmobile trails in the Presque Isle area. These include: ITS 83 (north-south) and ITS 88 (east-west) and 74, 76, 76A, 81A, 81B, and 81C. ITS 83 runs from just south of Hodgdon to the north up through Caribou and ITS 88 from just west of Fort Fairfield and heads west to Ashland. The other feeder trails in the area are fully maintained by the Snowmobile Clubs, these include: 74, 76, 76A, 81A, 81B, and 81C which also have services provided in the area. Under a State grant, Presque Isle receives funds to cover 70% of the maintenance cost of this portion of the State System. The actual maintenance is performed by the Presque Isle Snowmobile Club. The State funds are derived from the gas tax and snowmobile registrations. Presque Isle should consider seeking a Recreational Trails Program grant, which helps to improve access to the downtown and local vendors. Such a project will accomplish at least two desirable objectives:

- Allow easier access for recreational riders to Presque Isle rather than bypassing the community.
- Help promote economic vitality in Presque Isle by enabling recreational riders to access business establishments located on US Route 1 and conversely, enabling people to "park and drop" their vehicles at these same establishments and access the trail system.

Presque Isle, because of its location, would benefit from the year-round use of trails as recreational and transportation resources. In addition, with proper and compatible trail development and tourism promotion, small scale year-round economic development could be realized. Issues that should be reviewed by this plan include, among others; compatible use of the trails; alternative trails for incompatible uses; the need for additional trails or connectors; trail maintenance; and private property rights.

Access Management

In 2000, the 119th Maine Legislature approved LD 2550, An Act to Ensure Cost-Effective and Safe

Highways in Maine. The purpose of the act is to assure the safety of the traveling public and protect highways against the negative impacts of unmanaged drainage. The law is intended to ensure safety, manage highway capacity, conserve state highway investment, and enhance economic productivity related to transportation, and conserve air, water, and land resources. The Access Management Program for Maine includes Access Management Rules and Corridor Planning and Preservation Initiatives.

The Act specifically directs MaineDOT 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 purpose of the Presque Isle Bypass is to enhance regional transportation by improving traffic mobility in Presque Isle.

The Presque Isle Bypass is a new 2-lane controlled-access highway extending northeast from Route 1 immediately north of Cambridge Road in Westfield and continuing north for 7.3 miles to the Fort Fairfield Road. While highly unlikely, there are plans, as funding and permitting may allow, to create a new bridge crossing the Aroostook River and reconnecting to US Route 1 immediately south of Brewer Road. The total length of the proposed Presque Isle Bypass is 9.8 miles, of which 0.6 miles is in Westfield.

A one and one half (1 ½) mile section was completed beginning at the Fort Fairfield Road and extending southerly to the Conant Road. The project was designed to provide transportation improvements to travel times and mobility and decrease the volume of through trucks in downtown Presque Isle, while at the same time minimizing environmental and community impacts. Sufficient right-of-way would be acquired to allow the Presque Isle Bypass to be widened to four lanes in the future. At the time of the writing of the Plan, this section is underutilized and City Officials and MaineDOT have placed signage directing traffic to the bypass. City officials are also concerned that the intersection located on Route 1 at the Aroostook Centre Mall will need to be examined as traffic increases. It is generally accepted that this is one of the most hazardous intersections in the city.

Preliminary engineering for the remaining portion of the bypass (Conant Road south) is identified in

MaineDOT’s 2021-2023 Work plan. It is envisioned that when this portion of the bypass is completed, usage will increase as traffic avoids Presque Isle’s downtown.

Maysville/Parsons Street and U.S. Route I (Main Street)

The Maysville St/US Rt. 1 Intersection concept plan shows the provision of grade-separation for Main Street and Maysville Street; it is anticipated that Main Street would be maintained at its current grade, while Maysville Street would be lowered to form a grade-separated intersection. A connector road would be constructed opposite from the existing Aroostook Centre Mall driveway on Main Street and terminate on the Parsons Street Connector west of Main Street (study completed in April 2011, Titled “Preliminary Traffic Assessment” for proposed Maysville/ Main Street connection).

The street itself would have a 25-mph design speed and would have two or three approach lanes at the Parsons Street Connector and Main Street intersections, respectively. Alternatively, the Parsons Street Connector intersection could be served by a single-lane roundabout. As a single-lane roundabout was recently constructed in Caribou, such a method of traffic control is familiar to area residents.

The Parsons Street Connector is designated by the Maine DOT as an access-controlled highway. However, Title 23 of the Maine Motor Vehicle Statues, states *“The Department of Transportation and the municipalities shall deny ingress to and egress from property abutting the highway when access rights have been acquired by the department, except that the Commissioner of Transportation may allow access for the development of state and state aid highways and may approve a relocation of an existing break in a control of access consistent with rules adopted pursuant to subsection 2.”*

Thus, it appears the Commissioner of the MaineDOT could allow the intersection on the Parsons Street Connector as shown on the enclosed concept plan. The previous page also illustrates the fourth leg to the proposed Parsons Street Connector intersection for a new full-access driveway to the Marden’s/Shop n’ Save plaza on Main Street.

Conclusions

- ***Operations with Phase I+II of Bypass and Existing Route 1/Maysville Intersection***

Based on the review and analysis of the four scenarios contained in the preliminary study, it is the opinion of the City’s engineering consultant that the intersection of Maysville Road and Route 1 as it is currently constructed would continue to operate acceptably following Phase I+II of the Bypass project. However, left turns from Route 1 southbound to Maysville Road would likely operate with some delay, and the intersection would likely continue with the current collision rate.

- ***Operations with Phase I+II of Bypass and Potential Grade-Separation***

It appears that the grade separation of Route 1 and Maysville Road and its related connector road can accommodate the changes in traffic volumes associated with Phase I of the proposed Bypass project. While addressing the collision issue, the vehicular delay for north-south traffic traversing Maysville Road and the proposed intersections will be greater than that associated with Phase III (the bride crossing) of the Bypass project.

- ***Operation with Phase III of Bypass***

Based on a review of the mapping prepared for Maine DOT, it appears that the construction of Phase III of the Bypass would result in a significant reduction of travel distance and delay for vehicles headed to or from north downtown Presque Isle using Phases I-II of the Bypass. Five Point Intersection Redesign

In October 2012, the City's Planning Board and Planning & Development Office initiated a re-zoning of portions of Industrial Street and Parsons Street to facilitate the conversion and designation of this portion of the City's transportation system as a heavy truck route. In concert with the planning work being advanced for the Maysville Street and US Rt. 1 intersection and the first phase of the bypass, it is anticipated that this major transportation truck route destination will significantly reduce heavy truck and pedestrian conflicts within our downtown.

It has been the vision and plan of the City of Presque Isle, for many years, to positively impact the amount of truck traffic that moves through the downtown in an east to west and west to east fashion. With the anticipated opening of the first section of the by-pass, the City intends to create a designated truck route for such traffic. The intention is to create the route from Mechanic Street along Parsons Street to Fort Road. Traffic will then use the constructed by-pass to the Conant Rd. This route will reduce the number of left-turning moments that are currently required by trucks in our downtown area.

One of the potential bottlenecks that will make the proposed truck route more difficult is the so-called five-point intersection (State, Dyer, Parsons and Mechanic Streets). The City has requested that the Maine Department of Transportation included the necessary engineering, design and construction funds to conduct the studies necessary to improve this intersection to more effectively handle the proposed truck route. In addition, the City requested that the Department of Transportation include the funding necessary to improve the design of the intersection and fund those improvements.

Transportation Impacts on Downtown Revitalization

A transportation consult firm, named Eaton-Peabody and Gorrill-Palmer Engineers team was retained in August of 2011 to analyze options for changing vehicular traffic flow in downtown Presque Isle to:

1. Improve the pedestrian experience.
2. Enhance the value of existing businesses and attractions.
3. Alter land-use patterns to attract and support new investments.
4. Accommodate the location of a new community center.

The study was to consider existing traffic constraints such as the rail line, which runs through the downtown parallel to Main Street and the Presque Isle Stream which channels traffic across the State Street and Park Street Bridges. The study was to examine alternative downtown traffic patterns with reference to the proposed North-South Highway through Presque Isle to understand what effect, if any, that highway would have on the options studied for the downtown.

After consultation with the City, the study area was defined to run along Main Street from the

northern border of the University of Maine campus to Allen Street and be bounded on the west by the Presque Isle Stream and on the East by Second Street. Ultimately, the concepts explored most intensely involved the area from Chapman Street to Allen Street. A focus was given to those options which would reduce the number of left-turn movements and in particular those associated with Maine and State Streets and Main and Academy Streets. Summary: Presque Isle Downtown Transportation Planning Study-2012

If it was the City's objective to move vehicles along Main Street through the downtown as unencumbered as possible this analysis reveals that the status quo is a competitive option. However, based on the purpose of this study, the City's objectives as stated previously are as follows:

1. Improve the pedestrian experience.
2. Enhance the value of existing businesses and attractions.
3. Alter land-use patterns to attract and support new investment.

Two options surfaced during the study. The City is best able to advance these objectives with the Academy Street extension option, which is anticipated to only slightly compromise traffic flow on Main Street even if the bypass is not built at all. The construction of the proposed easterly bypass either partially or fully offers some beneficial impact to downtown traffic flows but the anticipated benefit is not dramatic.

There is a more noteworthy overall compromise to traffic flow on the side streets of Main and Academy by instituting the three-lane configuration. However, this diminishment of flow is not viewed as serious and is more than offset by the other gains to be realized. The move to a three-lane configuration on Main Street enhances pedestrian safety and perceptions of ease of accessibility. This is simply due to the narrowing of the crossing of Main Street and the likely reduction of vehicle speeds this configuration is expected to generate.

According to the study, the Academy Street extension option has the added benefit of creating a pedestrian crossing of the railroad tracks more proximate to the downtown also connecting pedestrians to the amenities of the Stream and the proposed community center.

The Academy Street extension supports the recommendation of the Maine Downtown Center for Presque Isle's downtown by building out the depth of the downtown beyond Main Street moving more toward a grid and away from a linear pattern. This option should also improve access to parking west of Main Street between Chapman and State Streets.

As mentioned previously, future refinements to the downtown plan, if using the Academy Street option, should consider a pedestrian mini-park where Chapman now connects to Main Street. Similar consideration should be given to space now occupied by the access to parking on the west side of Main Street between State and Chapman Streets if this is viewed as redundant once Academy connects to the same parking area a short distance away. Eliminating these two access points to Main Street to create pedestrian amenities would likely also improve traffic flow and parking.

The obvious negative to extending Academy Street is that it impacts existing businesses and private property. It does not appear to impact national register eligible historic properties as earlier concepts involved. Nevertheless, a negotiated approach is encouraged, and the City should consider the many

apparent options available for relocation including onto current property held by the City west of the rail tracks to spur the build-out of the downtown.

As the community analyzes the options it is suggested that it focus its attention on comparing the status quo with the option of the Academy Street extension. The three-lane only configuration is not a strong contender.

To assess the pros and cons of these two suggested options, the following measures might be applied to rank the options. These measures arose through public dialogue and are offered in no particular order.

1. Economic growth potential –a catalyst for development
2. Pedestrian and vehicular safety
3. Pedestrian and vehicular access to businesses
4. Aesthetics and amenities
5. Public support
6. Ease of implementation -regulatory hurdles, financing, property transactions
7. Consistency with prior plans
8. Tax base enhancement
9. Historic preservation
10. Support for proposed community center investment`

Mapleton Road to Parsons Road Connector

A less significant priority is a connector from the Mapleton Road (Rt. 163) following approximately parallel to the railroad spur serving the Presque Isle Industrial Park and connecting onto the Parsons Road connector is an essential part of this project east/west by-pass. Such an east/west by-pass or heavy truck connector route will re-route heavy truck traffic away from and around the City's commercial center.

US Route 1 to Skyway Industrial Connector

Another transportation priority for the City of Presque Isle is the construction of a North/South Connector to the westerly side of the City's downtown with connection to the Skyway Industrial Park. This north/south connector should be aligned, as proposed in the early 1990s by Louis Berger & Associates and consistent with environmental assessments. It should be noted that since the 1960s, city officials have planned for a westerly by-pass of the city. As such, appropriate growth within the city has been directed to the west (industrial parks, airport, and commercial development) while high-end housing has been encouraged east of the downtown. The westerly connector would accomplish 2 important issues within Presque Isle, reduce or eliminate both the east-west issues and the north-south and protect the growth that has occurred within the city. City officials strongly urge MaineDOT and FWHA to reconsider the western connector option.

The construction of a westerly connector would run north and south connecting to the Skyway Industrial Park and the Parsons Street "Heavy Truck" Connector route to U.S. Rt. #1, south of the Bangor & Aroostook railroad trestle. Such a westerly connector could parallel the State of Maine rail line & thereby reduce impacts to a reasonable level.

Capital Work Plan

The Maine Department of Transportation’s (MaineDOT) new Calendar Year 2021-2022-2023 Work Plan (Work Plan) supports the department's mission, "To responsibly provide our customers with the safest, most reliable transportation system possible, given available resources." The Work Plan contains projections of transportation resources (federal, state, other) and MaineDOT’s strategy to apply them to the planning, engineering, construction, operation and maintenance of transportation infrastructure of all modes throughout Maine. The Work Plan emphasizes focusing scarce transportation resources on existing critical infrastructure needs, primarily roads and bridges, to the greatest extent possible.

Presque Isle regularly provides input to MaineDOT as to projects listed in the Plan. Every two years, municipalities are asked to submit prioritized lists of projects for potential inclusion in the Plan. In addition to the two bridge projects listed in the following section, there are thirteen (13) projects listed in the 2021-2023 Work Plan for Presque Isle. The cost listed are the total cost of these projects, some of which may extend into neighboring towns. When asked, City Officials should continue to submit projects for inclusion in the Plan.

Work Plan Year	Asset(s)	Description	Community (ies)	Estimated Funding
2021	Rt. 167	Ditching on Route 167 in Presque Isle beginning at the intersection of North Street extending east 2.65 miles to the intersection of Maple Grove Road	Presque Isle	\$82,000
2021	Rt. 10	Drainage Improvements beginning 0.30 of a mile east of Egypt Road and extending east 0.12 of a mile.	Presque Isle	\$199,000
2021	Presque Isle Bypass	Preliminary engineering beginning at Route 1 at the Westfield town line and extending north 5.83 miles to the Conant Road	Presque Isle	\$2,570,000
2021	ARTS	Transit Administrative and Operating Assistance for Federal Transit Administration Sec.5311 for non-urbanized transit. Aroostook Regional Transportation System (ARTS).	Regionwide	\$1,060,000
2021	ARTS	Transit Administrative and Operating Assistance for Federal Transit Administration Sec.5311 for statewide non-urbanized transit. Aroostook Regional Transportation System ME-2020-027.	Regionwide	\$1,060,000

Work Plan Year	Asset(s)	Description	Community (ies)	Estimated Funding
2021	ARTS	FTA Section 5310 Capital Assistance. Mobility For All Discretionary Grant. D2020-MFAP-008	Regionwide	\$235,000
2022/23	Route 1	Bridge rehabilitation Clark Bridge (No.2155) over Clark Brook. Located 0.27 of a mile north of the Westfield town line	Presque Isle	\$1,170,000
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include crack sealing and pavement markings	Presque Isle	\$299,000
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include perimeter fencing improvements.	Presque Isle	\$258,000
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include crack sealing and pavement markings.	Presque Isle	\$299,000
2022/23	Presque Isle International Airport	Safety and infrastructure improvements that may include hangar taxi lane paving.	Presque Isle	\$464,000
2022/23	Parsons Road	Beginning 0.85 of a mile north of Route 163 and extending north 0.10 of a mile.	Presque Isle	\$100,000
2022/23	Rt. 167	1 ¼ overlay beginning 0.14 of a mile east of North Street and extending east 0.45 of a mile. Continuing 0.24 of a mile east and extending east 1.95 miles.	Presque Isle	\$1,470,000

Source: Maine DOT 2021

Bridges

There are sixteen (16) bridges in Presque Isle as identified by the MaineDOT. Nine (9) are owned by the MaineDOT, one (1) by Presque Isle, four (4) by the railroad, and two (2) undetermined. MaineDOT performs detailed inspections of all public bridges to ensure the public's safety every two years. There is a numerical rating system that is used during these inspections. With these inspections, MaineDOT prepares a list of prioritized bridges projects for the Work Plan. In 2021, MaineDOT listed the Presque Isle Sub Rail Line bridge (#7805) as having rehabilitation (\$1,640,000), H.N. Flagg Memorial Bridge (#2189) having bridge beams ends and bearing painting (\$318,000), and Clark Brook Bridge rehabilitation (\$1,170,000).

Bridge Inventory, 2021

Name	Number	Owner	Route	Year Built	Deck Condition	Channel Condition	Culvert Condition
H.N. Flagg Memorial	2189	MaineDOT	1	1982	6	7	N/A
Presque Isle Stream	1551	MaineDOT	Rt. 163	1978	5	7	N/A
Maysville St. (Over BARR)	6375	MaineDOT	Maysville St. Ext.	1994	7	N/A	N/A
Limestone #01	7751	Rail	Limestone Sub.		N/A	N/A	6
Limestone #01.66	7752	Rail	Aroostook River rail	1937	5	6	N/A
State Street Overpass	6490		State Route 55	2018	8	N/A	N/A
Gold Star Memorial	3881	MaineDOT	Park St.	2003	7	7	N/A
State Street	3550	MaineDOT	Rt. 163	1979	7	7	N/A
Chapman Street	5524	Presque Isle	Chapman Street	1953	6	6	N/A
Presque Isle #24.91	7805		Presque Isle Stream	1909	6	4	N/A
Arnold	2421	MaineDOT	Chapman Street	1928	5	5	N/A
B&ARR/US Rt. 1	0106	Railroad	US Route 1	1979	N/A	N/A	N/A
Clark Brook	2155	MaineDOT	US Rt. 1	1952	N/A	6	4
Clark Brook #4	5290	MaineDOT	Egypt Road	1951	N/A	6	5
Phair Crossing	3259	MaineDOT	Rt. 10		5	N/A	N/A1936
Limestone #8.54	7820	Rail	Hardwood Brook		N/A	4	3

Source: MaineDOT 2021

US Bike Route 501

The Federal Highway Administration designated a federal bike route (USBRS 501) located in Penobscot and Aroostook Counties, Maine. The bike route designation complements to the existing US Route One Bike Route located in southern and Downeast Maine. The route is located on existing state and local roads and/or existing bike and pedestrian trails in the region. USBRS 501 connects to the existing US Bicycle Route in Bangor and terminates at the Dickey Bridge in Allagash, a distance of 344 miles. In Presque Isle, the following routes/roads were designated; Egypt Road, Henderson Road, US Route 1, Spragueville Road, Chapman Road, Riverside Drive, Route 163, Parsons Street, and Parsons Road.

It is envisioned that US Bike Route 501 will bring significant economic, transportation, environmental, and health benefits to residents and visitors of both counties. The route is shown on national maps and be identified as a bicycle tourism destination. While the main goal is to attract long distance riders from throughout the United States, it is also envisioned that local short distance

(family) ridership along the route will increase. A safe bike route will provide a healthy transportation and recreational opportunity for all residents in the region.

Transportation Summary

Presque Isle is a transportation hub for Aroostook County and contains transportation systems of regional and statewide significance. Roads have been the top priority in transportation planning in the region for many years and Presque Isle has been extremely proactive in its pursuit of maintaining a safe and efficient road system and is more advanced in thinking and programs than many communities in Maine. One of the major north/south corridors serves also as Presque Isle's Main Street (U.S. Route 1) with reduced speed limits, a variety of traffic types, business, and industry, pedestrians, and bicyclists utilizing the corridor. As a result, traffic is oftentimes congested in these areas making it difficult for through traffic to reach destinations in a timely manner.

- City officials have recognized that unrestricted access to this arterial roadway, in particular, Route 1, can ultimately result in increased traffic congestion and safety problems. Officials also have recognized that growth has occurred along Main Street between Rice Street and Maysville Road and are encouraging infill development in this area. However, they have recognized that Route 1 is strategically important to the region and have begun to take steps to protect the capacity of the route.
- The City of Presque Isle places a priority on a westerly connector, as outlined in the early 1990s engineering studies by Louis Berger & Associates, Inc. Such a westerly connector would have a positive impact on both Central Business District commuters, businesses & pedestrians, as well as increasing the economic development benefits & impacts to the Skyway Industrial Park. This is the preferred westerly connector alignment over all others preferred to date.
- Presque Isle International Airport is also an asset that if developed to its full potential could have a significant positive impact on the region. This airport contains a wealth of infrastructure that is not found north of Bangor and is in excellent condition. Completion of projects listed the CIP will ensure that the facility remains a viable and important resource to the region. Airport officials are working towards the increased marketing of the airport and the services provided. City officials should continue to seek funding to update and maintain the infrastructure at the facility.
- A pedestrian transportation study should be funded and conducted to help determine what sorts of transportation facilities and improvements could be made within the City to encourage further pedestrian traffic & accessibility to necessary services.

Transportation Goals, Policies, and Strategies

State Goal

Plan, finance and develop an efficient transportation system to accommodate growth and economic development.

Local Goal

Maintain and develop a safe and efficient transportation system that meets the broad interests and needs of the community and fosters economic prosperity.

Policy	Strategy	Responsibility	Timeframe
Improve the safety and efficiency of traffic flow on all of Presque Isle’s roads	Work with MaineDOT to make design improvements at the Five Point intersection. This may include the construction of a roundabout.	City Officials/MaineDOT	2021 and on-going
	Work with MaineDOT to make design improvements on Main Street near Academy from US Route 1 and near Route 163 to better facilitate heavy truck traffic turning at the Five Point intersection. This may include the construction of a round about	City Officials/MaineDOT	2021
	Designate Parsons Road to Maysville Roads as a Heavy Truck bypass and place signage directing traffic to this route.	City Officials/MaineDOT	2021
	Upgrade or work with landowners to upgrade Lathrop Road, Williams Road, Harmony Way, and Academy Street to City design standards.	City Officials	2022 and on-going
	Work with MaineDOT to reduce the number of High Crash Locations within the City. Projects could include no to low-cost alternatives traffic calming, vegetation trimming, better pedestrian crossing markings, and eliminating dangerous parking spaces	City Officials	On-going
	Seek funding from the MaineDOT to construct paved shoulders on the entire length of Route 1.	City Officials	2024
	Add streetlights within the populated residential areas of the designated Growth Area as needed	City Officials	On-going
	Install signage on the Parsons Road and Maysville Road to direct heavy truck traffic away from Presque Isle’s downtown.	City Officials	2021

Policy	Strategy	Responsibility	Timeframe
	Work with the Amish community on ways to reduce the amount of animal waste left alongside the roads.	City Officials and MaineDOT	On-going
	Add additional “Share the Road” signage at strategic locations near Amish farms, community centers, and businesses.	City Officials and MaineDOT	On-going
Improve the safety and efficiency of traffic flow on all of Presque Isle’s roads	As new development occurs, ensure that the State’s Access Management rules are followed, and appropriate permits are obtained.	Planning Board	On-going
	Plant trees in areas where snow drifting is a problem as landowners allow. Work with MaineDOT to determine if alternate anti-snow drifting measures can be installed.	City Officials and MaineDOT	2016
	Require proof of MaineDOT highway entry permit for new developments along state roads. Check with MaineDOT on compliance with required standards.	Planning Board	2021 and on-going
	Continue to submit projects for inclusion in the MaineDOT’s Capital Work Plan.	City Officials	On-going
	Continue to work with the Presque Isle Police Department and Maine State Police to enforce speed limits in the downtown.	City Officials	On-going
Maintain and broaden local options for transportation alternatives and parking.	Extend sidewalks on Academy Street to Erskine Street. Ensure that crossings are ADA compliant.	City Officials	2025
	Continue to fund the Aroostook Regional Transportation bus for the elderly and LMI populations.	City Officials	On-going
	Develop signage in the village area that directs snowmobilers, ATV’s bicycling, and pedestrian to trail systems. Include signage on USBRS 501 directing cyclists to the downtown and other amenities.	City Officials, Recreation Dept. and Planning Board	2022

Policy	Strategy	Responsibility	Timeframe
	Study the feasibility of constructing a parking area for horse and buggies with water troughs waste collection, and sawdust pads in the downtown.	Planning Board, Highway Dept., and City Officials	2021
	Work with the School Department to construct additional off-road parking at the High School.	Town Officials and School Dept.	2023
	Continue to support ATV and Snowmobile Club efforts in trail development and safety education through the Recreational Trail Program and SCORP.	Recreation Dept., Clubs, and City Officials	On-going
	Develop mapping and literature to support rural bike routes and mountain biking.	Recreation Dept.	2022
	Complete a walkability/bikeability evaluation of the community and respond to recommendations.	Planning Board	2022
	Seek grant funds and civic involvement for installation of bike stands at locations in the downtown, at the school, and at the Recreation Department	City Officials, Recreation Dept. School Dept., and Planning Board	On-going
Maintain and strengthen regionally essential transportation systems including Maine Northern Railway, Presque Isle International Airport, and Interstate-95.	Work with the MaineDOT to upgrade the rail line to Presque Isle and work with the rail provider to improve service to the intermodal facility, businesses, and industry.	City Officials and MaineDOT	2022
	Participate in all regional transportation planning initiatives including MaineDOT's Capital Work Plan, Aroostook County Emergency Management Planning efforts, and NMDC's regional transportation efforts.	City Officials, Planning Board, Highway Dept. and Recreation Dept.	On-going
	Work with Cyr Bus lines to develop additional stops in Presque Isle.	City Officials	2023
	Devote substantial economic development effort to the agricultural and forest product and other industries that require rail.	City Officials	On-going

Policy	Strategy	Responsibility	Timeframe
	Support and encourage the use of rail facilities by local companies. Work with those industries to apply for additional state and federal funding as rail projects, such as additional sidings are identified.	City Officials	On-going
	Use Presque Isle International Airport as part of on-going economic development/business attraction efforts by making Presque Isle more accessible to prospective companies	City Officials	On-going
	Coordinate and fund, with the Presque Isle International Airport major stakeholders, an on-going public relations/awareness initiative on the benefits and importance of the facility.	City Officials	On-going
	Continue to monitor and comment on the Aroostook County Transportation Study Segment 7 project which connects the Conant Road to Presque Isle.	City Officials and Planning Board	2021

RECREATION

RECREATION

Introduction

Residents have a multitude of choices for recreation and cultural events year-round. Recreation has been an essential element of community life in Presque Isle for more than 80 years. The first community-supported recreational activity began in the late 1920s when three teenage boys canvassed Main Street seeking donations to cover the costs of creating a swimming hole in the Presque Isle Stream. Within several days, the boys were able to create a swimming hole, complete with a diving board and a ten-foot-high diving platform. From those humble beginnings, the type and number of recreational programs provided by the City and available in the City have grown through the years to a level rarely found in a community of its size.

Presque Isle is fortunate to have a variety of non-municipal recreational opportunities in the city and within a short drive. Organizations like the Nordic Heritage Center, Quoggy Jo Ski Center, Presque Isle Snowmobile Club, Star City ATV Club, Aroostook State Park, University of Maine, Northern Maine Community College and Maine School Administrative District #1 each operate one or multiple recreational facilities. Other recreation opportunities exist at the fairgrounds, Presque Isle Country Club, Wintergreen Arts Center, snowmobile club and various health clubs. Partnerships between the Presque Isle Recreation & Parks Department and each of these organizations has enabled additional programming opportunities otherwise not possible. Particularly with M.S.A.D. #1, the recreation department and the school system frequently collaborate with one another to share recreational areas when appropriate.

Presque Isle Parks and Recreation Department

The Presque Isle Recreation and Parks Department is currently made up of 8 full-time staff including a Director, Program Director, Maintenance Supervisor, Forum Supervisor, two Maintenance staff, an Administrative Assistant, and a Janitor. Depending on the season an additional 20-50 part-time staff are hired to assist with programs, provide event support, meet maintenance needs, and/or help maintain grounds and parks.

An Advisory Board acts in a consulting role to the department in regard to facilities, parks, and programs. Selected by the City Council for a 4-year term, the 7-member board is made up of Presque Isle citizens who help to provide a continuous connection between the department and the citizenry relating to the recreational needs and wishes of the community.

Facilities

The City has a wide variety of parks and recreation facilities available to the public:

Sargent Family Community Center

The 30,000 square foot facility was completed in October of 2016 and includes a full-sized gymnasium, walking track, senior center with kitchen, teen center, and a multi-purpose room. It averages over 5,000 visitors a month and permits the addition of new programs.

The Forum

Opened in 1979, The Forum is a 45,000 square foot facility has a seating capacity for as many as 5,000 people for some events or it can be utilized to accommodate 25,000 square foot of vendor space. Events can range from trade shows to concerts, to conventions or sporting events. During the winter months, the facility serves as an ice arena. The Forum provides opportunities for the public to enjoy skating and hockey.

Riverside Bicentennial Park

Riverside Bicentennial Park is located on the banks of the Presque Isle Stream, within easy walking distance of the downtown business district. This area consists of approximately 7 acres of developed park space. The park has a play area with playground equipment, picnic tables, and a hexagonal-shaped covered shelter, benches, a swing bench, a shuffleboard court, and a boat ramp. The City's Bike-Walk Path connects the park with other areas of the City. Also included in the park was an arboretum, which contains more than twenty different species of trees; this educational project was undertaken jointly by the City, the Star City Arbor Council, and the Maine Forest Service.

The newest highlight of the park is the addition of a new splash pad, opened in the spring of 2018. The first such facility in the north of Bangor, this 3,700 SF water play area will provide area youth with a fun, safe, and refreshing way to keep cool in the summer. Along with this project, the parks 30'x 90' support building was renovated to better serve the park with added bathrooms, changing rooms, concession areas, and a mechanical room for the splash pad.

Thanks to efforts by United Way, Presque Isle Rotary, and Kiwanis Clubs, a new playground was installed in 2018.

Mantle Lake Park

Constructed on the shores of Presque Isle's original public water supply, this 46-acre park was initiated in 1952 by the Presque Isle Lions Club. The park facilities consist of three tennis courts, a 2-acre grassed play area, picnic tables, eight family picnic shelters, one large picnic shelter with kitchen facilities, several benches, restroom facilities, and walking trails. There is also a play area that consists of two large play structures, swings, and spring toys. On-site parking facilities can handle 50 vehicles.

Bike/Walk Way (Bike Path)

The 4.4-mile Bike Path is probably the most widely used recreational facility in the City of Presque Isle. People of all age groups use the Bike Path at all hours of the day, 12 months a year. It draws many people from the rural areas of Presque Isle and from neighboring communities who appreciate its attractiveness, well-maintained conditions, and level surfaces. The well-lighted path serves as a safe link between many different neighborhoods.

For much of its length, the Bike Path follows an abandoned railroad right-of-way, acquired by the City from the railroad under “friendly” eminent domain proceedings.

In 2017 the city was successful in obtaining a grant for fitness equipment to be installed along the route offering additional workout opportunities to the public for free. The installation occurred in 2019 and future expansion of equipment is desired.

In 2020, a new one-mile loop, which had been in development since the winter of 2019, was constructed. The loop begins at the back entrance of the Sargent Family Community Center, crosses the street and goes around the Presque Isle District Court, crosses Riverside Drive and past the playground areas and baseball field. The entire path ends after crossing Chapman Road near the community center.

The project was funded by a former Presque Isle resident and philanthropist and includes planting approximately 200 trees near the bike path. The loop will be named Mary’s Mile in the donor’s honor.

Downing Memorial Park

Downing Memorial Park is an arboreal park that has been landscaped and planted with trees, shrubs, and flowers. The park, an on-going cooperative effort between the City, the Downing family, and the Presque Isle Garden Club, has benches and other amenities and serves as an excellent mid-way point on the Bike Path.

Bishop’s Island Ballfield

In October of 2000, the Recreation and Parks Department received a matching grant from the Land and Water Conservation Fund through the Maine Department of Conservation to construct a new ball field on “Bishop’s Island,” the 8 acres, undeveloped property adjacent to the Riverside Bicentennial Park. In 2016, the field was overhauled to include lighting, drainage, better access, and appropriate parking at Riverside. The new field began to be used in 2017. The multi-use field is utilized for adult softball, youth baseball, flag football, and youth soccer.

Double Eagle II Park

Commemorating the flight of the Double Eagle II, the first manned balloon to make a Trans-Atlantic crossing, this one-acre park is located on the Spragueville Road. The park was created on the exact site from which Ben Abruzzo, Maxie Anderson, and Larry Newman launched their balloon in 1978; the balloon landed in Miserey, France. The flight of the Double Eagle II has been a prominent exhibit at the Smithsonian Institute’s National Air and Space Museum. The park consists of a replica of the balloon, a flagpole, plantings, and benches.

Peace Park

Located at the intersection of Parsons Street and Central Drive, this open space was dedicated to the cause of world peace on August 6, 1983, the 38th anniversary of the use of the atomic bomb on Hiroshima, Japan. The park consists of a swing set, a basketball court, and a green space. At the present time, there is no parking area. The park provides an aesthetically pleasing entrance to the Airport and the Skyway Industrial Park.

Veterans' Park

This 1.3-acre park was constructed by the City of Presque Isle, the Veterans of Foreign Wars, and the American Legion to honor those local Veterans who served their country in time of need. The park consists of a large grassed area, with a monument and several benches, located on North Main Street, overlooking the Presque Isle Stream. A permanent display of a decommissioned missile, carried as part of the weaponry of a B-52 bomber, is a recent addition to the Park.

Arnold Brook Lake

Located on the west end of the Niles Road, near the intersection with the Chapman Road, the Arnold Brook Watershed Recreation Area occupies 22.2 acres on the south side of Arnold Brook Lake. Completed in 1979, the facility included a beach, swimming area, boat ramp, 11 picnic tables with fireplaces, a large group picnic shelter, a bathhouse, a playing field, walking trails, and a 50-vehicle paved parking area.

Gentile Hall Indoor Swimming Pool

Located on the University of Maine at Presque Isle campus and first opened in 2005, Gentile Hall hosts a 25'x75' indoor swimming pool, gymnasium, running track, fitness room, and climbing wall. The facility is owned and operated by the University and although run with a membership-based system, an agreement allows the City to utilize the pool during scheduled times. This agreement allows the City to utilize its own staff in providing swimming lessons and aquatic programs to its residents without the requirement of membership. This agreement has worked successfully since it first began in 2014, following the closure of the City's own Indoor Pool.

Action Plan

Municipal recreation facilities are public facilities and as such, the City needs to plan for needed investments and upgrades over time. Some of these upgrades are mandated by State and Federal laws like the Americans with Disabilities Act. These facilities are public assets that should be maintained for the long-term benefit of Presque Isle's residents.

Staffing

- Add a full-time Outdoor Programmer position. Aroostook County is full of opportunities for outdoor recreation year-round, including activities like camping, hiking, snowshoeing and fishing. This position would oversee trips and such activities to allow families to take advantage of these great opportunities and resources our area provides naturally.

- Add a full-time maintenance position and eliminate the equivalent number of part-time maintenance hours during the year. This would essentially turn multiple part-time positions into one full-time position. The reason to do so is due to the limitations placed on “part-time” status employees. Previously, when The Forum was under its own department, multiple seasonal part-time staff were hired to help during the ice season and let go during the other months. The Recreation Department would do the same and hire multiple seasonal part-time staff, but for the spring and summer seasons. Now that the two are one department the obvious conclusion would be to maintain the same staff year-round. However, due to labor laws, “part-time” staff are not permitted to average over 30 hours without being offered benefits. This creates difficulties in hiring, forces us to hire more staff, and makes it challenging to keep quality staff.
- Recruit local citizens to share special skills to assist with new programs.

Programs

- Develop additional outdoor programming (i.e. – camping overnights and field trips)
- Develop additional non-sports activities (i.e. - Lego Club and cooking classes).
- Incorporate additional water recreation activities at Presque Isle Stream.
- Explore the creation of a traditional or non-traditional recreational opportunities at the Community Center. Apply for funding if feasible.

Facilities

The Forum

- The heating system is in need of replacement. The underground tank is due for removal/replacement.
- Rear parking lot needs paving.
- Locker-rooms should be updated.
- Construct two changing rooms with a collapsible wall dividing the two rooms. This would replace the Youth Hockey changing trailers that are brought in each winter and also provide a meeting space for the non-ice season.
- Rear entrance doors need replacement.
- Replace office windows & flooring.
- Coolant pipe linings should be installed to extend the life of lines.
- The header pipe is original and should be replaced.
- Exterior siding needs paint.

Riverside Bicentennial Park

- Complete improvements detailed in the master plan that include new playground equipment, picnic tables, benches and an update to the lighting and the parks electrical.
- Initiate a horticulture program for the proper upkeep of trees and hedges.

Mantle Lake Park

- Complete trail improvements detailed in the 2008 plans.
- Connect the Bike Path to Mantle Lake Park.
- Update playground equipment.
- Construct a walking bridge over the dam.
- Mantle Lake Park is one of a very few “green belts” remaining in the urban area of the City. It is recommended that the City apply stringent safeguards to Kennedy Brook and Mantle Lake.

Bishop’s Island Ballfield

- Complete landscaping around the perimeter of the field.
- Construct ADA walkway connecting with the Bike Path.
- Obtain adjacent property on Chapman Street, demolish house and landscape accordingly.

Bike/Walking Path

- Extend Bike Path to Mantle Lake Park and Peace Park.
- Extend Bike Path from State Street Bridge, along Presque Isle Stream, ending at Parsons Road Connector.

Arnold Brook Lake

- Coordinate efforts with the State of Maine to establish a wildlife refuge around the lakeshore.
- The City should work with adjacent landowners, users of the area and state officials to develop strategies for improving water quality.
- Boat landing improvements are needed.
- The roadway entering the lake needs major repairs if not a total replacement and should be implemented in the Public Works program.

Peace Park

- Safety is a concern – signs should be posted and a crosswalk established to aid children crossing Parsons Street & Central Drive.
- Playground equipment needs replacement.
- An 8-10 vehicle parking area should be constructed to eliminate on-street parking.
- Create a connection to Bike/Walk Path.
- Explore the creation of a dog park. Apply for funding if feasible.

Tennis Courts

- The courts at Mantle Lake Park will require repaving within three years and the perimeter fence is in need of replacement.

Regional Opportunities

Aroostook State Park: Aroostook State Park, encompassing Quaggy Jo Mountain and Echo Lake, has the honor of being Maine's first state park. In 1938, citizens of Presque Isle donated 100 acres of land to the State of Maine, and in 1939 the park became reality. In 2020, the park totals nearly 800 acres thanks to subsequent donations and purchases.

Amenities in the park include 30 campsites that can accommodate tents and trailers, hot showers, a kitchen shelter with lights and running water, and over 7 miles of hiking, cross country, and snow shoeing trails. The park also contains a handicap accessible lakeside picnic area with picnic tables, charcoal grills, a swimming area and changing facilities. The boating area offers ample space for parking, launching and docking. Canoes and kayaks can be rented at the control station. Activities at Aroostook State Park include birdwatching, boating (motorized), camping, canoeing, cross-country skiing, fishing, hiking (trails), snowmobiling, snowshoeing, swimming, walking (roads and paths), and watchable wildlife. The park is maintained by the State of Maine.

The Nordic Heritage Center: The Nordic Heritage Center (NHC) is a four-season outdoor recreation facility in Presque Isle which is managed and operated by the Nordic Heritage Sport Club. The facility includes a world-class cross-country ski and biathlon venue with a stadium and lodge, a team wax building, and 20 kilometers of cross-country ski trails and over 20 miles of mountain bike trails. The lodge is open to the public from 6 AM to 10 PM and includes kitchen facilities, restrooms, shower rooms, and a sauna. The trails are free to the public.

The mountain bike trails at the NHC include over 20 miles of hand made and machine-made single track that crosses most of the Maine Winter Sports property and some adjacent properties. Rich Edwards of IMBA's Trail Solutions designed the majority of the trail system. The trails wind through different forest types and vary from smooth and fluid to narrow and technical. Moderate to expert line options such as log skinnies, exposed bedrock outcrops, and natural drops can be found on some of the trails. A skills/terrain park is available for practicing dirt jumps and other technical features such as skinnies, log obstructions, stairs, teeter totters, etc.

Scopan Public Reserved Lands: Located between Presque Isle and Ashland, the 16,700-acre Scopan Management Unit contains some of the most rugged terrain in this part of the state. In addition to 1,400-foot-high Scopan Mountain and 9.5 miles of shoreline on Scopan Lake, it also has low hills, wetlands, brooks, and a small pond. This forested area, bordering a scenic lake, attracts visitors who enjoy hunting, fishing, and camping in a semi-remote setting. Water access campsites on the lake shore and snowmobile trails through the woods are the most popular destinations for visitors. There is a public boat launch facility located on the western end of the lake in Masardis although there are plans to construct a launch in the northeastern end of the lake.

Allagash Wilderness Waterway: The Allagash Wilderness Waterway (AWW) was established by the Maine Legislature in 1966 to preserve, protect, and enhance the natural beauty, character, and habitat of this unique area. It is a magnificent, 92-mile-long ribbon of lakes, ponds, rivers, and streams winding through the heart of northern Maine's vast commercial forests. In 1970, the Waterway was named the first state-administered component of the National Wild and Scenic River System. The AWW is most accessible to Presque Isle residents via the North Maine Woods checkpoint in Ashland

or Portage Lake. Most outdoor recreation opportunities are available. Entry fees are required.

The North Maine Woods (NMW): The NMW is a Multiple Ownership - Multiple Use Management Area. The NMW organization is a non-profit corporation contracted to manage the public recreational use of 3.5 million acres of mostly private and some public commercial forest. NMW provides visitors with valuable information on forest resource management and recreational use that is designed to help them have a safe and pleasant trip in the working forest. Fees are charged for day use and overnight camping and seasons passes are available. Access is available at four checkpoint gates approximately one hour from Presque Isle off State Route 11 in Oxbow, Ashland, Portage Lake, and Winterville. Gates are both staffed and automated 24/7 for most of the year.

Big Rock Ski Area: Established in 1960, Bigrock Ski Area was purchased in 2000 by the Maine Winter Sports Center (MWSC) through grants available from the Portland, Maine - based Libra Foundation. Extensive brush clearing, trail reconditioning and cutting, improved snowmaking capabilities, reconditioned and new lifts, as well as new grooming equipment have made the slopes more enjoyable for all skill levels. Cross-country skiing and snowshoe trails, as well as a snow-tube park, add variety to the region's winter sports experience. Bigrock's lodge has been expanded to include a new cafe with hot food off the grill along with homemade soups, sandwiches, and snacks.

Trail Systems

Presque Isle and the central Aroostook region have an extensive network of mapped trails and access points for land and water based recreation during all seasons. Snowmobile and ATV trail information and maps are readily available from the Association of Aroostook Chambers of Commerce, visitaroostook.com and at most Chamber of Commerce offices. The 2,200 mile snowmobile trail system is maintained by about 40 local clubs and the 1,600 mile ATV trail system is maintained by about 28 local clubs. Hiking, mountain biking and canoe/kayak trails are available throughout the region and include Aroostook State Park, the Allagash Wilderness Waterway, North Maine Woods, Maine Public Reserve Lands and others. There are 31 mapped water trails in the region that comprise about 250 miles for paddling. Trails and trail information is supported by many public and private entities. Detailed information is available on-line at several locations including GoAroostookOutdoors.com and the North Maine Woods and Maine Department of Conservation websites.

Presque Isle maintains an impressive and extensive ATV and snowmobile trail systems. According to the Maine Department of Conservation, there are approximately 125 miles of snowmobile trail and 90 miles of ATV trail located in town (some of the segments are colocated). The Presque Isle Snowmobile Club maintains the snowmobile trail system. Interconnected trail systems (ITS) 83 extends northerly through Presque Isle from Westfield and ITS 88 east and west from Mapleton to Caribou and Fort Fairfield. There are also local trails (74, 81A, 81B, 81C, and 83) and several small connectors maintained by the club. Nearly all of the trail system is located on private land in Presque Isle. The Club maintains a groomer that was purchased by the City and relies heavily on volunteers to maintain equipment and the trail systems.

The Star City ATV Club maintains the ATV trail system in Presque Isle and Chapman. Trails are located predominately south and east of the Aroostook River and on private land or abandoned

railbeds. There are connections to the Caribou, Fort Fairfield, Washburn, and Westfield. The Club maintains a clubhouse located near the public boat launch at Arnold Brook Lake. Like the snowmobile club, they rely heavily on volunteers to help maintain the trail system and the generosity of private landowners for the use of their property. They receive funding through membership dues and the Department of Conservation (DOC) for trail maintenance. The club applies to DOC every year for expense reimbursement for trail projects.

Analyses

Presque Isle has a robust organized recreation program overseen by the Recreation Department. Staff jumps to nearly 50 employees during the height of programs and is seeking to expand to create additional outdoor recreational programs.

The Department should be mindful of the declining population and a demographic shift toward an increasing number of persons in the 45-64-year-old age group. Overall participation remains strong in the youth programs that are offered and adult programming could be expanded. The Recreation Department's budget has remained relatively stable and City Officials should be watchful for stagnation which could limit its capacity to raise matching funds for capital projects that could be partially or substantially funded by grants. The Recreation Department should consider applying for grants in order to fulfill the items listed in the action plan above. Matching funds are oftentimes needed and may need matching funds in order to obtain those grants.

Recreation services could be expanded to focus on areas that increase overall participation by all age groups and that foster a healthier community. For example, to better accommodate the "newly retired", ages 58 – 70, new programs that encourage physical and social activity during all seasons would be most beneficial. Examples include everything from chess, travel and dinner clubs to field trips.

Presque Isle maintains twelve (12) facilities spread throughout the City. Nine of the 12 need updates and upgrades. The City may be faced with making significant investments in these facilities in the near future.

To address pedestrian and bike safety issues on multi-use trails and along roads, expanded safety training for young ATV riders, should be developed and required. The City may also wish to conduct community-wide bikeability and walkability evaluation through the use of UMPI students or volunteers from the community. The City may also wish to consider the development of a "safe routes to school" program. There may need to be some community education regarding these programs in order to establish public support for implementation. Additionally, the City will work with the MaineDOT to designate cross walks in appropriate locations.

Presque Isle's open space, including the snowmobile and ATV trail systems, directly support tourism which represents a well-established economic engine for the City and traditional access to private lands for recreation is still extensive in Presque Isle. Most land is not posted and some landowners support access by permission only. As a result, there is little pressure to use public funds to acquire land for public use. Some land has been closed off as a result of ownership changes, residential development in rural areas and abuses by users. There has not been a great threat of development that may eliminate the landowners permitted use by the public. However, there is no assurance of long-term public use of these popular areas.

Recreational trails in the community are well maintained because of a distinct combination of public and private efforts. Financial support including staff time comes from the City and the Maine Department of Conservation at the State level. Cooperating landowners and volunteerism ensure

that maintenance work on the trail systems is completed. The snowmobile club may find it necessary to consider looking at alternate funding sources in the future if State funding for trail maintenance tightens any further. This would be a sensible move and may even help improve maintenance of the local club trails. The ATV club has relied on the extensive use of public roads to access trails on private land and in neighboring communities. This helps alleviate the trail maintenance responsibility.

RECREATION AND OPEN SPACE Policies & Strategies

State Goal

Promote and protect the availability of outdoor recreation opportunities including access to surface waters.

Local Goal

Continue efforts to expand recreational opportunities and offerings for all city residents.

Policy	Strategy	Responsibility	Timeframe
Maintain and upgrade existing recreational facilities and Parks as necessary to meet present and future needs	Support and seek grant funding for the projects listed in the Action Plan above.	Recreation Department	2021 and on-going
	Continue to budget for building repairs and maintenance and transfer budgetary surplus to recreation reserve for capital improvements.	City Officials and Recreation Dept.	2021
	Continue to request capital improvement funds in the annual recreation budget to be used as matching funds for capital improvement grants.	Recreation Dept. and City Officials	On-going
Implement recreation programming that fills service gaps and that is complimentary and collaborative with MSAD#1.	Continue to support athletic and sports programs that create greater opportunity for participation at all grade levels.	City Officials	On-going
	Continue to seek public/private grant funds for programs that support the needs and interests of all youth.	Recreation Dept., and City Officials	On-going

Policy	Strategy	Responsibility	Timeframe
	Maintain recreational programming to meet present interests and needs of all students.	Recreation Dept. and City Officials	On-going
	Continue to develop programming to meet the older age groups through the adult education program.	City Officials, and Recreation Dept.	On-going
	Form partnerships that help develop programs for teens that do not presently participate and that help deter risky, inappropriate or unproductive behavior.	Recreation Dept., and City Officials	On-going 2021
Maintain, expand and improve the recreational trail systems and open space as an asset to the community and in support of economic development, private businesses and recreation organizations.	Continue to contact landowners at least once annually for appreciation and recognition.	Clubs and City Officials	2021 and annually
	Continue to seek grant funding and to raise private matching funds for parking including trailers and service facilities at trailheads.	Clubs and City Officials	On-going
	Raise funds through grants, club fundraisers and private donations for the development of shelters that serve all trail systems.	Clubs, City Officials, and Recreation Dept.	2021 and on-going
	Continue to participate in the Maine ATV interconnecting trail system (MATS) and support its growth.	Clubs, Planning Board, and City Officials	On-going
	Continue to be responsive to trail neighbor and owner concerns regarding noise, dust and other issues.	Clubs and City Officials	On-going

Policy	Strategy	Responsibility	Timeframe
	Through the local clubs, implement an annual landowner awareness program to educate existing and perspective trail landowners on tax incentives and insurance benefits available to them.	Recreation Dept., Clubs, and City Officials	On-going
	Seek the input and support of the MaineDOT to construct paved shoulders along roads that have high bike and pedestrian usage.	Recreation Dept.	2022
	Seek funding for the purchase of a new snowmobile trail groomer.	PI Snowmobile Club	As needed
	Continue to be responsive to trail neighbor and owner concerns regarding noise, dust and other issues.	Clubs and City Officials	On-going

Natural Resources

NATURAL RESOURCES

Introduction

From its earliest days to the present, Presque Isle has relied upon the abundant natural resources found locally and within the region to define its way of life. Early residents traveled and fished the river and streams, harvested timber from large forests as they cleared land for agriculture and homes and hunted and trapped the plentiful wildlife for food and income.

Today's residents of Presque Isle continue to rely upon forestry and agriculture as important elements of the local and regional economies. Ironically, some of the land originally cleared by hand for farming purposes is now reverting to woodland as a result of increased mechanization of farming; however, the available farmland is growing a wider variety of crops. Through all of the intervening years, the physical beauty of the area has been and continues to be hard to ignore.

It is important to protect natural resources with regulations that are clearly reflective of the public interest; those regulations must be based on specific public health, safety, and welfare issues. To understand the protection of a natural resource as a matter of public interest, it is essential for the public to understand the value of the resource. It is hoped that the information contained in this section will contribute to that understanding.

The City of Presque Isle, through the provisions of its current Land Use and Development Code, has attempted to provide adequate and reasonable protection for natural resources. Mandatory Resource Protection Zones around all water bodies and wetlands, erosion control requirements, timber harvesting requirements, site design, and development standards, and soil suitability and wastewater pollution control standards, among others, have been adopted by the City to ensure that its natural resources are available to be used and enjoyed by future generations.

Topography:

Presque Isle is characterized by gentle slopes with an elevation generally between 400 and 700 feet above mean sea level. Higher elevations to the southwest (1,213 feet) and the northeast (1,085 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” is a general term for systematic examination of soils in the field and laboratory. It involves describing, classifying, and mapping soil types, and then interpreting their suitability for various uses such as residential, commercial, agricultural and recreational. The Soil Survey Office of the Natural Resource Conservation Service (NRCS) located in Bangor has analyzed the characteristics, behavior, distinctive properties and appropriate uses of each different soil type. This data can be found on-line at

<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

These maps and data sheets are useful to Presque Isle to help predict the sequence of development; develop future land use plans and create or update zoning; indicate areas where streets or sewers may be prohibitively costly; and identify where environmentally sensitive land should be protected. Individuals can learn problems or development costs associated with a piece of land and the advantage of one piece of land over another prior to purchase. The information will help answer whether the site can support a septic system, if the basement will always be wet, if there is a high potential for erosion, and the bearing capacity of the soil.

Soil survey maps do not eliminate the need for on-site sampling, testing, and the study of other relevant conditions (for example, pockets of different soils having completely different qualities may be present), but they are an important first step that should precede development decisions.

There are twenty-eight (28) distinct **soil types** mapped by the USDA-SCS within Presque Isle. Of these 13 types, Monarda and Burnham silt loams make up the greatest proportion of soils and are a couple of the dominant soil types found within the Northern Aroostook County Soil Survey area.

Symbol	Type	Symbol	Type
Ag	Allagash Fine Sandy Loam	Mm	Mapleton very rocky silt loam
Cd	Canandaigua silt loam	Mn	Mixed alluvial
Cg	Caribou gravelly loam	Mo	Monarda & Burnham silt loam

Symbol	Type	Symbol	Type
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

Specific information about the soils on a property can be obtained here:

- 1) <http://websoilsurvey.nrcs.usda.gov/app/> USDA Natural Resource Conservation Service Web Soil Survey site.
- 2) <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm> Soils for a property by its mailing address.
- 3) http://soils.usda.gov/survey/printed_surveys/state.asp?state=Maine&abbr=ME Archived County Soil Survey data

Threats to Farmland

As discussed in the Land Use section of this plan, development is a constant threat to farmland. As previously noted, however, growth pressures have had a minimal impact on farmland in Presque Isle, to date. Neither subdivision development nor the sale of single house lots has had a serious impact on the availability and use of farmland in Presque Isle. Most of the agricultural property developed over the past ten years had been taken out of active production by mechanization, slopes, and other conditions prior to considerations of residential development.

Erosion of topsoil from farmland is another threat to farmland. Each year thousands of tons of topsoil are washed away from Aroostook County farms. In recent years, considerable progress in reducing soil erosion has been reported by state and federal regulators. The adoption and use of “*best management practices (BMP’s)*”, specific guidelines that if followed can improve productivity while

protecting natural resources, has increased substantially.

Threats identified elsewhere but which do not appear to be serious in Presque Isle at this time are over-production of agricultural commodities and unregulated chemical applications.

Forestland

Forestland, although not a prevalent commercial resource in Presque Isle, continues to remain a valuable natural resource. As noted in the Land Use section of this plan, the only detailed indicator of forestland in Presque Isle is the reported participation of property owners in the “*Tree Growth Program*”. Participation in this program is voluntary and accounts for only 5% of the forested acreage in Presque Isle.

Forestlands outside the urban area of the City serve as wildlife habitat, buffer areas, natural windbreaks, soil erosion inhibitors, recreation areas, Christmas tree nurseries, protection for aquifer recharge areas, a source of wood that supplies several small local sawmills and firewood splitting operations, and as an aesthetic resource.

Most of the commercial forest tree species found in Aroostook County are also found in Presque Isle. The three major forest cover types include softwood, hardwood, and mixed forest stands. Approximately 88 percent of Aroostook County is forested primarily with spruce, fir, maple, birch, and beech trees. The County is the largest timber-producing county in Maine. There are a number of mills in the region that employ Presque Isle residents.

Town-specific forestry data is difficult to obtain for many Aroostook County communities due in large part to the lack of managed forest lands. Many of the managed lands are small woodlots between agricultural fields. Presque Isle's woodlands are owned for the most part by approximately 200 different landowners. These woodlands are in parcels of less than 500 acres and are usually attached to farms. Based on municipal tax records there are no large tracts (500 acres) owned by industrial forest management companies. Typically forest landowners look to their woodlots for an extra source of income during winter months when many of these forest lands are frozen and accessible. As a result, some of these lots have been "managed" for a one-time harvest that produced a one-time cash flow for the owner.

Aspen, or poplar, is the predominant tree species in Presque Isle. Virtually all 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 JD Irving mill in Ashland, Daquaam Lumber in Masardis, Maine Woods in Portage Lake, Woodland Pulp in Baileyville, or the JD 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.

The following harvest information was provided by the Maine Department of Agriculture, Conservation, and Forestry and is the most recent available. On average, there are about 514 acres of land (21 harvesting operations) harvested in Presque Isle each year.

Summary of Timber Harvesting for Presque Isle

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1991	146	30	0	176	0	7
1992	440	0	12	452	0	12
1993	554	0	4	558	4	17
1994	311	0	0	311	0	10
1995	294	62	11	367	0	15
1996	370	45	0	415	0	16
1997	857	10	0	867	0	22
1998	436	0	13	449	18	22
1999	592	140	0	732	8	36
2000	592	142	0	734	10	34
2001	837	55	0	892	0	23
2002	445	138	0	583	0	28
2003	83	42	0	125	0	23
2004	513	30	0	543	0	20
2005	223	60	0	283	0	18
2006	800	30	0	830	21	29
2007	904	0	0	879	11	23
2008	261	23	0	284	22	14
2009	170	32	0	202	3	11
2010	326	30	0	356	0	14
2011	522	30	12	564	0	18
2012	360	20	0	380	0	20
2013	415	10	38	463	10	28
2014	983.2	92	7	1082.2	3	34

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
2015	560.5	232	11	803.5	17	32
2016	488.18	28	0	516.18	7	24
2017	305	0	0	305	85	29
2018	249	0	0	249	0	19
Total	13,036.88	1281	108	14,400.88	219	598
Average	466	46	4	514	8	21

Source: Maine Department of Agriculture, Conservation, and Forestry, 2020

Urban “forests” are also a valuable resource to the City. Beyond the aesthetic benefits of trees, they also provide protection from heat and cold, wind, and blowing snow, as well as helping clean the air.

Wetlands

Freshwater Wetlands are defined under Maine’s Natural Resources Protection Act, MRSA Title 38, Section 480-3 as: "freshwater swamps, marshes, bogs, and similar areas that are: inundated or saturated by surface or groundwater at a frequency and for a duration sufficient to support and which under normal circumstances do support a prevalence of wetland vegetation typically adapted for life in saturated soils; and are not considered part of a great pond, coastal wetland, river, stream, or brook. These areas may also contain small stream channels or inclusions of land that do not conform to the above criteria."

Some of the local benefits of Presque Isle’s wetlands relate to wildlife, flood control, and water quality protection. The amount and variety of plants found in wetlands create an excellent habitat for wildlife such as moose, deer, snowshoe hare, songbirds, ruffed grouse, and waterfowl. The dense cover and available browse found in wetlands and their fringe areas are essential for the survival of wildlife during the region’s long winter. During periods of heavy rain and spring run-off, wetlands act as catchment basins or sponges that collect and hold water and gradually release it as streamflow or groundwater recharge. All wetlands, regardless of size, perform the important function of reducing flooding.

The biological composition of wetlands allows them to absorb tremendous quantities of nutrients and pollutants which make them act like a water purification system. The quality and quantity of ground and surface water are maintained by healthy, undisturbed wetlands.

According to the freshwater wetland map prepared by the Maine Department of Environmental Protection in 1989, Presque Isle has eleven (11) non-forested wetlands. These wetlands range from 19 to 1,436 acres for a total of 2,398 acres. All of these wetlands are over 10 acres in size, therefore requiring mandatory protection under the Shoreland Zoning Act, Title 38 MRSA, and Sections 435-488. Prior to the adoption of the Shoreland Zoning Ordinance, wetlands could be encroached upon by timber harvesting to the detriment of ground and surface water quality.

Areas within 250 feet of the upland edge of the City's mapped wetlands have been included within the City's Stream Protection District.

According to the National Wetland Inventory information, there are significantly more wetlands located in Presque Isle than identified by MDEP. These wetlands also provide wildlife habitat and flood protection. The Maine Department of Inland Fisheries and Wildlife has mapped many of these as wading bird and waterfowl habitat over 10 acres in size. In total there are 2398 acres of wetlands that need to be afforded protection under Shoreland Zoning. These have been identified on the Water resources map at the end of this section.

As stated in the soils section, the Monarda and Burnham silt loam soil series is considered a hydric soil. Much of the lowland portions of Presque Isle associated with the Aroostook and Presque Isle Stream and its major tributaries are dominated by this soil type. While these areas are not entirely classified as wetlands, they possess areas that are, in fact, wetlands. City officials should be vigilant in their enforcement of the Shoreland Zoning Ordinance to protect the Town's wetlands and water quality.

Water Resources

Presque Isle's past, present, and future have been and continue to be closely related to the availability of adequate supplies of usable ground and surface water. Availability of water remains a major contributor to most economic development opportunities; new residences, new businesses, and new industries all need access to on-demand water supplies in volumes and pressures that address their respective needs.

Water resources also are an integral part of the quality of life experienced in Presque Isle; beyond the educational and recreational potential offered by the river, streams, brooks, and lakes located within the municipal boundaries, the wildlife habitats in and around these many water bodies provide an opportunity for residents to experience and to co-exist with nature on a daily basis, even in the center of the town. The influence of the surrounding water resources on the community is even reflected in Presque Isle's name, which in French means "almost an island".

The abundant water resources in Presque Isle and the entire central Aroostook County area have served many varied functions throughout the history of the city. Presque Isle is located within the watersheds of the St. John and the Aroostook Rivers, as well as the Presque Isle and the Prestile Streams. Presque Isle has utilized its many water resources for activities ranging from transportation and commerce, such as sawmills and potato starch production in the early settlement years, to current uses such as fire protection, flood control, a public water storage and distribution system for commercial and domestic uses, recreation, and the disposal of treated domestic and industrial wastewater

Despite having encountered and survived fairly well the numerous threats associated with the extensive population growth and the development that has occurred in Presque Isle and Aroostook County since the mid-1800s, the long-term viability of the waterbodies in the Presque Isle is now in question. Under the pressures of increased levels of point-source and non-point source pollution and

continuing development, a strong focus of public concern and action will be necessary to preserve the supply and quality of Presque Isle's water resources into the next century.

Six major bodies of water are located in whole or in part within the corporate boundaries of Presque Isle. Each of those water bodies will be described with respect to all or most of the following criteria: Location, Area, and Physical Characteristics; Beneficial Uses in Presque Isle; State Classification in Presque Isle. Water Quality; Water Quantity; Activities Detrimental to Water Quality; Existing Protective Measures; Regional Information of Importance to Presque Isle; and Identification of Water Resource Problems.

Aroostook River:

The Aroostook River has a drainage area of about 2,400 square miles, of which 2,300 square miles are located in the United States. It is the major sub-basin of the St. John River. The main stem of the Aroostook River is approximately 105 miles long. The river flows in a general northeasterly direction, crossing the international boundary at Fort Fairfield before flowing into the St. John River. Approximately 5 miles of the main stem are in Canada.

The drainage area above Washburn is about 1,650 square miles. It is comprised mostly of forestland and is managed for the production of logs, chips, and pulpwood. The drainage area between Washburn and Fort Fairfield is approximately 650 square miles. It contains the major population centers and most of the commercial activities and agricultural areas of the central Aroostook region.

Since 2004 there have been changes in the discharges to the river:

- Presque Isle Utility District has removed their outfall from Presque Isle Stream, now discharging directly to the Aroostook River, and has reduced their total phosphorus loading.
- The Loring Development Authority combined flows with the Limestone Water and Sewer District and their combined discharge, licensed to the District, was removed from the Little Madawaska River and relocated to the same outfall pipe as the Caribou Utility District discharging to the Aroostook River.
- In Fort Fairfield a major industrial user who discharged to the Utility District has gone out of business and the plant demolished.
- A final draft Nutrient Criteria has been developed with numeric limits for in-stream total phosphorus and response indicators; pH, chlorophyll-a, percent benthic algae cover, aquatic life criteria and bacteria and fungi.

In Presque Isle, the Aroostook River assimilates wastewater from McCain Foods, Inc., in Easton, via an underground pipeline, which discharges back into the Aroostook River near the former Potato Service Processing site. More recently from the Presque Isle, sewage treatment plant discharges at the mouth of the Presque Isle Stream. The Presque Isle Stream is a non-attainment stream. The Aroostook River is also used for recreation, such as canoeing and fishing, and to irrigate farmland. The Aroostook River provides a significant wild brook trout fishery that is managed by IF&W.

Through a cooperative agreement between the Maine Department of Inland Fisheries and Wildlife and the City, a new public boat launch facility was constructed on the Aroostook River in Presque Isle. This facility, located immediately north and east of the Aroostook River Bridge on US Route 1,

allows improved access to the river for a wide variety of uses.

The Aroostook River is Class B from the corporate limits with Mapleton to its confluence with the Presque Isle Stream. The River is Class C from its confluence with the Presque Isle Stream to a point located three (3.0) miles upstream of the intake of the Caribou water supply, including all impoundments.

In Presque Isle, just upstream of its confluence with the Presque Isle Stream, the peak discharge of a 100-year flood on the Aroostook River is estimated at 55,000 cubic feet per second (CFS) (1Q100=35,500MGD). This means on average the flow rate will equal or exceed 35,500 million gallons per day (MGD) once in a period of 100 years. In contrast, the average daily flow is approximately 1,680 MGD⁶, and the average one-day low flow is about 250 MGD (1 Q1.1).

There is extreme variability in the flow rate because the Aroostook River is almost a free-flowing river. There is a low-head dam, owned and operated by Integris, in Caribou. This dam has very little flood storage capacity; therefore, it does not have a significant effect on the extreme flows. Integris also owns and operates dams at Scopan Lake and Millinocket Lake, which also have little effect on flood flows. When the flows tend to diminish during the summer months, the flows from these lakes are curtailed, providing no flow augmentation during dry periods.

According to the MDEP, point source discharges and their permitted licensed flows are as follows: Ashland (0.3 MGD), Washburn (0.28 MGD), Presque Isle (2.3 MGD), McCains (2.5 MGD), Caribou (1.41 MGD), Loring (2.5 MGD), and Fort Fairfield (0.6 MGD). The influence upon downstream water quality from the first two-point sources is minor due to their low flow volume.

The next four-point sources have more flow volume and result in a noticeable difference in downstream water quality.

In Presque Isle, one-point source of pollution is located near the former potato processing plant owned by McCain Foods, Inc. Another is the effluent from the Presque Isle sewer treatment plant. Other point sources are an undetermined number of so-called "straight pipes" leading from domestic septic systems directly into the river. Within the past ten years, a cooperative program between the City, MDEP, and the individual property owners has corrected 34 of these defective systems.

There are non-point sources of pollution resulting from activities related to agriculture, forestry, transportation, and development. According to a 2004 report completed by the MDEP, the following areas had a high potential for non-point source pollution potential to the Aroostook River; Merritt Brook, Hardwood Brook, unnamed brook located in the industrial park, and the north branch of Presque Isle Stream. Non-point source (NPS) inputs related to agricultural and forested land uses are also possible relevant pollution sources to the Aroostook watershed.

City officials need to be aware that stormwater flowing into the City's brooks and rivers can have a detrimental effect on those water bodies. The MDEP has created strict stormwater management rules that all cities and towns are required to follow.

In 2012, 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:

Low early morning dissolved oxygen levels that are under statutory criteria, do not appear to currently be an issue on the Aroostook, despite the high levels of floating and bottom attached algae observed and measured in impoundments and flowing river sections. Both the data collected and model predictions support this statement. Large reductions of point source phosphorus are needed to reduce algae to a non-eutrophic state. Non-point (runoff induced) phosphorus pollution, although not significant at base flow conditions, shouldn't be totally ignored.

The Aroostook River watershed is unique from most other modeling studies undertaken by MDEP on other rivers statewide. A large portion of the watershed in the Aroostook River is composed of agricultural and cleared land when compared to other watersheds. This results in a large potential for non-point source pollution.

Non-point pollution is currently not expected to be a significant contributor to water quality degradation during base-flow conditions. During runoff events, the proportion of non-point source phosphorus and BOD loading to the river increases as compared to base flow conditions. However, river travel times are also decreased as the river flow increases. As a result, a large portion of runoff loads during storm events may pass through without having a large impact on water quality.

It is presumed some proportion of the runoff loads will impact the river during base-flow conditions. For example, particulate BOD and phosphorus could settle to the river bottom in impoundments or other areas with slow river velocities. Dissolved phosphorus may also be uptaken and stored in plant cells of bottom attached algae. The exact proportions are difficult to predict and are beyond the capability of the water quality model.

Gravel pits along the Aroostook River are an aesthetic problem, and they increase the risk of groundwater and surface water pollution.

There is an inherent conflict between existing state laws that has a direct bearing on Presque Isle. Maine law recognizes the importance of industry and provides for industrial discharges into classified waters, while at the same time requires upgrades in classification when water quality exhibits higher quality. An example of this conflict is the reach of the Aroostook River, which is Class C between the international boundary and its confluence with the Presque Isle Stream. The water quality may exhibit the higher quality of Class B waters because of curtailed production at McCain Foods in Presque Isle and a reduced BOD loading in wastewater pumped from McCain's Easton facility and because of the closure of two wet-process industries in Caribou.

Current state laws favor, if not require, an upgrade to Class B; however, with an upgrade to Class B, it is recognized that it would be nearly impossible to license any new industrial discharges which would lower the water quality back to Class C. In this case, the state laws which seek to maintain and enhance water quality would work to the detriment of commerce and industry in Presque Isle.

Presque Isle Stream

Presque Isle Stream is a part of the Aroostook 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 Planning Commission (LUPC).

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 Utility District (PIUD) outfall fails to meet minimum Class B dissolved oxygen (DO) standards due to nutrient enrichment with phosphorus being the limiting nutrient. The major causes of DO impairment are: attached algae attributed to excessive nutrients from point and nonpoint sources, and point source BOD. TMDLs are proposed for: ammonia-nitrogen (NH₃-N), biochemical oxygen demand (BOD) and total phosphorus (TP). In 2000, MDEP completed a TMDL for Presque Isle Stream. The water quality modeling effort includes the one-mile stretch below the Presque Isle Utility District (PISD) outfall and background conditions. At that time, the PIUD 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 PIUD outfall. Nonpoint source related diurnal effects from attached algae respiration represent about 1/3 of the impact. As a result, the PIUD recently completed an effluent project and now utilized the Aroostook River for its discharge.

Flow in the Presque Isle Stream varies considerably throughout the year, but generally, the flow is greatest during spring runoff and at its minimum during late summer. The watershed has very little storage capacity in the form of lakes and ponds, so stormwater tends to run off rapidly.

Presque Isle Stream has been prone to flooding, with major floods occurring in 1923, 1932, 1937, 1954, 1958, and 1961. The 1954 flood caused approximately \$290,000 in damage to residences, businesses, and roads and bridges in Presque Isle. The peak discharge (1Q100) from a 100-year flood is estimated at 6,400 MGD at its confluence with the Aroostook River.

Although there are no known naturally occurring detriments to water quality in Presque Isle, there are man-made sources of pollution affecting Presque Isle Stream. In Presque Isle, there are non-point

sources of pollution resulting from activities related to agriculture, forestry, transportation, and development.

Presque Isle Stream has been developed for flood control, recreation, and fisheries and wildlife habitat. In 1964, the City in cooperation with the towns of Chapman and Mapleton and the Soil Conservation Service agreed to a *Work Plan* for the Presque Isle Stream watershed. The primary purpose of the *Work Plan* was to formulate land treatment measures and structural measures to control flooding on the Presque Isle Stream. This eventually resulted in the construction of floodwater retarding dams on Alder Brook and Burntland Stream and in the construction of multi-purpose dams on Arnold Brook and Hanson Brook. Flood damage has been relatively minor since the implementation of the *Work Plan*.

Prestile Stream:

The Prestile Stream is a minor tributary of the St. John River, crossing the international boundary at Bridgewater. It encompasses a watershed of approximately 110,000 acres (172 square miles) within the United States. The watershed is primarily forested, but there is a significant amount of farmland. The Prestile Stream has one major tributary, which is Young's Brook. Parts of Presque Isle, Easton, Westfield, Mars Hill, Blaine and Bridgewater, and the unorganized township of E Plantation are located within the watershed. From its source to U.S. Route 1A in Mars Hill, the Prestile Stream is Class A while from U.S. Route 1A in Mars Hill to the international boundary; the Prestile Stream is Class B. 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. Prestile Stream to the Canadian border does not attain its classification. The reasons are complicated and MDEP and the Central Aroostook Soil and Water Conservation District (CASWCD) have been studying the watershed. The CASWCD has applied to the Environmental Protection Agency (EPA) to continue an ongoing study to better understand the phosphorus issue associated with the stream. While there are both non-point source and point sources of pollution, there is also unique chemistry due to the geology.

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 direct watershed area of approximately 3,726 acres (5.8 square miles) with a total 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. There are no known invasive plant species in the lake.

Arnold Brook Lake is one of four floodwater retarding structures that have been constructed in the Presque Isle Stream watershed. Arnold Brook Lake is used for recreation such as boating, fishing, and swimming. Presque Isle has operated a recreation area on its shoreline since 1979. This recreation area includes picnic tables, a swimming area, a boat launching area, and sanitary facilities. Motorboats with more than 10 horsepower are prohibited. The Maine Department of Inland Fisheries and Wildlife annually stocks 2,000 brook trout in the lake.

In 2007, a Phosphorus Control Plan was completed by the Maine Department of Environmental Protection. The Plan found that overall, the water quality of Arnold Brook Lake is poor based on measures of water transparency, total phosphorus, and chlorophyll-a. Phosphorus input is of particular concern since it effectively “fertilizes” the pond to promote algal growth. Consequently, the potential for nuisance summertime algal blooms in Arnold Brook Lake is high. Nutrient contamination is due in large part to the contribution of phosphorus that is prevalent in Maine soils. Considered a non-point source (NPS) of pollution, phosphorus stems primarily from soil erosion in the surrounding watershed and stormwater runoff from area roads. Soil erosion can have far reaching impacts as soil particles effectively transport phosphorus, which serves to “fertilize” the lake and decreases water clarity. Since Arnold Brook Lake is an impounded stream, it collects a substantial amount of sediments over time. These nutrient rich bottom sediments can be a source of high phosphorus as a result of internal loading especially during the warm summer months. Excess phosphorus can also harm fish habitat and lead to nuisance algae blooms—floating mats of green scum—or dead and dying algae. Although there have been efforts to reduce erosion and phosphorus loading in the watershed, phosphorus levels are still high enough to affect water quality and promote algal growth. Arnold Brook Lake is listed by DEP as “water quality limited” which means that it is well below the minimum standard. It is also listed on Maine’s 303(d) list of impaired waterbodies.

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 with an annual stocking of approximately 6,000 brook trout. Echo Lake has an aesthetic value as evidenced by the growth of single-family homes in its watershed. In addition, part of its shoreline is in Aroostook State Park where there is a public beach.

Water quality has not been classified according to trophic state, but it is estimated to be in a moderate/sensitive category. This means that a small increase in phosphorus may cause a significant decrease in water quality. In the early 1980s, concern about water quality led to the construction of a domestic wastewater collection and disposal system, with pump station and leaching fields, by the City of Presque Isle. The system, serving fourteen properties on the south shore of Echo Lake, is operated and maintained by the City under licensure by the Maine Department of Environmental Protection. This system is in need of renovations and the City is working with the MDEP to update the system. 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, MDEP, and Vital Pathways. Echo Lake is listed by the DEP as a “*non-attainment*” lake. It does not fully meet the state goal of being swimmable because there have been at least two seasons of algal blooms. It may not meet the state goal of fishable because of dissolved oxygen impairment.

Mantle Lake:

Mantle Lake is a man-made lake. It was created in 1887 with the construction of a dam on Kennedy Brook. The creation of the dam provided a water supply for Presque Isle. The lake has a surface area of about 4 acres, and it has a drainage area of less than 2 square miles. For the most part, Mantle Lake is used for fishing (receives approximately 500 brook trout per year) by persons younger than 17 and older and those who hold a complementary license issued by IF&W 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 (See: Kennedy Brook below) resulting from activities related to agriculture and development. There are potential non-point sources of pollution resulting from activities related to forestry and transportation. In 2005, the City completed a watershed inventory of Mantle Lake and the surrounding area. This survey identified areas where erosion was occurring as well as potential solutions. In 2006, the City, with the assistance of the Central Aroostook Soil and Water Conservation District and the Maine Department of Environmental Protection completed dredging and dam renovations at the lake. This project increased the water depth from 3-5 feet in most places to up to 16 feet and improves the cold-water fisheries habitat.

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 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 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 is 120 acres and has a maximum depth of 32 feet, a mean depth of 14 feet, and is managed as a cold-water 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 called 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. These standards were implemented into Mapleton’s zoning ordinances in the mid-2000s. Also, that the CEO inspects these BMPs to be sure they are (1) installed (2) being maintained (3) working as planned.

There is a concern that the water quality of the lake may affect or be affected by activities related to the Presque Isle International Airport. 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.

Kennedy Brook

Kennedy Brook is a small freshwater stream flowing in a northwesterly direction through Mantle Lake and draining into Presque Isle Stream just north of Chapman Road through Bicentennial Park. The headwaters of Kennedy Brook flow through cultivated and cleared agricultural land before emptying into Mantle Lake, a small impoundment managed by Maine Department of Inland Fisheries and Wildlife (IF&W) for youth only fishing. Mantle Lake is in Mantle Lake Park, a vibrant community park with a playground, pavilion and tennis court. Below the lake, the stream flows by Pine Street Elementary School and through significant residential development before flowing through the dense commercial corridor, past the new city recreational facility, and through a second busy community park, Riverside Park. Both agriculture and urban development have altered the original water chemistry, habitat, and hydrology of the stream, degrading the stream and making it difficult for survival of aquatic life. Additionally, extensive armoring of the stream channel and manipulation of floodplains and riparian corridors have resulted in significant channel alteration.

At present, the water quality in Kennedy Brook does not meet State Class B standards for periphyton (algae) and occasionally fails to attain class for macroinvertebrates (aquatic insects). Kennedy Brook was originally listed in the 2012 305b Integrated Report under category 5A for periphyton non-attainment which is likely due to the effects of agricultural and urban stormwater runoff and geomorphic alteration associated with these land uses. More recently, 2014 bio-monitoring (macroinvertebrate) data from monitoring station S-646 indicated that Kennedy Brook is not meeting the Class B aquatic life standard. Alder Brook, a tributary to Kennedy Brook, failed to attain class in 2014 for both periphyton and macroinvertebrates. Elevated nutrient levels (nitrogen and phosphorus) are indicated in Maine Department of Environmental Protection's (Maine DEP) 2014 Surface Water Ambient Toxics (SWAT) Monitoring Program Report. Initial data collected in 2017 indicated elevated chloride; however, chloride sampling in 2018 found that although chloride was elevated, it is yet to reach a level toxic to the aquatic community.

The headwater section (east) of the watershed is dominated by row-crop agriculture while the lower section (below Mantle Lake) is either residential or dense commercial development. The result is a watershed with 13.3% impervious cover (IC) concentrated in the lower section of the stream. Stormwater carries pollutants from IC into Kennedy Brook via the storm drain system which includes catch basins, underground stormwater pipes, and ditches. The effects of urban runoff are extensive and result in elevated levels of conductivity (from road and parking lot salting), excess sediment (from winter sanding and erosion), elevated water temperature that disrupts reproduction of native fish, elevated nutrients that provide food for excessive algal growth, and changes to the natural hydrology of the stream that result in artificially high flows that can cause excessive erosion to stream banks and damage important stream habitat.

In 2019, a Kennedy Brook Watershed Management Plan was prepared for the City by EB Environmental Associates. The Plan was funded with United States Environmental Protection Agency (US EPA) Section 604(b) Clean Water Act, was to produce a detailed, user-friendly Watershed-Based Management Plan (WBMP) outlining effective actions to restore water quality and aquatic habitat conditions in Kennedy Brook. The plan aims to build upon local support to address polluted runoff in the watershed and provide the City with a road map for restoration and pollution prevention. The plan then identifies actions that the City and residents can take to reduce the pollution sources, with an ultimate goal to restore the stream's health.

Other issues

Merritt Brook is also listed as impaired (trib east of P, station 742). Other tributaries to the lower Aroostook River that will likely be listed in the next Integrated Report include: Cowett (Sample station 1021 is east of Merritt), McHugh (aka unnamed Parkhurst siding station 1027), and Birch (station 1019). These are sites where ag is driving the impairment. CASWCD is applying for a 604b grant to develop a watershed-based plan for the lower Aroostook River.

Ground Water

Groundwater, very simply stated, is water found beneath the land surface. It generally is found in one of two types of geological formations: sand and gravel aquifers or fractured bedrock aquifers.

Aquifers are rock or soil formations that are capable of storing, transmitting and yielding water to wells and springs.

Approximately 3 out of every 4 residences in Presque Isle utilize the public water system, a groundwater system, for their domestic water supply. This is nearly the inverse of the experience of the State as a whole, where more than 60 percent of Maine households reportedly draw their drinking water from the groundwater found in private wells, public wells, and springs.

Protection of groundwater is no less important here than elsewhere in the State. Water pumped from wells in the ground must be replenished or “*recharged*”, by infiltration of rain or snowmelt or the wells will eventually be depleted. It is essential to those wells that precipitation finds its way back to the aquifers from which the well water is drawn.

Within the City, there are four “*Significant Sand and Gravel Aquifers* “, as described by the Maine Geological Survey. “*Significant*” in this context means the aquifers are capable of producing yields of 10 gallons or more per minute to a properly constructed well.

The first aquifer spans the Presque Isle/Westfield municipal boundary line on the Tompkins Road, adjacent to Clark Brook. It is considered an esker segment containing gravel and sand. It is characterized as having moderate to good potential groundwater yields; however, because of its elevation, it may have only a small, saturated thickness, which may limit yields.

The second aquifer is located in the extreme southeast corner of the City, at the confluence of Clark Brook and the Prestile Stream. The portion of this aquifer actually located in Presque Isle (0.2 miles) is a very small portion of a much larger aquifer that extends approximately 3 miles along the Prestile. It is reported to be predominantly outwash valley-train deposits, although some ice contact and recent alluvium is present. This aquifer is generally considered to have moderate to good potential yields, but throughout the aquifer, there are locally high yields.

The third identified aquifer is located between Echo Lake and Arnold Brook Lake. This aquifer is considered an esker segment containing gravel and sand. It, too, may have a limited yield and small saturated thickness due to its elevation.

The largest and one of the most productive sand and gravel aquifers encompasses much of the area immediately along the full length of the Aroostook River in Presque Isle, as well as the sizable area along Mantle Lake, Kennedy Brook, and the Presque Isle Stream. The aquifer is comprised of ice contact, alluvial, and outwash sands and gravel; it is coarse, high-yielding, and hydraulically connected with the river. Although the greatest portion of the aquifer is listed as having the potential for moderate to good yields, one section of the aquifer near the confluence of the Presque Isle Stream and the Aroostook River contains wells that yield from 60 to 100 gallons per minute. A short distance downriver, three wells in a well field on a site owned by McCain Foods, Inc., yields 600, 800, and 1,710 gallons per minute, respectively. The 1,710 gallons per minute is the greatest of any known yield in the northeastern Maine study area, an area of 2,139 square miles.

Downtown Presque Isle’s water needs are met by the Presque Isle Water and Sewer District which operates both water and wastewater plants. The District operates a water filtration plant and until 2005

all water was taken from Presque Isle Stream. In 2005, deep wells were constructed with 100 percent of the City's water currently being supplied by these wells.

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.

As of 2021, there are fifteen (15) public wells registered with the Maine Source Water Assessment Program as public water systems. A public water system is any water supply that serves 25 or more people a day or has 15 or more service connections, for 60 or more days out of the year. There are different types of public water systems based on the type of population served, i.e. residential versus commercial. A Final Source Assessment Report was prepared for each of these sites in Presque Isle. This information is summarized in the table below.

Name	Type	Source
Golden Gate Trailer Park	125' drilled well	Groundwater
Presque Isle Country Club	125' Drilled well	Groundwater
Northern Lights Motel	Wellhead	Groundwater
Pine Village	300' Bedrock well	Groundwater
Arndt's Aroostook River Lodge	136' drilled well	Groundwater
Aroostook Shrine Club	210' Bedrock well	Groundwater
Presque Isle Utilities District	52' Gravel Well @1200 GPM 57' Gravel Well # 1400 GPM	Groundwater
McCulley Commons Apartments	Drilled well	Groundwater
Town and County Apartments	938' Well @30 GPM	Groundwater
Planet Recess Education Center	160' Bedrock Well	Groundwater
Stepping Stones	Well HD 1	Groundwater
Versant Power	210' drilled well	Groundwater
Nordic Heritage Center	325' Bedrock well @20 GPM	Groundwater
Aroostook State Park	Drilled well	Groundwater

Source: Maine Drinking Water Program: 2021

Landfills:

In 2019, the City merged solid waste and recycling operations with Tri-Community Recycling Center and Sanitary Landfill to form a regional entity called Aroostook Waste Solutions. As the City prepares for the landfill closure in the next 3-4 years, officials need to develop a site for a Transfer Station, either public or private, to meet the resident's needs.

Road Salting and Storage:

Two registered sand-salt storage areas are located in Presque Isle, and both are classified by DEP as being of low priority, based on their level of groundwater contamination problems. One site, operated by the City's Public Works Department, is located on the Skyway Industrial Park and the other site is operated by the Maine Department of Transportation on Mapleton Road (Route 163).

The City maintains its sand-salt supply at the Public Works Department garage. Also included in the new Public Works Facility is the construction of a new 4,000 square foot salt storage building. Salt was stored outside, when the former salt storage facility, an aircraft hangar remaining from the days of the Presque Isle Air Force Base was demolished. The construction of the new storage facility has eliminated the effects of moisture on salt which rendered it useless when it was most needed. 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.

MaineDOT's 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 Utilities 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 Health and 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 siting.

Floodplains

Three areas of Presque Isle display significant amounts of floodplain soils. These areas also are most prone to flood events, particularly during spring runoff. The wide, flat areas surrounding these locations are susceptible to ice dam formation, but their width and flatness provide a broad head pond, which tends to reduce the velocity of water that eventually breaches those ice dams.

From the Washburn town line to its confluence with the Presque Isle Stream and from its confluence with Merritt Brook to an area roughly $\frac{3}{4}$ mile upriver from Parkhurst Siding, the Aroostook River exhibits flood plain characteristics. The third area displaying floodplain soils and flooding tendencies is a segment of the Presque Isle Stream between the areas of the Presque Isle Sewer District's treatment plant downstream to the area just upstream of the Parsons Street Connector Bridge.

These floodplain areas have several benefits for the City. In addition, to their natural flood and erosion control capacities, they contribute to groundwater recharge over large sand and gravel aquifer present in that area. They are fish and wildlife habitats, supporting a high rate of plant growth. The segment upriver from the confluence with the Presque Isle Stream is awaiting final designation as a "*Wading Bird and Waterfowl*" protected habitat. These floodplain areas provide recreational use, including fishing and canoeing. They border historical and archaeological sites, specifically Native American encampments. Recent test digs in one location unearthed artifacts dating back several hundred years. Equally as important as the other benefits they provide, these floodplain areas provide open space and aesthetic pleasure through their scenic vistas. Each of these areas is protected by a Resource Protection Zone.

Wildlife Habitat

A wide variety of wildlife can be found in Presque Isle, including moose, deer, bear, furbearers, game birds, waterfowl, and wading birds such as herons, cranes, and bitterns. The many water bodies, wetlands, scattered forested areas, and prime agricultural land provide many opportunities for habitat.

The abundance of prime forestland soils and wetlands in Presque Isle are an indicator of the City's potential to support wildlife. In addition, agricultural land that is no longer in production and reverting back to upland vegetation provides important habitat for woodcock and other upland birds, snowshoe hare, deer, bear, and moose. Arnold Brook and Echo Lakes are resting areas for migrating waterfowl. Cut-over woodland areas also provide significant amounts of browse, provided they are near uncut areas. Most of Maine's wildlife needs a diversity of habitat including wetlands, fields, fringe areas, and woods. Populations of these important species are influenced by land-use practices in both agricultural and forestlands.

A potentially serious problem affecting the Arnold Brook Lake wildlife habitats is a deterioration of the water quality of the lake as a direct result of the lake's attractiveness as a waterfowl habitat. The large permanent population of Canadian geese that have occupied the lake for the past 5-6 years, in combination with the lake's shallowness and low current, has produced a significant decline in water quality and a fouling of the open areas of the shoreline with droppings.

This situation is a cause for concern on three (3) levels: 1) it has virtually destroyed the recreational

value of the City’s Arnold Brook Lake Recreation Area; 2) there is concern that decomposition of the fecal matter will further diminish the oxygen content of the lake, adversely affecting the remaining game fish and allowing propagation of the non-game fish species to the exclusion of brook trout; and 3) there is concern that the value of Arnold Brook Lake as a waterfowl habitat will be compromised. The City, Inland Fisheries and Wildlife, and the Department of Environmental Protection should collectively begin studying this situation and develop options for ensuring the viability of the lake as habitat and as a source of public water.

A problem also exists in the area surrounding Clark Brook, particularly in the vicinity of U.S. Route 1. This portion of the City is subject to a high incidence of moose-automobile accidents. The woods and wetlands surrounding the brook make this a particularly appealing moose habitat, much to the detriment of motorists. Signs warning motorists of the moose hazard have been put into place, but the combination of moose with the posted speed, terrain, steep side slopes, and narrowness of the roadway combine to create a serious safety issue. Reducing the posted speed limit in the area of Clark Brook is not seen as an option, as it would adversely affect the ability of the many heavy trucks that must struggle now to climb the steep grade south of the brook. This remains a problem deserving further study.

According to Beginning with Habitat, there is one candidate deer wintering area in Presque Isle. This is located on the southeaster end on Arnold Brook Lake along Lawson Brook. This is a forested area that could possibly be used by deer during the winter months when deep snow is on the ground. Verification should be completed by IF&W.

There is also significant wading bird and waterfowl habitat located along the Aroostook River (west of the urban portion of downtown, in the wetlands south of the International Airport runway, along Presque Isle Stream, at Echo Lake, along Clark Brook, and associated wetlands south and west of Echo Lake. These areas need to be protected under Presque Isle’s Shoreland Zoning ordinance. At a minimum, a 250- foot upland buffer should be maintained and any timber harvesting within the buffer should follow MDIFW guidelines for harvesting around Inland Waterfowl and Wading Bird Habitats.

Rare Plant Habitats and Occurrences

The Maine Natural Areas program (MNAP) and Beginning with Habitat have identified the following rare plants, animals, and rare exemplary natural communities/ecosystems in Presque Isle.

Name	State Rank	Status
Pygmy Snaketail	S2S3	Species of Special Concern
Marsh Valerian	S2	Species of Special Concern
Fries’ Pondweed	S1	Species of Special Concern
Wild Ginger	S1S2	Threatened Species
Capillary Sedge	S2	Species of Special Concern
Large toothwort	S3	Species of Special Concern
Upland Sandpiper	S3B	Threatened Species

Name	State Rank	Status
Small Yellow Water Crowfoot	S2	Species of Special Concern
Upper Floodplain Hardwood Forest- Aroostook River- Washburn to Presque Isle	S3	Natural Community

Source: Beginning with Habitat, 2020

State Rarity Ranks

S1 Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.

S2 Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.

S3 Rare in Maine (on the order of 20-100 occurrences).

The Aroostook River between Washburn and Presque Isle is a Focus Area of Statewide Significance. Beginning with Habitat (BwH) Focus Areas are natural areas of *statewide* ecological significance that contain unusually rich concentrations of at-risk species and habitats. These areas, identified by biologists from the Maine Natural Areas Program (MNAP), Maine Department of Inland Fisheries and Wildlife (MDIFW), Maine Department of Marine Resources (DMR), U.S. Fish and Wildlife Service (USFWS), The Nature Conservancy (TNC), Maine Audubon, and Maine Coast Heritage Trust (MCHT), support rare plants, animals, and natural communities, high quality common natural communities; significant wildlife habitats; and their intersections with large blocks of undeveloped habitat. BwH Focus Area boundaries are drawn based on the species and natural communities that occur within them and the supporting landscape conditions that contribute to the long-term viability of the species, habitats, and community types.

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.

Fisheries

Vital and productive fisheries serve a variety of purposes within the community. Beyond the recreational value of sport fishing, the size, abundance, diversity, and physical condition of species in the local waterbodies provide indicators of the viability of the waterbody and the effectiveness of the municipality's land-use controls. A healthy fishery also often translates to greater diversity in the wildlife present in the community. The following are synopses of the status of the fishery potential in the various local waterbodies:

1. High-Value Coldwater Fishery Habitat (per MDIFW)
 - Aroostook River: brook trout, landlocked salmon, Atlantic salmon
 - Prestile Stream: brook trout
 - Presque Isle Stream: brook trout, Atlantic salmon
 - Arnold Brook Lake: brook trout

- Echo Lake: brook trout
 - Mantle Lake: brook trout
 - Williams Brook: brook trout
 - Arnold Brook: brook trout
 - Clark Brook: brook trout
2. Moderate Value Coldwater Fishery Habitat (per MDIFW)
 - All tributaries to the Aroostook River, Presque Isle Stream, and Prestile Stream not listed above.
 3. Low-Moderate Value Coldwater Fishery Habitat (per MDIFW)
 - Glidden Brook: brook trout

Presque Isle Stream and its tributaries serve as valuable wild brook trout breeding and nursery areas, due in part to the colder waters of tree-protected brooks like Kennedy Brook and Arnold Brook. While the headwaters of these brooks are not conducive to strong brook trout fisheries, the brooks themselves provide ample protection for fertilized eggs and immature fish, while providing a continuous supply of cool water to help keep the water temperatures lower in the Presque Isle Stream during the warm summer months. The stream is also considered a high-value coldwater fishery habitat for Atlantic salmon, a species currently in the process of being restored to the region.

Fishing in Mantle Lake, the headwater for Kennedy Brook, and the brook itself are limited to those under age sixteen and those who hold complimentary licenses issued by Inland Fisheries and Wildlife. A 100-foot wide Resource Protection Zone extends outward from the normal high-water line on each side of the brook.

Arnold Brook Lake, the headwater for Arnold Brook, although not as well-suited to serve as a strong brook trout fishery, occasionally yields a trophy-size trout and is rated a high-value coldwater fishery habitat. Arnold Brook Lake provides a popular put and take trout fishery and has been recently opened to ice fishing. MDIF&W annually stock brook trout in the lake. The colder water of the brook serves as a wild brook trout hatchery, and both the lake and the brook are protected with a 250' wide Watershed Resource Protection Zone around the shoreline of the lake and on each side of the brook.

Echo Lake has been rated as low in terms of species abundance and diversity. The documented water quality problems of Echo Lake limit its capacity as a strong fishery; however, it is rated as a high-value cold water fishery habitat. MDIF&W annually stocks brook trout in Echo Lake which also proves to be a popular early season fishing location for area residents. A small cold brook entering on the south shore has been observed to contain immature brook trout. Echo Lake, too, is protected by a 100' Resource Protection Zone around its perimeter.

Prestile Stream, a portion of which flows through and along Presque Isle's municipal boundary with Easton, is considered an excellent brook trout fishery and a high-value coldwater fishery habitat. The cooler water of the Prestile and its numerous feeder brooks is maintained through the summer months by shade cover.

While the Aroostook River is recognized as an excellent wild brook trout sport fishery waterbody and a high-value coldwater fishery habitat for landlocked salmon, a substantial amount of time, effort, and money have been invested in the restoration of the Atlantic salmon. A group called “*Atlantic Salmon for Northern Maine*” has been working since 1979 to enlist the support of multiple levels of government and citizens in the United States and Canada for the purpose of restoring a self-sustaining run of Atlantic salmon to the Aroostook River.

The City of Presque Isle has been an active participant in the Atlantic salmon restoration project. In 1995, the new State Street dam in Presque Isle was completed, equipped with a fishway that would allow salmon and trout to move up and downstream with minimal problems. The addition of the fishway to the dam was seen as integral to the success of any future trout or Atlantic salmon activity in the 19 ½-mile-long stream and its feeders. It is judged to have 7 miles of suitable spawning area and 10 ½ miles of suitable nursery area. The Presque Isle Stream was noted as early as 1874 for supporting an abundant run of salmon; the City is hoping for a return to that status within the next 20 years.

Scenic Resources

The many hills, valleys, water bodies, and open spaces in Presque Isle present numerous opportunities for scenic vistas. Private property owners have long recognized the value of properly placing a new home on a lot to maximize “*the view*”. A spectacular view becomes marketable when that home is sold. Very little, however, has been done by the City or the State to acquire vantage points that provide the general public with a safe, unobstructed view of the City’s natural resources. The Aroostook River Valley, Quaggy Jo and Green Mountains, the colorful quilt work of different agricultural products growing in adjacent fields, to name several, are resources that should be viewed and appreciated by the residents of the City.

The City, private property owners, the State, and others should begin planning for the development of scenic turnouts, gateway protections, and “*below-the-crest*” development standards to ensure that the visual beauty of the natural environment, an integral part of Aroostook County’s “*quality of life*”, is not lost or forgotten.

Analysis

Presque Isle contains a wealth of natural resources which are highly regarded by both residents and visitors. Agriculture is an important part of the community's economy. The Town's substantial acreage of prime farmlands should be managed with good conservation practices. This valuable cropland resource is important to the community's future welfare. Future land use proposals that might conflict with the efficient operation of the City's major farming units should be carefully analyzed and acceptable alternatives considered. City officials should utilize zoning ordinances proposed with this Plan to encourage development in non-prime farmland areas. City officials should explore developing tax assessment programs that encourage food and fiber production on prime farmlands and forestlands currently in farming and forestry uses. In addition to the production of crops, dairy products, and livestock on the farms, the storage, packaging, processing, marketing, and shipping of these commodities for the ultimate use of consumers have beneficial influences on the City's economy. City officials should work with the agricultural sector of the community to

strengthen opportunities for growth, and diversification of farming-related businesses. City officials should encourage farmers and owners of farmland to adopt Best Management Practices to conserve valuable cropland and prevent soil erosion from impacting the quality of the region's surface waters.

Well-managed forestlands have multiple uses. In addition to the production of wood, these lands are vital to protect water quality, wildlife and fisheries habitat, and to provide for recreational resources. Ownership of forest land resources is dominated by small woodlot owners. These smaller woodlots (< 500 acres) are important to their owners and others in Presque Isle. The City should encourage these small woodlot owners to contact professional consultant foresters serving the area to gain technical assistance in managing their forestlands. City officials may want to consider retaining some of any future tax-acquired forestland in public ownership for multi-use management opportunities such as outdoor recreation, timber harvesting, and wildlife management. Woodlot owners in Presque Isle should be aware of the requirements of Maine's Forest Practices Act. In addition, City officials may wish to make woodlot owners aware of the Stewardship Incentive Program administered by the Maine Forest Service that was established to foster sound and sustainable multi-use management of forest land resources. Woodlot owners with forest lands enrolled in the Tree Growth Tax Program should be aware of the forestry management plan requirements of this Act. City officials should work with the Maine Forest Products Council, the UMCE, and the business community to explore methods and measures to encourage greater value-added natural resource-based business opportunities.

The trend toward increased residential uses in the rural farm areas is identified in the Land Use section. While the trend does not appear to have affected the conduct of agricultural or logging operations in the community at this point in time, it has impacted water quality in several areas of the community and this issue needs to be addressed.

For example, Kennedy Brook is an impaired stream located in a designated Growth Area along Academy Street. According to a Watershed Plan, the agricultural lands to the north and east is already being developed and doctors' offices and other medical support offices are beginning to sprawl along that road. This development is detrimental to the water quality in Kennedy Brook which fails to attain its classification most of the time but not all of the time.

City officials are working toward ways that allow for development in this watershed and protect water quality at the same time. It is far less expensive and proactive to be in the prevention stage. The biggest fear is that the Kennedy Brook watershed be listed in the next update of the MDEP's Urban Impaired water body list as this listing triggers MDEP review and a requirement for compensation.

The Central Aroostook Soil and Water Conservation District and City are working on 319 applications to help implement watershed management projects. City officials are also working on a Low Impact Development Ordinance and revisions of the current ordinances to determine if barriers to smarter development such as road width reductions, sidewalks, reduction of impervious surfaces can be implemented.

NATURAL RESOURCES
Goals, Policies, Strategies

State 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 and preserve the natural resources on which its economy and quality of life depend, through preservation of land, facility improvement, education, and citizen stewardship.

Policy	Strategy	Responsibility	Timeframe
Identify, monitor and conserve Presque Isle’s significant natural resources including rare plant populations, moderate to high value nesting habitat for waterfowl and wading birds, and bird species.	Work with the surrounding communities Planning Boards to ensure consistent standards for the protection of shared watersheds.	Planning Board	On-going
Water Resources and Water Quality			
Protect and improve the water quality of both surface and ground waters, especially the aquifer providing the City’s drinking water	Update and maintain land use standards that are consistent with the State minimums for local shoreland zoning.	Planning Board	2021 and on-going as needed.
	Cooperate with other local, regional, and State entities in the conservation of natural resources of shared interest such as the Prestile Stream and the Aroostook River.	City Officials, Planning Board, Public Works Dept.	On-going
Maintain and improve water quality, brook trout fisheries, wildlife habitat and habitat connectivity through the conservation of all riparian habitats.	Work with the Central Aroostook Soil and Water Conservation District to conduct educational meetings on the resource value of riparian habitats.	City Officials	2022 and On-going
	Work with the Central Aroostook Soil and Water Conservation District to implement the action items identified in the Kennedy Brook Watershed Management Plan.	City Officials	2021 and on-going
	Revise the City ordinances to reduce barriers for low impact development.	Planning Board	2021 and On-going

Policy	Strategy	Responsibility	Timeframe
	Work with the Utilities District and MDEP to upgrade to community sewage disposal system located near Echo Lake. Apply for State and Federal funding as necessary.	City Officials and Utilities District	2022
	Cooperate with IF&W and other State agencies to provide property owners with guidelines to voluntarily minimize impacts on habitat connectors.	Town Officials, Planning Board, and IF&W	On-going
	Utilizing the StreamSmart Habitat Viewer's culvert inventory map, town officials will prioritize stream crossing that have been identified as barriers to fish and wildlife passage. City officials will apply for grant funding to replace these crossings.	City Officials	2021 and on-going
	Continue to update the Shoreland Zoning ordinance to keep it current with the State minimum guidelines.	Planning Board	2021 and on-going
	Enforce the land use standards for all activities within the shoreland zone.	Planning Board and Code Enforcement	On-going
	Provide educational seminars and literature for property owners who do their own site development work.	Planning Board and MDEP	On-going
	Work with Central Aroostook Soil and Water Conservation District to pursue grants through USDA, MDEP, Maine Potato Board, and University of Maine Cooperative Extension to develop educational programs for small and large agricultural producers and their role in non-point source pollution.	Town Officials and Planning Board	2021 and On-going

Policy	Strategy	Responsibility	Timeframe
Minimize pollution discharge through the upgrade of existing septic systems and wastewater treatment facilities.	Encourage replacement of malfunctioning septic systems. Educate the public about the importance of maintaining and replacing onsite systems.	CEO and Plumbing Inspector	On-going
	Continue to apply, when and where eligible, to the Small Community Grant Program to upgrade any failing septic systems	Planning Board and City Officials	On-going
	Continue to apply for Small Community Grant or other funds, such as CDBG, that replace faulty septic systems impacting water quality. Work with Aroostook County Action Program (ACAP) if homeowners qualify for their programs.	City Officials	2021 and on-going
	Include a reminder about septic tank pumping at 3-year intervals with tax bills.	City Officials,	On-going
	Modify the building permit application process to include information on the age and condition of fuel tanks.	Planning Board	On-going
	Modify the building permit application process to include information on the age and condition of fuel tanks.	Planning Board	On-going
	Develop informational signs and brochures (maps) on critical habitat and public accesses,	City Officials	2021
Educate residents and visitors about important habitat and water quality values.	Encourage landowners to protect and preserve wildlife habitat and utilize public/private conservation partnerships to preserve undeveloped land around or near critical or important natural resources.	Planning Board, City Officials	On-going

Policy	Strategy	Responsibility	Timeframe
	Make available to the public the most recent data on rare plants, animals, and natural communities and important wildlife habitats provided by the Beginning with Habitat program of the Department of Inland Fisheries and Wildlife, included on maps in this document.	Planning Board, City Officials	On-going
	Designate critical natural resources mapped as Essential Habitat or Significant Habitat as Critical Resource Areas in the Future Land Use Plan.	Planning Board	2021
Conserve critical natural resources in the community, including existing fish and waterfowl/wading bird habitats.	Include as part of the Planning Board review process consideration of pertinent Beginning with Habitat maps and information regarding Critical Resources.	Planning Board	2022
	Require subdivision or non-residential property developers to identify any Critical Resources on site and take appropriate measures to protect those resources.	Planning Board, CEO	2022
	Maintain state standards for construction and maintenance of local roads when development is proposed in or near the site of Essential or Significant Habitats or Critical Resources.	City Officials and Public Works Department	On-going
	Protect the high and moderate fisheries habitats in accordance with Shoreland Zoning regulations around these habitats.	Planning Board, CEO	On-going
	Protect the high and moderate fisheries habitats in accordance with Shoreland Zoning regulations around these habitats.	Planning Board, CEO	On-going

Policy	Strategy	Responsibility	Timeframe
Support long-term economically viable and environmentally sustainable agriculture and forest management within Presque Isle.	Support owners of productive farm and forestland in their efforts to enroll in Current Use programs, such as Tree Growth and Farmland, Open Space	Tax Assessor	On-going
	Encourage local or regional economic development activities that support productive agriculture and forestry operations.	City Officials, Planning Board, NMDC	On-going
	Promote use of best management practices for timber harvesting and agricultural production; provide information to the public.	Planning Board	On-going
	Support timber management and agricultural activities on prime farmland and in rural areas of Presque Isle.	City Officials, Planning Board	On-going
Encourage the use of prime farmland for commercial agriculture or forestry.	Include in any future land use ordinance a requirement that commercial or subdivision developments maintain areas with prime agricultural soils as open space to the greatest extent practicable.	Planning Board	On-going

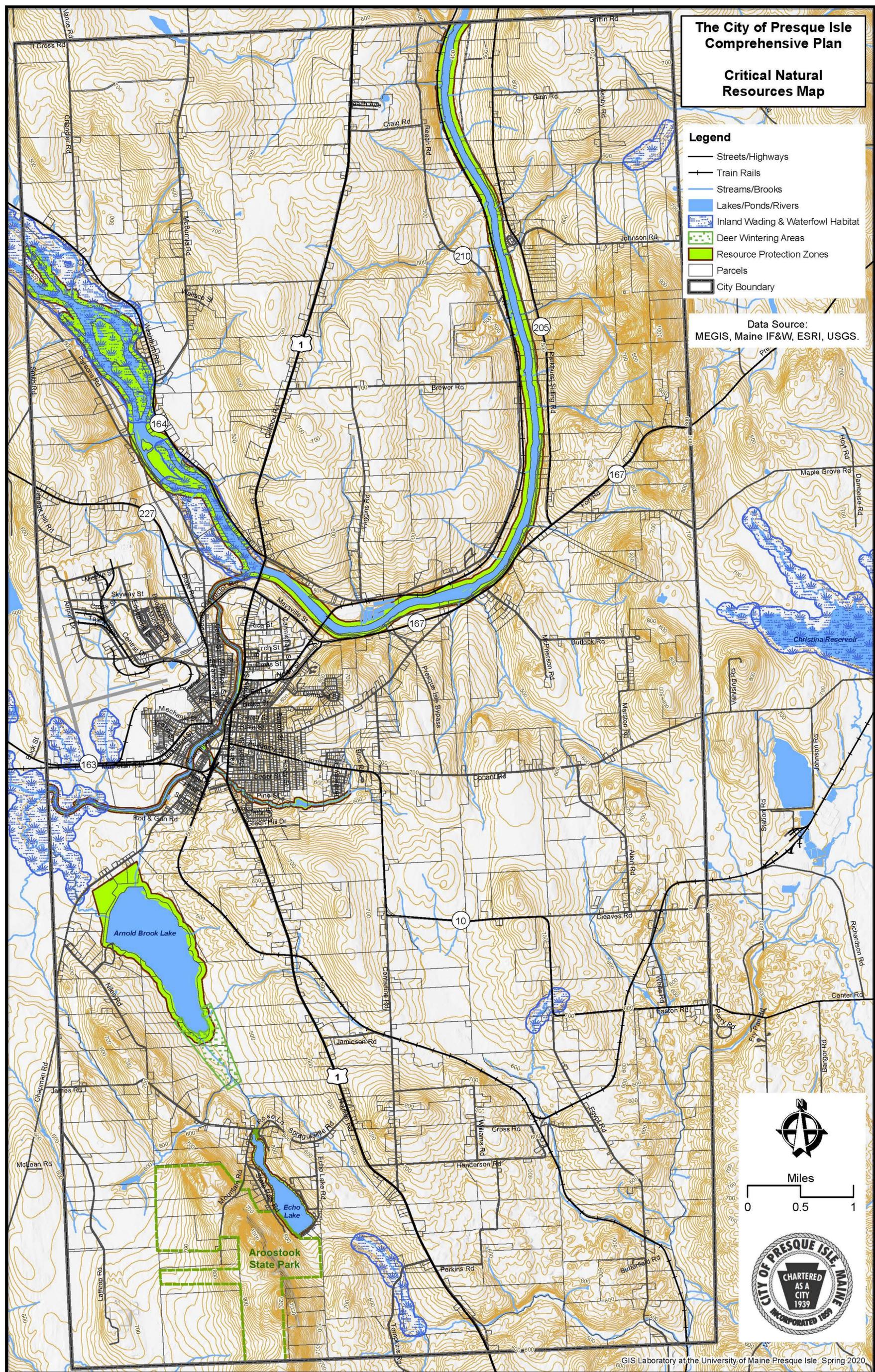
The City of Presque Isle Comprehensive Plan

Critical Natural Resources Map

Legend

- Streets/Highways
- Train Rails
- Streams/Brooks
- Lakes/Ponds/Rivers
- Inland Wading & Waterfowl Habitat
- Deer Wintering Areas
- Resource Protection Zones
- Parcels
- City Boundary

Data Source:
MEGIS, Maine IF&W, ESRI, USGS.

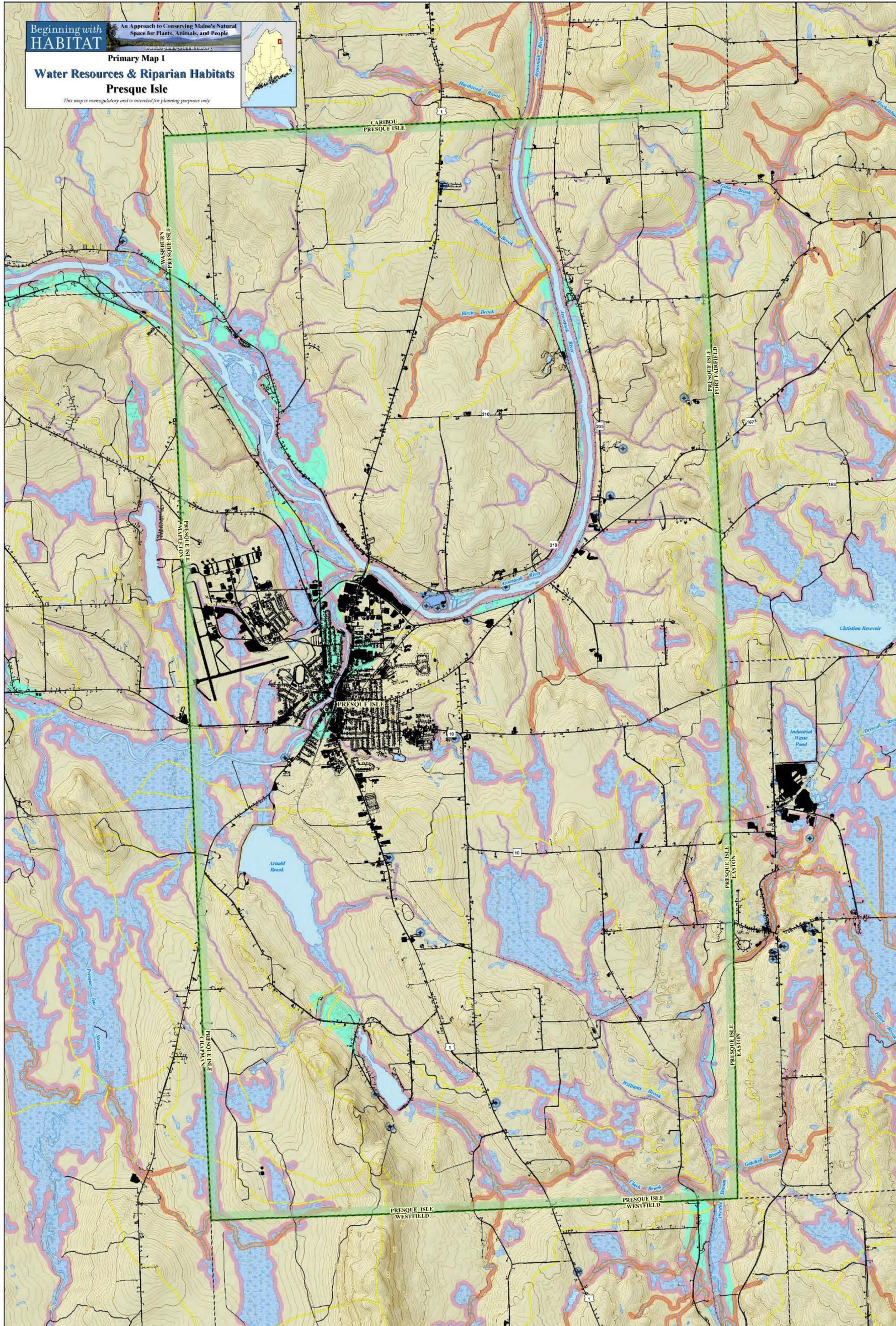


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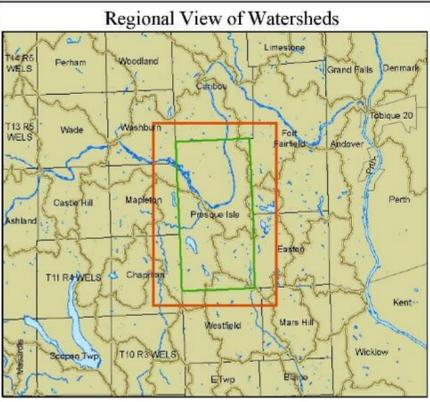
Beginning with HABITAT
 An Approach to Conserving Maine's Natural Space for Plants, Animals, and People
Primary Map 1
Water Resources & Riparian Habitats
Presque Isle



LEGEND

This map depicts riparian areas associated with major surface water features and important public water resources. This map does not depict all streams or wetlands known to occur on the landscape and should not be used as a substitute for on the ground surveys. This map should be used as a planning reference only and is intended to illustrate the natural hydrologic connections between surface water features. Protecting riparian habitats protects water quality, maintains habitat connections, and safeguards important economic resources including recreational and commercial fisheries.

- Selected Town or Area
- Organized Township Boundary
- Unorganized Township
- Developed- Impervious surfaces including buildings and roads
- Drainage divides - These are the smallest hydrologic units mapped in Maine. They contain watershed boundaries for most ponds and rivers in Maine.
- NWI Wetlands - National Wetlands Inventory (NWI) uses aerial photographs to approximate wetland locations. NWI data is not a comprehensive mapping of wetland resources and typically under represents the presence of wetlands on the landscape. The presence of wetlands needs to be determined in the field prior to conducting activities that could result in wetland disturbance.
- Riparian Habitat - depicted using common regulatory zones including a 250-foot-wide strip around Great Ponds (ponds >10 acres), rivers, coastline, and wetlands >10 acres and a 75-foot-wide strip around streams. Riparian areas depicted on this map may already be affected by existing land uses.
- Shellfish Growing Areas - The Maine Department of Marine Resources maps growing areas for economically important shellfish resources. This map depicts softshell and hard clam resources in order to illustrate the relation of these resources to streams and shoreline areas vital to their conservation.
- Brook Trout Habitat - Streams and ponds, buffered to 100 feet, where wild Brook Trout populations have been documented, or managed to enhance local fisheries.
- Public Water Supply Wells
- Source protection area - Buffers that represent source water protection areas for wells and surface water intakes that serve the public water supply. Their size is proportional to population served and/or by the type of water supply system. These buffers range from 300 to 2,500 feet in radius.
- Aquifers - flow of at least 10 gallons per minute



Relationship of Ground Water and Surface Water

Precipitation is the source of all water. Surface water and ground water are related. Drinking water can come from either source. Ground contaminants can affect both. The relationship between ground water and surface water is part of the hydrologic cycle. Precipitation that falls from the atmosphere as rain or snow reaches the land surface and recharges rivers, lakes, wetlands, and other surface bodies of water directly through overland runoff. Surface water also seeps into the ground through infiltration and eventually reaches the ground water, or through evaporation, returns to the atmosphere. Water evaporates from leaves and stems of plants through transpiration.

Shoreland Zoning

Maine's Mandatory Shoreland Zoning Act is intended to protect water quality, conserve wildlife habitat, and preserve the natural beauty of Maine's shoreline areas. Successful implementation requires local awareness of and appreciation for surface water resources and effective enforcement of setback and buffer requirements.

At a minimum, Maine's shoreland zones include all land within:

- 250 feet of the high-water line of any pond over 10 acres, any river that drains at least 25 square miles, and all tidal waters and saltwater marshes;
- 250 feet of a freshwater wetland over 10 acres (except "forested" wetlands); and
- 75 feet of a stream that is either an outlet stream of a great pond, or located below the confluence of two perennial streams as depicted on a USGS topographic map.

Shoreland zoning encourages towns to provide greater protection to their local water resources by applying shoreland zone protections to additional resource types such as smaller streams and wetlands, and rare terrestrial features. For specific guidance regarding Maine's Mandatory Shoreland Zoning Act contact the Dept. of Environmental Protection Shoreland Zoning Unit, 207-287-3901 (Augusta), 207-822-6300 (Portland), 207-941-4116 (Bangor), www.maine.gov/dep/bwq/docshoreslandzoning.htm

Data Sources

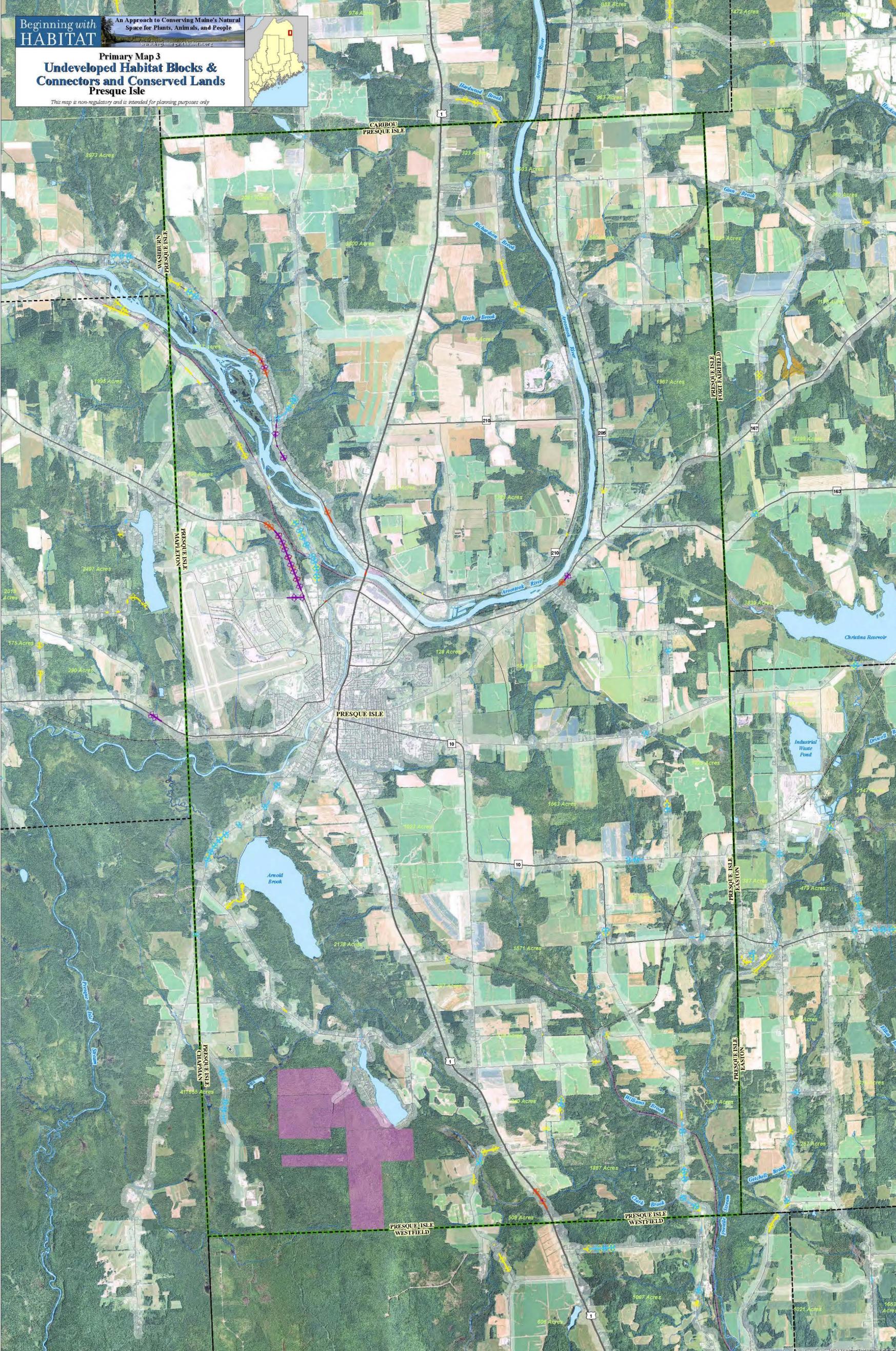
DATA SOURCE INFORMATION	SHORELAND ZONING
TOWNSHIP BOUNDARIES Maine Office of GIS (2013); mevw04	Maine Department of Marine Resources; softshell_data; hard_clam
ROADS Maine Office of GIS; Maine Department of Transportation (2018); mevw04	RIPARIAN BUFFERS Maine Office of GIS; Maine Natural Areas Program (2011)
HYDROLOGY USGS National Hydrography Dataset (NH-D); Maine (2012)	WELLS, WELL BUFFERS Maine Office of GIS; Maine Department of Human Services Drinking Water Program (2011); wells; wellbuf
DEVELOPED Maine Office of GIS; Maine Department of Inland Fisheries and Wildlife (2015); impervious_change_2015	WELLS, WELL BUFFERS Maine Office of GIS; Maine Geological Survey (2011); wells; wellbuf
NATIONAL WETLANDS INVENTORY U.S. Fish & Wildlife Service (2015); NWI	DRAINAGE DIVIDES Maine Office of GIS (1994); mevw04
DATA SOURCE CONTACT INFORMATION Maine Office of GIS: http://www.maine.gov/gis/ Maine Natural Areas Program: http://www.maine.gov/dnr/nap/index.cfm Maine Department of Marine Resources: http://www.maine.gov/dmr/ Maine Department of Transportation: http://www.maine.gov/dot/ Maine Geological Survey: http://www.maine.gov/des/ Maine Department of Inland Fisheries & Wildlife: http://www.maine.gov/ifw/	BROOK TROUT HABITAT Maine Department of Inland Fisheries & Wildlife (2011)

DIGITAL DATA REQUEST
To request digital data for a town or organization, please visit our website: http://www.sogreinfo.com/arcgis/arcgis_data_request.html



Primary Map 3 Undeveloped Habitat Blocks & Connectors and Conserved Lands Presque Isle

This map is non-regulatory and is intended for planning purposes only.



LEGEND

This map highlights undeveloped natural areas likely to provide core habitat blocks and habitat connections that facilitate species movements between blocks. Undeveloped habitat blocks provide relatively undisturbed habitat conditions required by many of Maine's species. Habitat connections provide necessary opportunities for wildlife to travel between preferred habitat types in search for food, water, and mates. Roads and development fragment habitat blocks and can be barriers to moving wildlife. By maintaining a network of interconnected blocks towns and land trusts can protect a wide variety of Maine's species—both rare and common—to help ensure rich species diversity long into the future. Maintaining a network of these large rural open spaces also protects future opportunities for forestry, agriculture, and outdoor recreation.

- Organized Township Boundary
- Unorganized Township
- Selected Town or Area of Interest

Habitat Blocks
Development Buffer (pale transparency)
 250-500 foot buffer around improved roads and developed areas based on development intensity.
Undeveloped Habitat Block
 Remaining land outside of Development Buffers. Blocks greater than 100 acres are labeled with their estimated acreage.

Approximate Road Crossing Habitat Connections
 Represented habitat connections identified through computer modeling highlight locations where quality habitat is likely to occur on both sides of a given road between undeveloped habitat blocks greater than 100 acres and between higher value wetlands. These representations are approximate and have not been field verified.

Undeveloped Block Connectors
 Likely road crossing areas linking undeveloped habitat blocks greater than 100 acres. The threat of habitat fragmentation and animal mortality corresponds to traffic volume.
 Yellow lines represent habitat road crossings with daily traffic volumes less than 2000 vehicles per day.
 Red lines represent habitat road crossings with daily traffic volumes greater than 2000 vehicles per day.

Riparian Connectors
 Likely crossing locations for wetland dependent species moving between waterways and wetlands divided by roads.
 Blue lines represent riparian road crossings with daily traffic volumes less than 2000 vehicles per day.
 Purple lines represent riparian road crossings with daily traffic volumes greater than 2000 vehicles per day.

Highway Bridge Connectors
 Highway bridges along I-95 and I-295 that span riparian habitat connecting adjacent but separated habitat blocks. These are locations where species are likely to take advantage of infrastructure to move between habitat blocks.

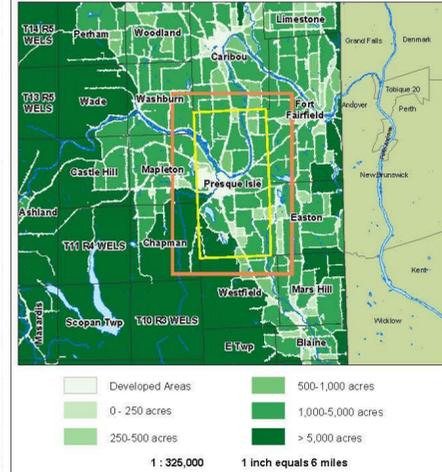
Conserved Lands
 The State of Maine's conserved lands database includes lands in federal, state, and non-profit ownership. It does not include many privately owned conservation lands, especially those protected by local land trusts, or town owned conservation lands. For the most accurate and current information about land ownership, consult with the local assessor and/or other local land management agencies. If public access potential to any of the properties displayed here is uncertain, landowners should be contacted to determine if permission is necessary.

Ownership Type (transparent layers)

- Federal**
 National parks, forests, and wildlife refuges. (Includes Canadian conserved lands.)
- State**
 Wildlife Management Areas and other properties managed by the Department of Inland Fisheries and Wildlife, state parks, and parcels managed by the Bureau of Parks & Lands.
- Municipal**
 Town parks, water district properties, community forests, etc.
- Private Conservation**
 Properties owned and managed by private (usually non-profit) organizations such as The Nature Conservancy, Maine Coast Heritage Trust, Trust for Public Land, and local land trusts.
- Easement**
 Voluntary legal agreements that allow landowners to realize economic benefit by permanently restricting the amount and type of future development and other uses on all or part of their property as they continue to own and use it.

Aerial Imagery
 Aerial imagery is often the best tool available to visualize existing patterns of development and resulting changes in the natural landscape. By depicting undeveloped habitat blocks, habitat connectors and conserved lands with aerial photos, the map user can more easily identify opportunities to expand the size and ecological effectiveness of local conservation efforts.

Regional Undeveloped Blocks



Data Sources

DATA SOURCE INFORMATION
TOWNSHIP BOUNDARIES
 Maine Office of GIS, *metwp24* (2013)
ROADS
 Maine Office of GIS, Maine Department of Transportation; *metdpub* (2015)
HYDROLOGY
 U.S. Geological Survey, *NHD_Maine* (2012)
UNDEVELOPED HABITAT BLOCKS, DEVELOPMENT BUFFER, CONNECTORS
 Maine Department of Inland Fisheries and Wildlife (2015)
CONSERVATION LANDS
 Maine Department of Agriculture, Conservation, and Forestry, Land Use Planning Commission, Maine Department of Inland Fisheries and Wildlife; *Conserved Lands* (2015)
AERIAL IMAGERY
 U.S. Department of Agriculture, *NAIP 2013* - state-wide 1-meter color orthoimagery

DATA SOURCE CONTACT INFORMATION
 Maine Office of GIS - <http://www.maine.gov/megis/catalog/>
 Maine Dept. of Agriculture, Conservation and Forestry - <http://www.maine.gov/dacf/>
 Maine Dept. of Inland Fisheries and Wildlife - <http://www.maine.gov/ifw/>
 Maine Department of Transportation - <http://www.maine.gov/mta/>
 Maine Department of Environmental Protection - <http://www.maine.gov/dep/>

DIGITAL DATA REQUEST
 To request digital data for a town or organization, visit our website http://www.beginningwithhabitat.org/nc_maps/gis_data_request.html



Primary Map 2
High Value Plant & Animal Habitats
Presque Isle

This map is non-regulatory and is intended for planning purposes only.



LEGEND

Beginning with Habitat (BwH) is a voluntary tool intended to assist landowners, resource managers, planners, and municipalities in identifying and making informed decisions about areas of potential natural resource concern. This data includes the best available information provided through BwH's coalition partners as of the map date, and is intended for information purposes only. It should not be interpreted as a comprehensive analysis of plant and animal occurrences or other local resources, but rather as an initial screen to flag areas where agency consultation may be appropriate. Habitat data sets are updated continuously as more accurate and current data becomes available. However, as many areas have not been completely surveyed, features may be present that are not yet mapped, and the boundaries of some depicted features may need to be revised. Local knowledge is critical in providing accurate data. If errors are noted in the current depiction of resources, please contact our office. Some habitat features depicted on this map are regulated by the State of Maine through the Maine Endangered Species Act (Essential Habitats and threatened and endangered species occurrences) and Natural Resources Protection Act (Significant Wildlife Habitat). We recommend consultation with MDIFW Regional Biologists or MNAAP Ecologists if activities are proposed within resource areas depicted on this map. Consultation early in the planning process usually helps to resolve regulatory concerns and minimize agency review time. For MDIFW and MNAAP contact information, visit <http://www.beginningwithhabitat.org/contacts/index.html>.

- Organized Township Boundary
- Unorganized Township
- Selected Town or Area of Interest
- Developed Impervious surfaces such as buildings and roads

Rare, Threatened, or Endangered Wildlife

Known rare, threatened, or endangered species occurrence and/or the associated habitats based on species sightings.

Consult with an MDIFW regional biologist to determine the relative importance and conservation needs of the specific location and supporting habitat. The names of some species have been masked with a "Rare Animal" designation on the map for further protection. For more information regarding individual species visit our website, <http://www.maine.gov/ifw/wildlife/endangered/index.html>, for species specific fact sheets.

The Federal Endangered Species Act requires actions authorized, funded, or carried out by federal agencies be reviewed by the U.S. Fish and Wildlife Service. If your project occurs near an occurrence of the Atlantic Salmon, Roseate Tern, Piping Plover, Canada Lynx, New England Cottontail, Fishy's Lousewort, or Small-whorled Paganina contact the Maine Field Office, USFWS, 1168 Main St., Old Town, ME 04468.

Rare or Exemplary Plants and Natural Communities

Rare Plant Locations

Known rare, threatened, or endangered plant occurrences are based on field observations. The names of some species have been masked with a "Rare Plant" designation on the map for further protection. Consult with a Maine Natural Areas Program (MNAAP) Ecologist to determine conservation needs of particular species. For more information regarding rare plants, the complete list of tracked species and fact sheets for those species can be found at: <http://www.maine.gov/doehrm/mnaap/features/plantlist.htm>

Rare or Exemplary Natural Community Locations

The MNAAP has classified and distinguished 98 different natural community types that collectively cover the state's landscape. These include such habitats as floodplain forests, coastal bogs, alpine summits, and many others. Each type is assigned a rarity rank of 1 (rare) through 5 (common). Mapped rare natural communities or ecosystems, or exemplary examples of common natural communities or ecosystems, are based on field surveys and aerial photo interpretation. Consult with an MNAAP Ecologist to determine conservation needs of particular species or ecosystems.

Essential Wildlife Habitats

Roseate Tern Nesting Area or Piping Plover-Least Tern Nesting, Feeding, & Brood-Rearing Area

Maine's Department of Inland Fisheries & Wildlife (MDIFW, www.state.me.us/ifw/) maps areas currently or historically providing habitat essential to the conservation of endangered or threatened species as directed by the Maine Endangered Species Act. Identification of Essential Habitat areas is based on species observations and confirmed habitat use. If a project occurs partly or wholly within an Essential Habitat, it must be evaluated by MDIFW before state and/or municipal permits can be approved or project activities can take place.

Candidate Deer Wintering Area

Forested area possibly used by deer for shelter during periods of deep snow and cold temperatures. Assessing the current value of a deer wintering area requires on-site investigation and verification by IF&W staff. Locations depicted should be considered as approximate only.

Inland Waterfowl and Wading Bird Habitat (IWWH) with 250' Buffer

Freshwater breeding, migration, feeding, and wintering waterfowl or wading bird habitats that qualify as Significant Wildlife Habitat under Maine's Natural Resources Protection Act.

Wildlife Wetlands

Other wetlands valuable for wildlife that are not regulated as IWWH.

Seabird Nesting Island

An island, ledge, or portion thereof in tidal waters with documented, nesting seabirds or suitable nesting habitat for endangered seabirds.

Shorebird Areas

Coastal staging areas that provide feeding habitat like tidal mud flats or roosting habitat like gravel bars or sand spits for migrating shorebirds.

Tidal Waterfowl and Wading Bird Habitats (TWWH)

Breeding, migrating/staging, or wintering areas for coastal waterfowl or breeding, feeding, loafing, migrating, or roosting areas for coastal wading birds. Tidal Waterfowl/Wading Bird habitats include aquatic beds, eelgrass, emergent wetlands, mudflats, seaweed communities, and reefs.

Significant Vernal Pools

A pool depression used for breeding by amphibians and other indicator species and that portion of the critical terrestrial habitat within 250 ft of the spring or fall high water mark. A vernal pool must have the following characteristics: natural origin, nonpermanent hydroperiod, lack permanently flowing inlet or outlet, and lack predatory fish.

Significant Wildlife Habitats

Atlantic Salmon Spawning/Rearing Habitat

Atlantic Salmon Spawning Habitat

Atlantic Salmon Limited Spawning Habitat

Mapped by Atlantic Salmon Commission (ASC) and US Fish & Wildlife Service (USFWS) from field surveys on selected Penobscot and Kennebec River tributaries and the Denny's, Ducktrap, East Machias, Machias, Pleasant, Narraguagus, and Sheepscot Rivers.

Maine's Natural Resources Protection Act

Maine's Natural Resources Protection Act (NRPA, 1988) is administered by the Maine Department of Environmental Protection (MDEP, <http://www.maine.gov/dcep/bwfw/constand/mrpa/mrpa.html>) and is intended to prevent further degradation and loss of natural resources in the state, including the above Significant Wildlife Habitats that have been mapped by MDIFW. MDEP has regulatory authority over most Significant Wildlife Habitat types. The regional MDEP office should be consulted when considering a project in these areas.

Atlantic Salmon Spawning/Rearing Habitat

Atlantic Salmon Rearing Habitat

Atlantic Salmon Spawning Habitat

Atlantic Salmon Limited Spawning Habitat

Data Sources

DATA SOURCE INFORMATION

TOWNSHIP BOUNDARIES
Maine Office of GIS, Mtenp24 (2019)

ROADS
Maine Office of GIS, Maine Department of Transportation, Mecdogub (2019)

HYDROLOGY
U.S. Geological Survey National Hydrography Dataset (NHD) Maine (2012)

DEVELOPED
Maine Office of GIS, Maine Department of Inland Fisheries and Wildlife, and multiple other agencies; Imperv (2016)

ESSENTIAL & SIGNIFICANT WILDLIFE HABITATS
Maine Office of GIS, Maine Department of Inland Fisheries & Wildlife, DWA, ETSO, Ekiprim, Eitem, IWWH, Srv, Shorebird, TWWH (2018-2020)

RARE NATURAL COMMUNITIES & PLANTS
Maine Natural Areas Program: MNAAP_eoc (2020)

ATLANTIC SALMON HABITAT
Maine Office of GIS, Maine Atlantic Salmon Commission, U.S. Fish & Wildlife Service: Aspsh20 (2013)

DATA SOURCE CONTACT INFORMATION
Maine Office of GIS: <http://www.maine.gov/mgis/catalog/>
Maine Natural Areas Program: <http://www.maine.gov/dac/mnaap/index.html>
Maine Department of Inland Fisheries & Wildlife: <http://www.maine.gov/ifw/>
U.S. Fish & Wildlife Service, Gulf of Maine Program: <http://gulfmaine.fws.gov/>
Maine Atlantic Salmon Commission: <http://www.maine.gov/asc/>
Maine Department of Transportation: <http://www.maine.gov/dot/>

DIGITAL DATA REQUEST
To request digital data for a town or organization, please visit our website: http://www.beginningwithhabitat.org/the_mnapsigs_data_request.html



Supplementary Map
Natural Resource Co-occurrence
Presque Isle

This map is non-regulatory and is intended for planning purposes only.



Legend

This map represents the concentration of selected environmental asset data layers overlaid on the landscape. Its purpose is to highlight a given area's relative conservation values as an aid in planning. It offers a generalized and subjective view and should be considered as a starting point for discussion. The layers on this map include buffer zones around water features, important natural communities, listed plant and animal species, areas of undeveloped land, and conserved properties. Some of these layer attributes have been weighted based on qualitative features, such as rarity or size, and are noted below. Co-occurrence modeling is extremely flexible, allowing for the addition, substitution, and relative weighting of data and attributes that best reflect the particularities and priorities of a given area or community. This map draws on data that is depicted on the standard Beginning with Habitat map set, but should still be considered as both supplementary and as work in development.

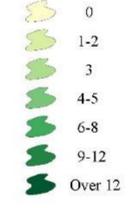
- Organized Township Boundary
- Unorganized Township
- Selected Town or Area of Interest
- Developed: Impervious surfaces such as buildings and roads
- Conservation Land

Selected Resource Layers and Assigned Values

Geographic Information System (GIS) software provides a ready means to help identify areas of high resource co-occurrence. The selected data layers of interest are assigned a relative weight, or value, and then overlaid on one another. The values are then summed, classified, and symbolized, revealing the concentration of attributes in a given landscape. (Some of the layers listed may not apply to, or be present on, the area represented by this map.)

- Rare and Exemplary Natural Communities**
 - S1 (Critically Imperiled), Value of 4
 - S2 (Imperiled), Value of 4
 - S3 (Rare), Value of 3
 - S4 and S5 with A or B viability (Exemplary), Value of 3
- Rare Plants**
 - S1 (Endangered), Value of 3
 - S1S2 - S2 (Threatened), Value of 2
 - S2S3 - S3 (Special Concern), Value of 1
- Listed Animals**
 - Endangered Species (with buffer), Value of 3
 - Threatened Species (with buffer), Value of 2
 - Species of Special Concern (with buffer), Value of 1
- Significant Wildlife Habitats**
 - Shorebird Habitat, Value of 3
 - Seabird Nesting Islands, Value of 3
 - Essential Wildlife Habitat, Value of 3
 - Wading Bird and Waterfowl Habitats (inland and tidal), Value of 2
 - Deer Wintering Areas, Value of 1
 - Significant Vernal Pools (with 500' buffer), Value of 1
 - Atlantic Salmon Habitat, Value of 2
 - Heritage Brook/Trout Waters, Value of 2
 - Shellfish Beds, Value of 1
- Riparian Zones and Water Resources**
 - Tidal waters 250' buffer, Value of 2
 - Great Ponds 250' buffer, Value of 1
 - Rivers 250' buffer, Value of 1
 - Streams 75' buffer, Value of 1
 - Wetlands greater than 10 acres plus 250' buffer, Value of 1
 - Wetlands less than 10 acres plus 75' buffer, Value of 1
 - Groundwater Aquifers, Value of 1
- Undeveloped Habitat Blocks**
 - Areas over 1200 acres, Value of 3
 - Areas of 600 to 1200 acres, Value of 2
 - Areas of 200 to 600 acres, Value of 1

Sum of Attribute Values



Focus Areas

Focus Areas of Statewide Ecological Significance
(note: not present in all regions)
Focus Areas of Statewide Ecological Significance have been designated based on an unusually rich convergence of rare plant and animal occurrences, high value habitat, and relatively intact natural landscapes (the combined elements of Beginning with Habitat Maps 1-3). Focus area boundaries were drawn by MNAF and MDPWF biologists, generally following drainage divides and/or major fragmenting features such as roads. Focus Areas are intended to draw attention to these truly special places in hopes of building awareness and garnering support for land conservation by landowners, municipalities, and local land trusts. For descriptions of specific Focus Areas, consult the Beginning with Habitat notebook or the following website: <http://www.maine.gov/dacf/mna/focusarea/index.htm>

Data and Information Sources

- DATA SOURCES**
- TOWNSHIP BOUNDARIES**
 - Maine Office of GIS: Metwp24 (2013)
- ROADS**
 - Maine Office of GIS, Maine Department of Transportation: Medotpub (2015)
- HYDROLOGY**
 - U.S. Geological Survey National Hydrography Dataset (NHD) Maine (2012)
- DEVELOPED**
 - Maine Office of GIS, Maine Department of Inland Fisheries and Wildlife, and multiple other agencies: Imperv (2015)
- ESSENTIAL & SIGNIFICANT WILDLIFE HABITATS**
 - Maine Office of GIS, Maine Department of Inland Fisheries & Wildlife: DWA, ETSC, EhpVtn, Ehtem, IWWH, Sni, Shorebird, TWWH (2003-2015)
- RARE NATURAL COMMUNITIES & PLANTS**
 - Maine Natural Areas Program: MNAP_eos (2015)
- ATLANTIC SALMON HABITAT**
 - Maine Office of GIS, Maine Atlantic Salmon Commission, U.S. Fish & Wildlife Service: Ashab3 (2013)
- DATA SOURCE CONTACTS**
 - Maine Office of GIS: <http://www.maine.gov/mgis/catalog/>
 - Maine Natural Areas Program: <http://www.maine.gov/dacf/mna/index.html>
 - Maine Department of Inland Fisheries & Wildlife: <http://www.maine.gov/ifw/>
 - U.S. Fish & Wildlife Service, Gulf of Maine Program: <http://gulf.maine.fws.gov>
 - Maine Atlantic Salmon Commission: <http://www.maine.gov/asac/>
 - Maine Department of Transportation: <http://www.maine.gov/dot/>
- DIGITAL DATA REQUEST**
 - To request digital data for a town or organization, please visit our website: http://www.beginningwithhabitat.org/the_maps/gis_data_request.html

PUBLIC FACILITIES AND SERVICES

PUBLIC FACILITIES AND SERVICES

Introduction

Public facilities and services are those functions of government that are considered necessary to provide for the public's health, safety, and general welfare. They range from functions essential to the actual conduct of government, such as city clerk and tax assessor, to those functions that have been developed in response to a demonstrated public need or interest, such as police protection, fire protection, recreation, and community planning.

Presque Isle has an eclectic mix of old and new facilities to house the services it provides. The demolished William V. Haskell Recreation Center (replaced by the Sargent Family Community Center) was constructed as a USO center during WWII; City Hall served as the local hospital from 1921 to 1960; the City's Recycling Center once housed Snark missiles during the height of the "Cold War"; and the former Police & Fire Station was constructed in 1912 to house fire apparatus and to serve as the municipal office building. The City acquired many of the buildings on Skyway Industrial Park from the federal government in 1961 as part of a low-cost sale of Presque Isle Air Force Base to the City. The former airbase is now a municipal industrial park.

Inherent in the use of these buildings for their current purposes are both the cost savings realized from buying an existing building rather than constructing a new building and a lack of functionality and operational cost efficiency resulting from the use of that building for a purpose it was never expected or intended to house.

The City's newest facilities are the Sargent Family Community Center, the corporate hangar and the Crash, Fire, Rescue Building, located adjacent to the airport terminal building at Presque Isle International Airport. The two airport structures were added to the City's inventory to meet current and future needs at the regional airport. The Turner Memorial Library has also received significant improvements over the past few years.

Presque Isle anticipates replacing and/or renovating several municipal buildings within the next few years. The Presque Isle City Hall is under review, the Presque Isle International airport terminal building, the General Aviation building, the Forum, and many of the Industrial Park buildings will also need periodic renovations during the life of this municipal plan.

Presque Isle historically has provided a high level of municipal services compared to municipalities of comparable size. When substantial amounts of grant funding assistance and federal revenue sharing were available, the municipal government has aggressively pursued community improvement projects such as Riverside Bicentennial Park, the Bike Walkway, the Forum, and a variety of outdoor recreation projects, including tennis courts, playground equipment, and ball fields. These projects were seen as valuable assets to not only the residents of the City but as attractions to prospective new families, businesses and industries looking to take advantage of the rural quality of life found in northern Maine.

The scope of recreation programs offered by the City has enriched the lives of citizens with a variety of constructive outlets that have kept juvenile crime within controllable limits.

The ability of the City of Presque Isle to continue to provide its current level of services to the public will be influenced strongly in the next few years by legislative action or lack of action related to property tax relief, by development of an equitable formula for school funding subsidies, and by the removal of unfunded mandates from intergovernmental relationships.

Perhaps the most important consideration is the local commitment to continue to provide those services required and desired by our residents. It must carefully weigh its desire to maintain the services it provides against its willingness to adequately fund its public facilities to keep them viable.

Municipal Administration and Services

Municipal Administration

Authority: In 1939, Presque Isle became the first city chartered in Aroostook County by the Maine Legislature. The new governmental structure went into effect on January 1, 1940. In November of 1993, the first full revision of the City Charter was approved by the voters. The Charter contains six articles, including: the powers of the City; the City Council; elections; administrative officers; financial procedures; and an article that addresses miscellaneous issues, including the transition between the old and new Charters and separability of the various sections of the Charter.

The 1993 Charter revision contained several significant changes from the original Charter:

- The City Council increased from 5 to 7 members;
- Councilors' terms increased from 3 to 4 years;
- Councilors and other elected officials are now subject to recall;
- Ordinances passed by the Council are automatically repealed after four years unless reviewed and repassed;
- Similarly, citizen action by initiative or referendum may be substantively altered by the Council only after four years; and
- The City's budgetary process is altered somewhat to account for change, to provide more structure, to mandate that a budget be passed before the fiscal year begins, and to develop and maintain an emergency reserve account to be used only to meet unanticipated, extraordinary needs.

City Council Form of Government

All powers of the City are vested in the City Council, except as otherwise provided by law or the Charter. The City Council consists of seven members, elected at large by the voters of the City. Councilors serve four-year terms. The chair is elected by a majority vote of all Councilors for a one-year term, the Chair presides at Council meetings, represents the City in intergovernmental relationships, appoints with the advice and consent of the Council the members of citizen advisory boards and commissions, and performs other duties specified by the Council.

City Council Appointments

The City Council is required by the Charter to appoint a City Manager, City Clerk, and City Attorney. The Council also must designate any or all administrative officers or boards to be appointed by the Council and those to be appointed by the City Manager, subject to confirmation by the Council.

Administrative Boards and Committees - Appointed

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

- Board of Assessment Review
- Registrar of Voters
- City Finance Committee
- Presque Isle Development Fund Trustees
- Forum Advisory Committee
- Library Board of Trustees
- Planning Board
- Presque Isle Housing Authority Board
- Recreation and Parks Board
- Registration Appeals Board
- Representatives to Industrial Council Board
- Representatives to Northern Maine Development Commission Board
- Zoning Board of Appeals
- Airport Advisory Committee
- Utility District Trustees
- Downtown Revitalization Committee
- Audit Committee

Municipal Services

City Hall

The Presque Isle City Hall, located at 12 Second Street, was renovated in 1965. The office houses the City Manager, City Clerk, Public Services, Economic and Community Development, Finance Department, and Human Resources.

The City Office is in fair condition. Upgrades to Presque Isle City Hall have become a priority for city leaders. According to the City Hall Renovation Committee, there are workflow issues on the first floor, ramps need to be constructed to meet ADA standards, weatherization and weatherproofing for windows is required and HVAC system needs to be installed. In the Spring of 2021, renovations to City Hall will begin. The estimated cost is \$800,000.

Presque Isle International Airport

The Presque Isle International Airport Manager and staff are responsible to ensure that the airport meets all applicable FAA regulations and requirements for the safe and efficient operation of airport facilities. The Airport Manager negotiates contracts and leases, administers federal grant programs and grant assurance programs, compiles data on the airport operations, conducts facility inspections, and interacts with federal and state regulatory agencies.

Under the direction of the Airport Manager, the staff maintains more than 2 1/2 miles of runways,

taxiways, ramps, and safety areas. Airfield maintenance programs include crack sealing, line painting, airfield lighting, loaming, seeding, and mowing, winter snow removal, ice scarifying, and sanding. The airport staff also operates and maintains the airport support equipment, such as trucks, plows, and snow blowers, and the Airport Terminal Building, the General Aviation Terminal Building, commercial hangar and the North End Hangar and Office complex.

The Airport staff provides a variety of aircraft services, including fueling, towing, de-icing, and hangering.

In February 2000, the Airport adopted a new “*Master Plan*” and “*Airport Layout Plan*” to guide the airport through the next two decades. Consultants examined all aspects of the airport operation to ensure that the public will be served by safe, economical, and efficient airport services. The document, which has been accepted by the City Council, will serve as the basis for future Federal Aviation Administration funding participation in airport improvement projects. Several projects are listed in the 2021-2023 MaineDOT Work Plan (located in the Transportation section). Airport officials are in the beginning stages of updating the Master Plan.

Economic and Community Development

The Department of Economic and Community Development encompasses the various disciplines of the economic and community development, land use regulations, and the health management functions for the City to help improve the quality of life for Presque Isle residents.

The main focus of the Department of Planning & Development is to help implement strategic and comprehensive planning, initiate and promote activities to stimulate economic growth and job creation, and ensure the public's safety, health and welfare.

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 the City's adopted building, electrical and construction codes, and the State adopted planning and land use statutes pertaining to code enforcement.

Presque Isle Development Fund

The Economic and Community Development Department administers the City's Revolving Loan Fund. A board of nine “Trustees” provides oversight and direction of the portfolio. The Presque Isle Development Loan has made approximately 110 commercial loans since its inception in the early 1990s. Those loans, totaling more than \$ \$7,686,321, were made to local businesses over the past twelve years and have aided in creating and/or retaining around 1,387 jobs.

Assessor's Office

The function of the Assessor is to estimate the market value of taxable properties accurately and efficiently. The Assessor's appointment is confirmed by the City Council; the Assessor is responsible for meeting the statutory requirements for a legal assessment. Assessment policies and procedures are

guided by Maine Property Tax Law, as prescribed primarily in *Title 36, MR.S.A.* Assessor(s) are selected by the municipality but act as agents of the State in the performance of assessment duties.

Finance Department

Functions of the City Finance Office include:

- Overseeing the receipt, safekeeping, and proper disbursement of public funds.
- Monitoring and analyzing funds to ensure that they stay within generally accepted accounting standards.
- Providing advice and guidance to the City Council, City Manager, and staff on financial matters
- Overseeing the disposition of tax acquired property.
- Preparing schedules for comprehensive annual financial report.
- Preparing schedules and coordinating external audit.
- Carrying out the policies of the City Council concerning the investment of City funds
- Issuing checks for accounts payable.
- Analyzing and keeping updated records of all capital projects and fixed assets per GASB 34 requirements.
- Preparing, recording, and maintaining all City Council records and Official Documents, including City Ordinances.
- Preparing and supervising all Municipal and General elections, according to Title 21 A, M.R.S.A.
- Supervising issuance of all City licenses, maintaining records of vital statistics, and maintaining records on business recordings.

The General Assistance Program, mandated by State statute and supplemented by City Ordinance, provides assistance in the categories of rent/housing, medical expenses, food, fuel, utilities, burials and "miscellaneous" for individuals and families who qualify under the standards of eligibility.

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

- Collection of all taxes imposed by the City, which include real estate, personal property, supplemental, tax liens, vehicle, and boat excise tax
- Acting as an agent for the State of Maine to collect fees and to issue stickers and plates for the following: motor vehicles, boats, ATV's, snowmobiles, Sales Tax, Transfers, Duplicate Registrations, Diesel Fuel stickers, Special Commodity and Booster permits
- Maintaining real estate mortgage recordings and discharges on tax accounts
- Issuing receipts for Treasurer's receivables and funds
- Responsible for tax lien process and a foreclosure notice
- Issuing "*Tax Club*" booklets.

Presque Isle Fire Department

The Presque Isle Fire Department provides the citizens of Presque Isle with an Insurance Services Office (ISO) rating of (4), which is the best rating in Maine for a comparably sized community. The rating is based on the size of the “available” crew and “call” personnel, as well as the apparatus and equipment used, dispatching and water supply. The high level of service provides very low fire insurance rates for the residents of the City of Presque Isle. Three full-time crews of six firefighters each work shifts of 24 hours on duty/48 hours off. The Fire Department has four separate areas of responsibility, direct fire suppression/rescue, emergency medical transport, fire safety/prevention education, administrative responsibilities.

The Fire Department’s suppression/rescue duties include fire coverage in Presque Isle and, by agreement, East Chapman; emergency medical services, rescue services at automobile, snow sled, ATV and all other emergency incidents, emergency evacuation; crash/rescue coverage at the Presque Isle International Airport; site command at all hazardous materials incidents; mutual aid assistance to neighboring communities, if requested; and maintenance of apparatus and equipment located at the fire station.

The Department’s emergency medical services using four ambulances licensed at the advanced EMT and paramedic level provides treatment and transport of the sick and injured for Presque Isle, provides transfer of patients to other hospitals, home, and doctors’ appointments when ambulance transport is required.

The Department’s fire prevention/safety activities include: public education programs, such as “*Learn Not to Burn;*” woodstove inspection, including instruction on proper maintenance, fire safety inspection; and plan review for all construction projects and fire extinguishing systems. They also participate in a wide variety of community events.

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

The Fire Department continues to look for regional approaches for fire and ambulance services, rather than just within the city. The Department has a long-standing contract with the Town of Chapman for fire protection and has ambulance agreements with the Towns of Washburn and Wade. The Fire Department also has a variety of mutual aid agreements with the surrounding communities and continually looks for other ways to collaborate to improve service to the greater central Aroostook Area.

Another area to consider for enhancing emergency response is through a regional dispatching center. A regional center could enable a coordinated, improved response to emergencies by mobilizing specific apparatus to certain incidents.

Current Fire Department Apparatus

Engine 2	2001 Pierce-Dash	1500gpm pumper	1000 gallons of water with foam
Engine 6	2016 Pierce	1500gpm pumper	1000 gallons of water with foam
Tanker 1	1984 Thibault	1500gpm pump	3000 gallons of water
Tanker 2	2006 Metal Fab	1250gpm pump	3500 gallons of water
Ladder 1	2006 Pierce-Dash	1500gpm pump	500 gallons of water with foam
Medic 10	2016 Horton	Ambulance	
Medic 12	2008 Horton	Ambulance	
Medic 14	2008 Braun	Ambulance	
Medic 16	2010 PL Custom	Ambulance	
Pickup 3	2003 Chev. 4WD	Used as a brush truck, with 250 gallons of water	
Pickup 4	2010 Ford 4WD	Extended cab crew transport for airport duty	
Crash and	2012 E-One	Crash and Rescue vehicle for Airport 1500 gallons per	

1. Fire suppression and rescue, rescue includes motor vehicle incidents with entrapment requiring vehicle extrication tools (Jaws of Life). Below grade rescues includes but is not limited to trench rescue, confined space rescue, above ground rescue, water rescue, snowmobile rescue, and ATV rescue.
2. Emergency Medical transport of the sick and injured, the department operates three advanced life support ambulances and responds to all 911 emergency calls for the City of Presque Isle. The department also provides transfer services for patients who need to be transported to another hospital, nursing home, or rehabilitation facilities.
3. Airport Firefighter and rescue, the department maintains 9 firefighters certified in airport firefighting and rescue duties for the Presque Isle International Airport as required under the FAA rules and regulations for a part 139 airport that handles commercial airline services.
4. Emergency Management, the Fire Chief is assigned the emergency management function of the City this includes building and reviewing the City's all-hazard plan which is the blueprint the City would follow in the event of a large-scale incident which could be a man-made incident or natural disasters. The plan covers how we would respond, mitigate, and return the city back to normal (pre-incident).
5. Fire prevention and education, the department provides fire prevention to SAD 1 for children K-5, we provide home fire safety inspections upon request. Woodstove inspections, however, we only inspect to see that they have been installed to manufactories recommendations. Fire safety programs for the elderly, University, Community College. The department also has certified personal for child safety seat installation and inspection. The department also provides fire extinguisher training to business or any organization in Presque Isle that request them.

Emergency Management Services

The Emergency Management Director, as prescribed in Maine statutes, is charged with the overall administration of the local emergency planning and activation program. The Director is charged with developing and updating a comprehensive plan to mitigate the effects of a disaster. The Director will respond to emergencies by establishing and maintaining an emergency operations center (EOC) which will serve as a piece of central information, communications, and response center, coordinating public and private municipal resources.

Police Department

The Presque Isle Police Department is enabled by local ordinance and State statute and enforces City ordinances, laws of the State of Maine, and applicable federal codes. It is staffed by thirteen officers who have all completed the course of instruction at the Maine Criminal Justice Academy. Dispatchers for the Department also have completed a specified course of training under the auspices of the Criminal Justice Academy. The Police Chief oversees the day-to-day operation of the Department.

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 town line to town line. Should there be a need for assistance in an emergency situation the Maine State Police or Aroostook County Sheriff's Department will respond.

The Presque Isle Police Department makes available to other local law enforcement agencies the resources of its detention facilities for prisoners awaiting transfer to the Aroostook County Jail. Without the facility, departments would be forced to take officers and cruisers off patrol for the transfer to Houlton.

Public Works Department

The Presque Isle Public Works Department performs a variety of services and functions for the City. The Department is housed in a 7,200 sq. ft. building located on Skyway Industrial Park. Two thousand square feet of the total space is used for office space, parts storage, toilet facilities, bulk oils and lubricant storage, and lunchroom facilities, leaving only enough space to house less than half of the front-line snow removal equipment. This requires extensive warm-up time before the vehicles can be used. It also places severe strain on hydraulic systems, shortening their life span and increasing downtime and maintenance. Space is so limited within the garage that tools and small equipment cannot be stored in the maintenance area.

A former missile base was renovated for use as parking, storage, and maintenance facility, increasing maintenance and storage capacity to 28,000 square feet. This renovation addresses immediate needs as well as those for the foreseeable future. There is an additional 8,000 square feet 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 new 4,000 square foot salt storage building. Salt was stored outside, when the former salt storage facility, an aircraft hangar remaining from the days of the Presque Isle Air Force Base was demolished. The construction of the new storage facility has eliminated the effects of moisture on salt which rendered it useless when it was most 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 percent 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.

Overall, there are more than 400 catch basins in the system. The formerly used block type basins are being replaced with precast concrete basins, but only as problems arise with the basin.

It has been recommended that two tasks be undertaken concerning the storm drain system: conduct a city-wide study of the system to learn where and what the system entails and inspect 100 catch basins a year to ensure that every four years each catch basin in the system is inspected. A GPS/GIS mapping program should be implemented to document the system. Funding and manpower are essential considerations in the budgeting for this activity. The Public Works Department may wish to consider working with the University of Maine at Presque Isle's GIS Department to map storm drain and basin locations or the University of Maine's Engineering Department on a capstone project locating the drainage system.

Presque Isle Industrial Council

The Presque Isle Industrial Council, established in 1961 as a quasi-municipal organization with its own charter, is responsible for the development and implementation of economic development programs to attract new business and industry to Presque Isle. The Council also works with existing businesses and economic development organizations to create new employment opportunities and/or job retention. The Council's primary responsibility is the management and development of Skyway Industrial Park, which includes 400 acres of land and 550,000 square feet of building space. The Industrial Council is governed by a seven-member Board of Directors.

The Industrial Council has directed recent City efforts to implement a viable Intermodal transportation terminal on Skyway Industrial Park and has played a key role in the City's acquisition of the former Aroostook Valley Railroad's assets on the Industrial Park, including rail, signals, rights of way, and other track materials. Each of these activities represents the efforts on the part of the City and the Industrial Council to ensure the availability of affordable rail service not only for the tenants of the park but also for the region.

The recent land use permitting, processed through the Maine Department of Environmental Protection, positions the Industrial Council to respond quickly to the land use and space needs of current or prospective tenants. The recent creation of a Light Industrial Zone (LIZ) at the entrance to the Industrial Park is expected to enhance the property use of the available land resources in the park.

As the Industrial Council attempts to remain competitive within the region as a location for new or relocating business and industries, it must contend with rapidly aging buildings that require extensive, and expensive, renovations before many of them can be used as business locations, and it must do so with limited funding availability. To be an attractive business development site, the Industrial Park needs ready to use or ready to modify buildings that prospective tenants can occupy in a short amount of time.

Skyway Industrial Park, as administered by the Industrial Council, continues to be a valuable asset to the community. Sale of Industrial Park land to private owners tends to negate the long-term income potential of the Park. Because the City owns the spaces it leases to its industrial and business tenants, it can negotiate as part of the annual lease fee payments in lieu of taxes. These amounts, as part of or in addition to the actual rental fees, provide revenue to the City without affecting the City's State Valuation.

Development occurring off the park generally results in increases in the county tax and decreases in the amount of State educational subsidy received by Maine School Administrative District No. 1.

Mark and Emily Turner Memorial Library & Cultural Center

The mission of the Mark and Emily Turner Memorial Library is to provide quality materials and services in a comfortable, open environment. We strive to enhance lifelong learning and personal growth while fostering a community connection.

The Mark & Emily Turner Memorial library was built in 1968 and replaced an existing Carnegie library named *The Presque Isle Free Library*. From 2010 to 2014, the Library renovated and enhanced the building and grounds by installing an elevator, increasing the size by 5,700 square feet, renovating throughout the building, and extensive landscaping.

In 2021, the Library recorded 8,030 cardholders and a collection of more than 60,051 circulating items and 22,369 items were checked out or used from our library. Public access computers were used 4,038 times. Also in 2021, the Library answered 3,826 reference questions and recorded 18,379 visits from community members and visitors.

The library is governed by the Presque Isle City Council. The Council appoints a Board of Trustees to ensure that library services meet the needs of our community members. The Trustees also manage the Mark & Emily Turner Memorial Charitable Trust and fund a variety of projects and programs throughout the year that fall outside of the City appropriation for operations. For personnel, operations, and budgeting matters, the library relies on the City Manager. In addition to this, the Maine State Library provides advisement, training, and professional development opportunities and assists the library in meeting the Maine Library Association's Maine Public Library Standards. Progress is reported through annual and monthly reports to the Council and the Library Board of Trustees, brochures, press releases, an annual report to the Maine State Library, and through online social media tools.

In keeping with its Mission, the library provides informational, recreational, and cultural information resources and services to all interested persons in the community and to surrounding towns. In addition to this, statewide inquiries for information that arrive by postal mail, phone, or e-mail are regularly answered. The library participates in reciprocal borrowing practices through interlibrary loan.

The library maintains a website and promotes activities and library-related news through several online social media sites. Among programs promoted are programs each month for children of all ages and adults, art exhibits, meeting room space for community groups, community brochures,

access to electronic databases through the Maine State Library, reference and reader's advisory services and genealogical information.

There are two major challenges to supplying excellence in library services to our community. Satisfying the growing demand for digitized resources and online content is increasingly difficult. Patrons want rapidly delivered information in the format of their choice. Traditional information services remain in high demand while digitized content rises as well. Meeting the needs of our diverse patron community at the right time with the right format with limited resources remains a challenge.

Often the perception of libraries is that we are a repository of books and that our value and role in the community is to support a community of readers. While readers advisory and a collection of reading material remain a significant focus, the role of libraries has expanded to include implementing sophisticated technology, fostering economic development with small business resources, a critical member of downtowns, a clearinghouse for information, a gathering space, and a cultural center. Communicating our value begins with clearly established strategic objectives and changing misguided perceptions is a challenge facing librarians today.

With our accessibility and space issues in our physical location behind us through generous efforts of donors, City Council, and Library Board of Trustees, the focus on our future is maintaining our relevancy. The perception of many is that in a world of online resources and search engines, the library is somehow less vital, less necessary, and underutilized. While it is true that interactive games, mobile phone apps, creative do-it-yourself (DIY) spaces, and virtual environments are distinct trends in demand for services, the library is asked to provide online and virtual space as a participant and leader rather than being left behind. We need to embrace the virtual and mobile trends, be prepared to meet new demands for physical space, virtual space, and diversified services.

Creating a library district or system comprised of area libraries whereby several libraries are connected and share collections, staffers, and patrons hold great promise for sustainability. Benefits are experienced by patrons with greater access to library services and one library card is used in all member libraries. Within the system or district, libraries maintain their local identity and unique collections while sharing costs, enhancing their services, and providing broader library coverage. Towns and cities within a particular region share a library director, submit one budget to a governing authority, collaborate in all goals and objectives, merge marketing and promotion efforts, and determine hours and services collectively.

Greater resource sharing, community collaborative efforts, and enhanced promotion and marketing efforts and updated goals and objectives will help the Mark & Emily Turner Memorial Library achieve its Mission and better define its role as a complex and vital organization.

Providing the most up to date, efficient, and relevant informational, recreational and cultural services are the key to sustainability and success. Knowing what our patrons want and need requires continuous assessment and feedback from our users; effectively meeting the challenges posed by this information will define the library as an institution and as an expression of community values and interests.

Recreation and Parks Department

The Recreation Department conducts a variety of affordable programs for the total population, including passive activities, team sports, health-related activities, and social events. The department strives to provide a positive experience that will contribute to each citizen's sense of worth, growth, and development, both physically and mentally. A full overview is located in the Recreation section.

Resource Management

The City's Resources Management Department encompasses the management of human resources, general assistance administration, payroll, risk management, safety, and wellness.

The Director is responsible for all department operations, including all phases of human resource management, such as recruitment, selection, promotion, counseling, discipline, discharges, wages, benefits, labor contract administration, and employee safety and wellness. The human resources director is the safety officer. Safety training and records are tracked for the purpose of the Bureau of Labor Standards and loss control purposes for the insurance carrier.

Quasi-Municipal Services

Presque Isle Utilities District

The Presque Isle Utilities District was created in 2013 with a merger of the Presque Isle Sewer District and the Presque Isle Water District. Both entities existed separately for decades and were re-organized during the 126th Maine Legislature under Chapter 15, LD 1293. The District now consists of 2 divisions, Water and Sewer. The District is a quasi-municipal, (similar to a municipality) not-for-profit corporation. It is governed by a 7-member Board of Trustees who are appointed to 3-year terms by the Presque Isle City Council.

The water division is regulated financially by the Maine Public Utilities Commission and is subject to laws, rules, and regulations of the Maine Department of Health and Human Services and Federal drinking water regulations. The sewer division is regulated at the local level through the Trustees following the guidelines set forth in municipal sewer ordinances. The sewer treatment process and discharge permits are regulated by the Maine Department of Environmental Protection and the Federal Environmental Protection Agency.

The District generally has 16 employee positions. The main office at 870 Skyway Street in Presque Isle has a staff of Superintendent, 2 full-time customer account managers and 1 office accountant and payroll clerk. The water treatment facility is located on Reach Road and employs 2 full-time persons. The water distribution system maintenance facility is located on the Chapman Road where 4 persons are dedicated to water distribution concerns which consist of main repairs, service repairs, meter repairs and replacement, meter reading, meter testing, leak detection and pipe locating, backflow device inspection, and fire hydrant and water storage maintenance.

The wastewater treatment facility is located on Dyer Street in Presque Isle and treats up to 5.6 million

gallons per day of stormwater and wastewater. There are 5 persons dedicated to that process. As a result of the PIUD consolidation, plant operators are being trained in both water and wastewater treatment operations and are obtaining the appropriate respective licensures. The District believes that cross-training can lead to future efficiencies as automation and information technology continues to advance.

Water Division

The mission of the Water Division of the Utilities District is to provide the citizens of Presque Isle with safe, reliable water for domestic, industrial, and commercial use. The District also is responsible for establishing and maintaining an adequate flow volume for an adequate length of time for fighting fires through the use of fire hydrants and internal building sprinkler systems. The service area of the District is the entire City of Presque Isle.

Water Source

In 1996, the Water District began a search for a groundwater source to replace the surface water source as the only supply. The search for several likely sites was not successful. In 2002, the District explored property along the Aroostook River and was able to identify a promising site for groundwater supply. In 2004, two 24-inch production wells were built and testing was begun for quality and quantity. The wells were both rated for in excess of 1000 gallons per minute and the quality was found to be acceptable. The Trustees then decided to develop the site as a source for the City's municipal water supply.

In 2004, a single water main was installed across the Aroostook River to connect the City's new groundwater supply to the water distribution network as work began on the pumping and treatment facility. In March of 2005, the Water District started pumping water from the new wells and by the end of that year, the Reach Road wells became the primary source of water for Presque Isle. The aging surface water treatment plant operations were discontinued.

In 1990, the Presque Isle City Council adopted a watershed protection zone along the Presque Isle Stream. The purpose was to employ practices and activity restrictions that would improve the quality of water in the Presque Isle Stream. At the same time, the voters of Mapleton and Chapman approved the same protection zone to complement the one enacted by Presque Isle. The entire zone includes approximately 1,800 acres of which about 460 acres is owned by the City of Presque Isle or the Presque Isle Utilities District. The area consists mostly of forest and wetlands and a few single-family dwellings. There is minimal farming practice and no significant industrial or commercial use. The protection zone serves to improve the quality of water in the Aroostook River which still benefits customers of the District.

Water Treatment Process

The District has built its water treatment facility on the Reach Road adjacent to the 2 production wells. In the 13 years since the site was developed, some upgrades to the treatment process became necessary to achieve the level of treatment required under federal surface water treatment rules.

The original building was expanded and is now a 120x40 brick structure with many security features. The equipment used for the treatment process is valued at approximately \$5,000,000.00 Water from the wells on the Reach Road is treated to meet or exceed all current standards set by the Safe Drinking Water Act. Primary treatment is achieved with powerful ultraviolet (UV) light reactors. The District operates a total of six reactors and has ample redundancy. The water is also disinfected with Ozone produced on site. Ozone is a reliable disinfectant of drinking water used for many decades.

Finally, a small dose of liquid sodium hypochlorite (chlorine bleach) must be added to maintain some disinfection protection to the distant ends of the distribution system. Fluoride is added for dental health effects as voted by the citizens of Presque Isle, and a phosphate compound is added to reduce corrosion in household plumbing and water mains. The District supplies, on average, about 800,000 gallons per day for system demand. The treatment plant is capable of treating a sustained flow of up to 2 million gallons per day.

Water Distribution System

The District water distribution system contains approximately 50 miles of water mains from 2 inches up to 16 inches in diameter. There are 2,500 active water service lines serving the current users. There are 3 active water storage tanks that can hold up to 2.8 million gallons, about a 3-day supply. According to recent inventory reports, about 36 percent of the water mains are unlined cast iron pipe from 6 inches to 16-inches diameter. Internal corrosion of unlined pipe contributes to reduced flow capacity, sometimes as great as 50 percent less than a new pipe of the same size. Because of this, in some instances, fire flow capacity is below what is considered optimal in certain areas of the city. Most of the cast iron pipe is more than 60 years old and will be aggressively replaced over the next decade. This work will improve fire protection capability and improve water quality by eliminating dead-end streets. The effort is always made to co-ordinate water main replacement projects with other utilities and local and state highway departments.

The Future: Ten Year Asset Management Plans

The District operates within the guidelines of an active Ten-Year Asset Management Plan. This plan is ever evolving but is firmly focused on infrastructure replacement as the path to the sustainability of services into the future. It takes into account current asset conditions, frequencies of service outages, project timing, and local cooperative opportunities, as well as the realities of financing as they relate to the cost of service to customers. The Trustees are updated monthly as to the progress of infrastructure projects and are aware of the need to maintain the comprehensive asset management plan.

Wastewater Division

The mission of the wastewater division is to “provide a collection and treatment system for public sewage for the comfort, health, and safety of the residents of the District.” This mission is accomplished with two distinct groups of assets. (1.) The wastewater collection system. (2.) The wastewater treatment facility.

Collection System

The Presque Isle Utilities District wastewater collection system consists of approximately 51 miles of sewer mains and 3 pumping stations. The sewer mains consist largely of aging vitrified clay (VC) pipe, a small percentage of asbestos cement (AC) and cast iron (CI) pipe, and 30-40 percent modern polyvinylchloride (PVC) pipe. It is estimated that 50% of the sewer collection system is VC and is in need of eventual replacement or rehabilitation. As a result of a significant quantity of inflow and infiltration (I &I), the District has entered into a consent agreement with the Maine Department of Environmental Protection. Under the consent agreement, PIUD will approach the solution on a parallel path, which includes identifying and repairing areas of the collection system with significant I&I and increasing the treatment capacity of the wastewater treatment plant to approximately 10 MGD. This work has begun and will continue for several years until compliance with the consent order is achieved. The estimated cost to upgrade the wastewater plant is approximately 15 million dollars, the estimated costs for wastewater collection line replacement is 4-8 million dollars.

Infiltration is described as ground water which finds its way into the sewer collection system through deteriorating underground pipes and manholes. Inflow is described as relatively clean water which is introduced into the system by human effort, generally by the connection of floor drains, sump pumps, and roof drains. The total volume of infiltration and inflow often far exceeds the amount of regular wastewater which should normally be collected. As a result, the capacity of the wastewater treatment plant is often exceeded.

Wastewater Treatment System

The current treatment facility is located on Dyer Street and was last upgraded in the early 1980s. Its licensed capacity is 5.4 million gallons per day. It provides a high degree of treatment and produces effluent to the Aroostook River which meets or exceeds all regulatory requirements. The plant uses a large oxidation ditch with infused aeration. Two secondary clarifiers complete the process before disinfection and transport. Due to obsolescence, the plant has little automation and requires hands-on attention to many of the mechanisms. The end product of the treatment process results in a cake like biosolid which is disposed of at the local landfill.

PI Utilities District Strategies: Operates, maintains, reinforces the state-of-the-art drinking water and wastewater systems for the bulk of Presque Isle Maine residents in the urban compact and provides for growth as necessary.

1. The District utilizes a technically skilled staff of sixteen (16) to accomplish the required tasks.
2. Maintains and reinforces the water and waste-water infrastructure and equipment by utilizing a ten-year asset management planning regime to avoid and anticipate system failures before they happen if possible.
3. The Water Division is regulated by the policies of Maine Rural Water, and the Wastewater Division is regulated by the policies of the Maine Department of Environmental Protection (MDEP) and the U.S. Environmental Protection Agency (EPA).
4. Expenses and system investments are funded by collective means of Federal and State grants, loans, and the Presque Isle ratepayers. The water division rates are regulated and approved by the Maine Public Utilities Commission as a result of a process which includes ratepayer

notifications, hearings, allowance for public petition, and subsequent rate investigation if necessary.

5. System growth to accommodate new customers is accomplished and funded in conjunction with the Presque Isle planning authorities and private developers. As a policy the PI Utilities District does not initiate system expansion on its own because of state regulatory policies but works in conjunction with the City and private developers.

Maine School Administrative District No. 1

On July 18, 1958, the City of Presque Isle and the Town of Westfield were designated as Maine School Administrative District No. 1, the first school administrative district established in Maine under Public Law 211. In 1961, Mapleton, Chapman, and Castle Hill were added to MSAD # 1, making it the largest school district in the state.

The addition of Mapleton, Chapman, and Castle Hill was the culmination of fourteen years of educational turmoil for the three towns, which in 1947 had joined to form the first Community School District in Maine and in October of 1958 had joined Washburn, Perham, and Wade to form Maine School Administrative District No. 2. MSAD No. 2 dissolved in 1960 when no agreement could be reached among the member towns for a location for a new high school.

The new school administrative district soon began an extensive building expansion/construction program. One day after designation, MSAD No. 1 began work on an expansion of Presque Isle High School, which had originally opened in 1949; another expansion followed in 1968. In 1960, the Eva Hoyt Zippel Elementary School opened, adjacent to the high school. Skyway Middle School, originally a junior high school, was constructed in 1963 on land abutting the newly created Skyway Industrial Park. In 2005, the Skyway Middle School was expanded after a major addition was added and its student population was combined with the former Cunningham Middle School. It reopened in 2005, as the Presque Isle Middle School. In 1966, Pine Street Elementary School was expanded, and in 1976, a new elementary school was constructed in Mapleton.

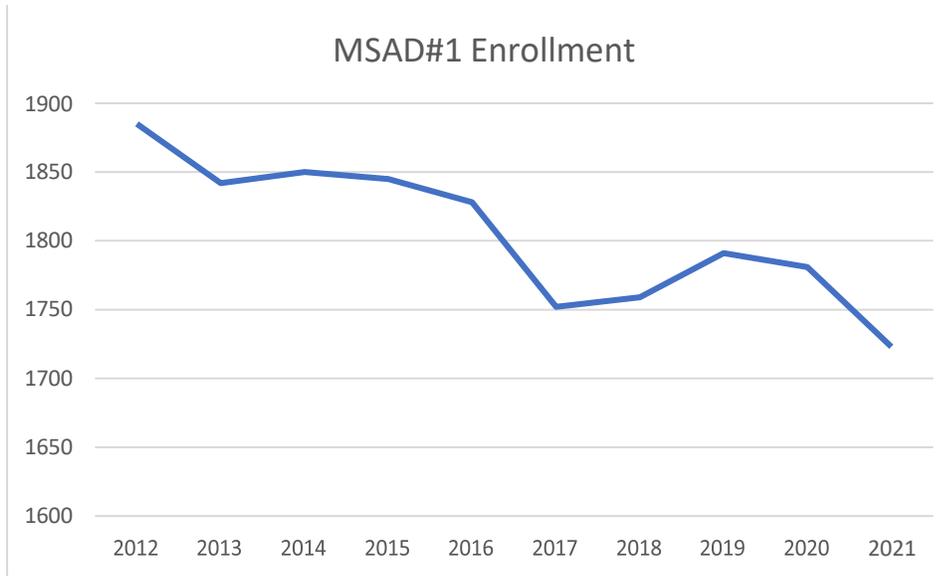
MSAD No. 1 is led by a 17-member Board of Directors, with proportional representation on the Board from each of the member communities. Day-to-day administration is provided by a superintendent, business manager, curriculum director, special education director, and five school principals.

Enrollment in MSAD No. 1 peaked at 4,040 students in 1972. Declining enrollment since that time has been and continues to be a source of concern for the District. According to MSAD# in 2012, enrollment was 1,885 dropping to 1,723 in 2021, a decline of 8.6%. Under the State of Maine Educational Subsidy formula, the District is reimbursed approximately \$6,966.00 for each student enrolled. As the number of students declines, the amount of funding available for educational programming declines. The decline, although continuing and still significant, has moderated somewhat.

MSAD#1 Enrollment 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Enrollment	1,885	1,842	1,850	1,845	1,828	1,752	1,759	1,791	1,781	1,723

Source: MSAD#1, 2021



MSAD Enrollment by School 2012-2021

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Eva Hoyt Zippel School	330	308	291	293	258	267	264	293	285	273
3	96	112	91	101	76	99	85	91	102	90
4	116	87	111	85	99	76	105	89	90	94
5	118	109	89	107	83	92	74	113	93	89
Mapleton Elementary School	200	213	205	223	232	230	245	233	222	211
PK	32	47	32	28	31	34	27	19	33	31
KG	25	30	46	39	30	30	37	33	28	31
1	29	28	30	44	35	29	35	38	32	29
2	27	28	28	30	47	38	29	32	35	31
3	24	28	28	27	29	45	39	27	30	33
4	31	21	22	30	28	25	46	40	25	30
5	32	31	19	25	32	29	32	44	39	26

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pine Street Elementary School	297	336	368	362	390	347	336	380	370	364
PK		69	80	74	79	65	65	95	82	81
KG	97	92	103	97	106	100	90	96	101	93
1	89	94	87	109	102	93	93	92	97	98
2	111	81	98	82	103	89	88	97	90	92
Presque Isle High School	571	554	554	565	563	560	536	523	487	480
9	161	140	145	153	157	144	120	120	108	128
10	146	150	137	134	144	148	145	120	122	104
11	128	139	144	143	131	138	144	139	121	124
12	136	125	128	135	131	130	127	144	136	124
Presque Isle Middle School	423	428	426	401	381	344	353	352	392	378
6	141	150	138	110	127	115	122	114	149	124
7	138	139	147	140	116	116	114	123	122	142
8	144	139	141	151	138	113	117	115	121	112

Source: MSAD#1, 2021

The following table shows the percent change in enrollment between 2012 and 2021. Mapleton and Pine Street Elementary schools saw increased in enrollments. Each of the others either remained about the same or saw declines with Zippel being the largest decrease followed by the High School.

Change in Enrollments 2012-2021

	Percent Change 2012-2021
Eva Hoyt Zippel School	-17.3
3	-6.2
4	-18.9
5	-24.6
Mapleton Elementary School	5.5
PK	-3.1
KG	24
1	0
2	14.8
3	37.5
4	-3.2
5	-18.7

Pine Street Elementary School	22.5
PK	
KG	-4.1
1	10.1
2	-17.1
Presque Isle High School	-15.9
9	-20.5
10	-28.8
11	-3.1
12	-8.8
Presque Isle Middle School	-10.6
6	-12.1
7	2.9
8	-22.2

There are five (5) schools that comprise the district. These include Mapleton Elementary School, Pine Street Elementary School, Zipple Elementary School, Presque Isle Middle School, and Presque Isle High School. Also included is MSAD#1 Adult and Community Education which offers a variety of day and evening classes at the high school. MSAD#1 also provides the following:

Presque Isle Regional Career and Technical Center

The Presque Isle Regional Career and Technical Center is located on the campus of Presque Isle High School and is available to students from Ashland High School, Easton High School, Caribou High School, Fort Fairfield High School, Central Aroostook High School, Washburn High School and Presque Isle High School. Current course offerings include AgriScience and Natural Resources, Business Technology, Building Trades, Early Childhood Education, Drafting/Engineering Technology, Cosmetology and Industrial and Farm Mechanics. Career and technical education offers a hands-on approach to education and career development opportunities as well as a head start on college by offering many dual enrollment opportunities.

School Farm

The Presque Isle School Farm is located on 38 acres at 340 State Street in Presque Isle, Maine. A variety of fresh fruits, vegetables, apple cider and natural honey are produced. Products are available at local grocery stores and restaurants, and also at the Farm Store, which is open from 9:00 AM – 5:00 PM Monday through Friday and from 9:00 AM – 1:00 PM on Saturday during the growing season. MSAD#1’s school lunch program uses the fresh fruits, vegetables and apple cider produced on the farm in their school lunch program. Revenue generated by the School Farm is invested back into the program and its students.

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;
- Presque Isle High School students regularly score in the top 20 on the MEA tests
- 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*”

Public Services

Television

Presque Isle is served by WAGM-TV Channel 8 in Presque Isle, and WMEM PBS. These stations are available to residents of Presque Isle who have television sets.

Charter/Spectrum provides cable service to Presque Isle. City officials have negotiated a ten (10) year contract with the company. Not all residents are served by cable television as lines do not extend to all locations in the city. Extending cable television to the more remote locations of the community is cost prohibitive.

Dish and Direct-TV as satellite stations are another option for those not being served by Spectrum.

Radio

There is one radio station located in Presque Isle, Town Square Media. Radio stations broadcasting from Caribou, Houlton, and Canada also service the Presque Isle area both in English and French.

Newspapers

Presque Isle is served directly by The Star Herald, a weekly paper with news from the central Aroostook area; one daily paper The Bangor Daily News and one weekend paper The Bangor Daily News weekend edition.

Telephone

Presque Isle is serviced by local and long-distance telephone through Verizon or Fairpoint. Many residents have disconnected their land lines in favor of cell phones.

Electric

Versant Power provides electrical service to Presque Isle. In 2021, the standard offer for small was \$0.061/kWh, medium Commercial Class ranges between \$0.05 and \$0.08 kWh) and 0.07 kWh for large commercial class. Commercial rates vary depending on the size and make-up of the business and if it is located in a special zone (Pine Tree Zone, Economic Development zone, etc). Three-phase

power is available on all arterial routes that lead to and enter the town center. Many local businesses utilize 3-phase and availability can serve new development in existing commercial zones and future industrial sites.

Telecommunications

Wireless, cable and fiber optic technologies are available throughout northern Maine depending on the desired bandwidths, speed and cost. DSL, ISDN, ATM, Frame Relay, T1, T3, OC48 can be readily accessed and Verizon has deployed SONET ring technology providing redundancy and reliability throughout the state, even in the most rural areas. Most of Maine's school systems are networked by a high bandwidth ATM (asynchronous transfer mode) system that can simultaneously transfer voice, data and video at very high speeds. Maine's telecommunications backbone is 100% digitally switched and long-distance POP (point-of-presence) locations and are strategically located throughout the state. Verizon and US Cellular are the two major telecommunications providers serving Presque Isle and many surrounding towns.

There is one registered cell phone tower located in Presque Isle located to the northeast of downtown.

Three Ring Binder

The Three Ring Binder project proposes to create an open access fiber-optic network extending to the most rural and disadvantaged areas of Maine. The project proposes a 1,100-mile network that will pass through more than 100 communities make broadband more readily available to 110,000 households, 600 community anchor institutions, and a number of last mile service providers. The public-private partnership expects to provide 100 Mbps broadband capabilities for University of Maine campuses, community colleges, government facilities, public safety departments, the MaineREN research and education network, and rural healthcare clinics and hospitals. The project plans to benefit clinics and hospitals by allowing for more immediate contact with clinical healthcare specialists and by increasing the collaboration of local community-based healthcare providers with specialists in major metropolitan areas.

This project proposes to:

- Provide middle mile fiber for broadband service providers to bring cost-effective, high-speed broadband services to areas without access.
- Connect 51 anchor institutions – 10 campuses and outreach centers of the University of Maine System, three community colleges, and 38 government facilities.
- Attract businesses by establishing geographically diverse, fiber-optic routes through Western Maine to Northern New Hampshire and Vermont, and through Eastern and Northern Maine to New Brunswick.
- Create the infrastructure necessary to support existing and diversified industries.
- Enable and promote interconnection of local fire, police, safety, and emergency management agencies.

Solid Waste Disposal

Solid waste is disposed of at the Aroostook Waste Solutions landfill located in Presque Isle. A \$200 annual permit must be purchased at the City Hall. Additional fees for special wastes, demolition debris, tires, fluorescent lamps, and clean wood may apply.

The Presque Isle Utilities District receives and accepts septage transported by haulers from various sources including commercial, industrial, and residential. All septage received by the District receives primary and secondary wastewater treatment in accordance with EPA and DEP requirements and regulations.

Health Care

There is a wide variety of health care options available in Presque Isle. Northern Light AR Gould is the primary care facility in the city. There is a ten (10) member Board of Trustees made up of local residents.

AR Gould offers the following services

Allergy and Immunology	Anesthesiology	Behavioral Care
Cancer Care	Cardiovascular Care	Clinical Research
Dermatology	Ear, Nose and Throat Care	Emergency Care
Endocrinology and Diabetes Care	Eye Care	Gastroenterology
Geriatric Care	Hematology	Home Care
Hospice Care	Infectious Disease Care	Kidney Care
Neurology	Neurosurgery	Nuclear Medicine
Pain Management	Palliative Care	Pathology
Pediatric and Adolescent Care	Plastic and Hand Surgery	Podiatry Surgery
Primary Care	Pulmonology	Rehabilitation
Rheumatology	Strike Care	Telehealth Services
Urology		

Analysis

The process of identifying the issues facing the town's facilities/services over the next ten years involved participation from all department heads, except for recreation, which is addressed separately in the recreation section. Department heads have direct knowledge of the day to day workings and challenges of managing their facilities. This allowed many significant issues related to capacity, maintenance, energy use, staffing and training to be identified. They agreed that the burden of cost needs to be distributed fairly among the beneficiaries including residents, developers, tax-exempt organizations, and neighboring communities.

The location and type of development occurring in Presque Isle impacts most departments in some way. However, the revising or creating of new land use regulation or ordinances must be done in a way that does not deter growth. Determining public facility and service investment priority is always difficult and is even more so in a down economy and with steady population.

Every facility/service requires investment but some may be prioritized based on cost benefit. Investments should help improve efficiency, control long term operation and maintenance costs particularly related to energy use, attract new residential, commercial, or industrial development and create tax or customer base. These considerations help establish priority.

Today, City administration appears to function well. As is typical with most communities in northern Maine, the increased property tax burden is symptomatic of a declining population trying to maintain and pay for a level of services to which is has grown accustomed and is absolutely necessary. Presque Isle must vigilantly look for ways to reduce the local tax burden through increasing efficiency in delivering its public services, as well as broadening the tax base to spread costs out over more taxpayers.

Presque Isle is projected to continue losing population which will worsen its fiscal situation. However, projections can be reversed if the municipality takes measures that create opportunity for new residents to locate in the city. These measures could include prepared sites and facilities for new business, increased tourism, or residential development.

The Fire and Police Departments continues to look for regional approaches for fire and ambulance services, rather than just within the city. The Department has a long-standing contract with the Town of Chapman for fire protection and has ambulance agreements with the Towns of Washburn and Wade. The Fire Department also has a variety of mutual aid agreements with the surrounding communities and continually looks for other ways to collaborate to improve service to the greater central Aroostook Area. Presque Isle's Police Department has a positive relationship with the city's residents as well as with surrounding communities. Both Departments offer educational program that are designed around fire prevention, community safety, life safety and other programs. These should continue.

Another area to consider for enhancing emergency response is through a regional dispatching center. A regional center could enable a coordinated, improved response to emergencies by mobilizing specific apparatus to certain incidents.

City Officials consider education a pass thru expenditure, it is the largest expenditure in the municipal budget. MSAD#1 has experienced a general decline in enrollment over the last decade and a per pupil cost increase. With decreased enrollment comes an increase in education funding gaps assuming the cost of education continues to increase. Presque Isle officials and the School Board should proactively look at possible ways to reduce costs and to further consolidate education services and facilities with neighboring towns. Additionally, Presque Isle residents and officials should encourage legislative representatives to work for a better school funding formula or funding system that places less strain on Maine's communities.

Presque Isle's roads are considered to be in good to very good condition. The Public Works Department provides large scale projects on an approximately 12-year cycle as funding allows. City officials strive to keep city roads in good condition and will continue to do so int the future. A major concern is not knowing where the storm drain system is located and how it is hooked up. Public Works staff are working to remedy this situation. Additionally, staff should partake in any trainings and other programs offered by the Maine Department of Transportation's Local Roads Program.

Presque Isle’s water and sewer system is an economic development asset. The downtown is well served by water and sewer and as growth occurs, restaurants, laundromats, hotels/motels, and bed and breakfasts need a consistent and safe water and sewer system. Utilities District staff will continue to work with City Officials and economic developers with any potential system expansions.

PUBLIC FACILITIES & SERVICES
Goals, Policies, and Strategies

State Goal

Plan for, finance and develop an efficient system of public facilities and services to accommodate growth and economic development.

Local Goal

Maintain and improve Presque Isle’s facilities and services in a manner that is cost effective and efficient and that helps support job creation and population growth.

Municipal Government Policy and Strategies			
Policy	Strategy	Responsibility	Timeframe
Maintain and, when justified, improve department capacity in the areas of communication, equipment, staffing and training.	Continue to budget for annual expenses related to all city owned building maintenance.	City Officials	On-going
	Seek State and Federal funding for the renovation of, or the construction of a new City Hall	City Officials	2021 and on-going.
	Seek State and Federal funding for the renovation or replacement of the Presque Isle International Airport terminal, the Forum, and buildings located in the Industrial Park.	City Officials	2021 and on-going
	Continue to update computer systems and software every 3-5 years to improve speed and reliability.	City Officials	On-going
	Continue to update and use the City’s information database and technology to include the following online services; vehicle registrations, hunting/fishing licensing, electronic funds transfer for property tax, and other fee payments, submission of building permit applications, real estate assessment data and expand over the next 10 years.	City Clerk and City Manager	On-going

Policy	Strategy	Responsibility	Timeframe
	Continue to control costs by utilizing access to State/Federal grant programs and surplus sites for some heavy equipment purchases.	All Departments and City Officials	On-going
	Explore options for regional coordination of needed local services such as, but not limited to highway department, town office services, police protection, recreation, emergency management, fire and ambulance services, land banking, and code enforcement.	City Officials	On-going
	Review on an as needed basis, the level of service provided to the public, and associated costs. Determine if that commitment can be continued.	City Officials	On-going
	Actively recruit new members to community and municipal boards.	City Officials	On-going
	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land	City Officials	On-going
Water and Wastewater Policy and Strategies			
Maintain water and wastewater facilities and staffing to protect the health of users, water quality, control operating and maintenance costs, and support economic and community development.	Continue to recruit technically skilled staff and participate in NMCC's utilities program to maintain skilled staff.	Utilities District	On-going
	Continue to cross train employees to improve efficiency.	Utilities District	On-going
	Continue to apply for Small Community Grant funds that replaces faulty septic systems.	City Officials	On-going
	Continue to utilize the 10 Year asset management plan for water and wastewater systems.	Utilities District	On-going
	Apply for USDA, MDEP, CDBG, EPA or other funds to upgrade water and sewer services and infrastructure.	Utilities District	On-going

Policy	Strategy	Responsibility	Timeframe
	Apply for USDA and CDBG infrastructure funds to provide water/wastewater service to new business and industry as opportunities emerge.	City Officials	On-going
	Annually review and update, as needed, the Source Protection Plan	Utilities District	Annually
	Periodically review user fees with other central Aroostook County municipalities as a basis for rate adjustment.	Utilities District	2022 and on-going
Public Safety Policy and Strategies			
Maintain and, when justified, improve department capacity in the areas of communication, equipment, staffing and training.	Continue to budget for annual expenses related to all City owned building maintenance.	City Officials	On-going
	Replace fire vehicles and equipment outlined in the City's capital improvement plan. Continue to raise funds through the use of incremental contributions to reserve accounts and application to Homeland Security and other Federal and State grant programs.	Fire Dept. and City Officials	On-going
	Participate in a regional firefighter training and recruitment program with automatic/mutual aid departments and seek funding under FEMA-Staffing for Adequate Fire and Emergency Response (SAFER) and other sources.	Fire Department	On-going
	Seek State and Federal funding to continue the educational programs provided by the Fire and Police Departments	Fire and Police Departments	On-going
	Replace police vehicles and equipment outlined in the City's capital improvement plan.	Police Department	On-going

Public Works Department Policy and Strategy			
Policy	Strategy	Responsibility	Timeframe
	Seek regional approaches to fire and ambulance services. This may include the creation of regional dispatch services and regional ambulance services.	Fire Department and City Officials	2021 and on-going
	Maintain the long-standing mutual aid agreements with surrounding communities.	Fire Department	On-going
Improve the efficiency of operations and control costs of services delivered by the Public Works Department	Evaluate Public Works Department equipment for refurbishing or replacement to help decide either to upgrade or extend the life of the equipment.	Public Works.	2021-2023
	Keep abreast on new and innovative design and construction methods that can help lessen the timeframe between road reconstruction projects.	Public Works	2021 and on-going
	Address future funding needs for new and replacement items through the Capital Improvements Plan. Provide a listing and cost estimated annually to the City Manager.	Public Works and City Manager	2021 and annually
	Annually budget for road improvement projects.	City Officials, Public Works	Annually
	Investigate grant opportunities that help meet the goals for the road improvement plan.	Public Works, City Officials	On-going
	Collaborate with the University of Maine at Presque Isle or the University of Maine's Capstone Project to inventory the City's storm drain systems when feasible.	Public Works Department	On-going
Health Care Policy and Strategy			
Continue to provide adequate levels of health care that improves the overall well-being of Presque Isle's residents.	Continue participating in plans to provide access to both primary health care and specialized services for residents by working with area providers to assure that the City's needs are articulated.	City Officials	On-going

Service Organization Policies and Strategies			
Policy	Strategy	Responsibility	Timeframe
	Continue programs such as Catholic Charities Food Pantry, and programs offered by Aroostook County Action Program, and Aroostook Area Agency on Aging.	City Officials	On-going
Encourage non-profits and entrepreneurs to provide new community services, when appropriate, as a means of creating jobs and serving local needs.	Publicize the need for new local services through the City's website and contact with non-profits and entrepreneurs.	City Clerk City Manager, and all Depts.	On-going
	Continue to seek grants and provide local funds for non-profits and new service businesses.	Clubs and City Officials	On-going
	Work with the Central Aroostook Area Chamber of Commerce to promote the need for new services.	City Officials	On-going
	Seek and provide CDBG and other grant funds for non-profit and new services businesses.	City Officials	On-going as needed
Solid Waste Disposal			
Provide adequate levels of solid waste disposal for Presque Isle's residents and visitors	As a new owner in Aroostook Waste Solution continue to provide input to help improve waste disposal services to residents and to help keep solid waste disposal fees manageable	City Officials	2021 and on-going
	Plan for the development of a new Transfer Station when the landfill closes. Apply for funding for the engineering and construction of the facility from MDEP and USDA.	City Officials	2023 and as needed.

Historic Resources

Historic Resources

Presque Isle History Introduction

Taken from Wikipedia

The first European settlers were British Loyalists who reached the area in 1819 hoping to obtain land for lumber. Border disputes between the United States and the United Kingdom over the area, however, made it impossible for pioneers to gain title to the land. In response, the government of the neighboring British colony of New Brunswick (now a Canadian province) gave out patents for pioneers to live on the land but not claim ownership or sell it. By 1825, surveyors traveling along the Aroostook River noted that twenty families lived along it and noted that while agriculture was present, all of the families employed most of their time towards wood production.

The boundary dispute slowed development in the area, but the government of Massachusetts, which governed the territory at the time, saw the territory as theirs and encouraged the development of settlements in northern Maine by offering land grants and mill privileges in the 1820s. The first American to settle in the area was Dennis Fairbanks in 1828 who gained ownership over the land under the provisions set up by Massachusetts and later Maine, which gained statehood in 1820.

Originally known as Fairbanks for its founder Dennis Fairbanks, Presque Isle was settled in 1828 on land that was unknown to be part of British North America (Canada) or the United States. The Aroostook War broke out in 1838 because of boundary disputes between the two countries, which were resolved in 1842 by the Webster-Ashburton Treaty. The township was incorporated from Plantations F, G and H on April 4, 1859, as Presque Isle, derived from the French term for peninsula (*presqu'île*), as the courses of the Aroostook River and Presque Isle Stream form a peninsula. In 1864, Fairmont Cemetery was established in the south of Presque Isle to accommodate Union soldiers returning from the Civil War. In 1883, the town of Maysville was annexed.

On January 1, 1940, Presque Isle was incorporated as a city.

The first industry to form in Presque Isle was the lumber industry. By the 1880s, industry included two lumbermills, a grist mill, a wood carding mill, a furniture store, a carriage factory, and a tinware facility. During the last 30 years of the 19th century, agriculture became important, and the entire county became noted for its production of potatoes. On October 9, 1851, the first Northern Maine Fair exhibition opened. A starch factory was opened in 1874, providing a ready market for local potatoes. In 1914 the Aroostook Farm was purchased as a Maine Agricultural Experiment Station.

In 1881 the New Brunswick Railway created the first rail connection in Presque Isle. The Bangor and Aroostook Railroad arrived in 1895. A small airport was established in 1931. It was expanded within the decade and later assumed major military importance. The Presque Isle Air Force Base, in operation between 1941 and 1961, was a major departure point for U.S. fighter planes during World War II and the Korean War due to its relative proximity to Europe. When the base was sold, a piece of it became the Northern Maine Regional Airport. In June 2018, the Northern Maine Regional Airport was renamed Presque Isle International Airport.

Beginning on July 2, 2018, United Airlines began service from the Presque Isle International Airport in Presque Isle, Maine to Newark Liberty International Airport in Newark, New Jersey. These flights are federally subsidized through the Essential Air Service (EAS) program, and are operated by United Express carrier, CommutAir

In 1903, the Aroostook State Normal School began offering a two-year teacher preparation program. In 1968, it was renamed the University of Maine at Presque Isle. Northern Maine Technical College was established in 1961, now Northern Maine Community College. The first students entered the college in 1963. Today it serves about 2000 students.

The first Presque Isle Hospital was established on April 8, 1912. Four physicians were affiliated with the hospital, whose dual aims were to serve the community and to provide a training school for nurses. The building was a white-frame structure, enlarged from a home under construction. The need and demand for the hospital increased so rapidly that in 1921 a new three-story brick hospital was dedicated. This hospital was in operation for nearly four decades, when it, too, proved inadequate. A major fundraising campaign was launched in the late 1950s. After a large donation was given by Mr. and Mrs. W. H. Wildes, the daughter of the late Senator Arthur Gould, the Arthur R. Gould Memorial Hospital was constructed and opened in 1960. The hospital has expanded and been modernized in recent years and in 1981 became a part of The Aroostook Medical Center.

On August 11, 1978, the *Double Eagle II* was launched from a Presque Isle field carrying three passengers. It made the first successful transatlantic balloon crossing. In honor of the *Double Eagle II*, the city holds an annual celebration called The Crown of Maine Balloon Festival. The popular event includes balloon rides, plane tours, amateur photo contests and children's fair rides. Sponsored by the Chamber of Commerce and other local organizations, it is held in late August. The field from which the *Double Eagle II* lifted off now features a commemorative model balloon.

Presque Isle was named an All American City in 1966.

Additional history, completed by Kimberly R. Sebold, PhD can be found online.

Presque Isle Historical Society

The Historical Society accomplishes this mission through a variety of public programs and activities, included, but not limited to, exhibits, publications, lectures, tours; the maintenance and operation of the 1875 Vera Esty House Museum, 1985 Molly the Trolley, Maysville Museum, and the historic fire station for housing and displaying historic materials. The Historic Society is governed by a 13-member Board of Directors elected annually and meet quarterly.

The following buildings are maintained by the Historical Society:

Vera Estey House Museum

The Vera Estey house sits within the original land grant which established Presque Isle, originally known as Fairbanks Mills. It is believed to have been built around 1875 and is a good example of an upper middle class Victorian home. The only two major changes to the house since its construction is that the barn no longer exists and the Estey's added a skylight in the upstairs bathroom.

During Vera's lifetime, the north lawn hosted an amazing array of tulips and lilies which she raised and sold to the Boston Fresh Flower Market. Although these flowers no longer bloom, the Society has plans to restore the garden to become a destination for reading, picnicking, reflecting, and garden weddings.

Guided tours of the house are given on a recurring schedule from April through September at a nominally cost per person.

Maysville Grange

The building on the corner of what is now US Route 1 (Caribou Road) and the Brewer Road is historically significant for a number of reasons. The site served simultaneously as the Town Hall, the Maysville School, and the Maysville Grange. Maysville Centre School closed for good in 1949 and the Maysville Grange ceased to exist due to lack of membership in the late 1980s.

The original building on this site was constructed in 1865. The building burned down in 1916 and a new story-structure was erected in its place. In 1939, the building was again destroyed by fire and replaced with the current smaller, one-story building.

After the closing of the Grange, the building was sold to the City of Presque Isle. In 1996, the ownership passed to a private individual and mostly remained empty. In 2004, another fire damaged the southeast corner of the building.

Presque Isle Historical Society acquired the building after raising capital through local donations in February of 2011. The work is being done to renovate the building through donations and grants. The Society plans to turn the building into a small museum to showcase its numerous collections as well as promote the direct ties to international history during The Aroostook War. An application has been submitted to the National Park Service to recognize the site as a National Historic Site due to its ties to this conflict.

Fire Station

Although Presque Isle was founded in 1828, there was no formal fire department until 1896. During those 70 years, the downtown suffered many fires resulting in very few old buildings along Main Street. In 1912, a large wooden barn on Church Street close to Main Street known as the Hose House was used to store fire equipment and horses. It was determined that the barn was too small and not in a good state of repair to house the horses, all of the equipment and the firemen after a fire.

That year, there was a very "heated" debate as to whether to repair that building or build a new fire house. The vote was to build a new fire station. In October of 1912, this building was built at the cost

of \$8,000 (\$5,500 from the City; \$500 from taxes; and a \$2,000 loan). This is roughly equivalent to \$180,000 today.

The basement features a 14-foot x 28-foot concrete and steel jail. At one time, there was a street level window on Second Street. It was often said that if Dad didn't come home on Saturday night, Mom would send the kids down to look in the window to see if Dad was there. The main floor of the building held six horse stalls and room for the equipment as well as a room for the firemen. With no central heat in those days, the firemen's families took up a collection with which to install a fireplace.

On the second floor was the municipal courtroom, the municipal offices, meeting place for the Selectmen (Presque Isle went to a 7-person City Council in 1939), the hay loft, and the apartment for the man who cared for the horses.

With the opening of the "new" hospital in 1960, municipal offices moved next door and this building became the Police and Fire Department. An addition had been constructed in 1950 to accommodate the larger engines and ladder trucks. The Police Department also added a new jail on the main level in the 1960s. These cells still exist today.

Presque Isle Air Museum

The Presque Isle Air Museum is located at Presque Isle International Airport. It is dedicated to the men and women of the armed forces who served at the air base. This project is a culmination of efforts by individuals who believe the Presque Isle airport has an important and interesting history that should be shared. The Museum contains numerous photographs and documents related to the contribute that Presque Isle Air Force Base played

Presque Isle Army Airfield Headquarters was also the headquarters for the Army Air Corps, Air Transport Command, North American Division. Its mission was to fly men, supplies and equipment to the British Isles in preparation for war in Europe.

The first troops arrived in Presque Isle to start establishing the base on September 15, 1941. At that time, no military facilities existed and the men lived in tents and trailers.

At the height of base activity during World War II, more aircraft flights flew from Presque Isle to Europe than from any other American base. After the invasion of Europe, the airbase converted C-54s and other aircraft into flying ambulances to bring seriously wounded troops back for treatment.

Activity at the base wound down after the war from 1946-1947. However, the base was reactivated in 1947 for fighter support and later it was the only North American base for the SNARK intercontinental missiles. The base was closed and returned to civilian use in 1960.

Historic Buildings, Prehistoric Archaeological and Historic Archaeological Sites

Two types of archaeological sites need consideration during Growth Management Planning: prehistoric archaeological sites (Native American, before European arrival) and historic archaeological sites (mostly European-American, after written historic records about 1600 A.D.).

Prehistoric sites include campsites or village locations, rock quarries and workshops (from making stone tools), and petroglyphs or rock carvings. Prehistoric archaeological site sensitivity maps are based on the current understanding of Native American settlement patterns (known site locations and professionally surveyed areas) within the portion of the state where the municipality is located. Most commonly, prehistoric archaeological sites are located within 50 meters of canoe-navigable water, on relatively well-drained, level landforms. Some of the most ancient sites (>10,000 years old) are located on sandy soils within 200 meters of small (not canoe- navigable) streams.

Historic archaeological sites may include cellar holes from houses, foundations for farm buildings, mills, wharves and boat yards, and near-shore shipwrecks. Historic archaeological sites can be predicted most often by a review of historic records, maps and deeds. Settlement often focused on transportation corridors, first rivers, and then roads as they were built. Archaeological sites from the first wave of European settlement in any town are likely to be significant (National Register eligible).

Historic Buildings

According to the Maine Historic Preservation Commission (2020), based on preliminary architectural survey data, the following property is currently listed in the National Register of Historic Places:

- (Former) Presque Isle National Bank located at 422 Main Street.
- US Post Office located at 23 Second Street.

Two additional properties have been determined to be eligible for listing in the Register:

- (Former) Aroostook Valley Railroad concrete arch bridge (built 1915)
- (Former) SNARK Missile Base, Skyway Industrial Park.

According to the MHPC, a comprehensive survey of Presque Isle’s historic above-ground resources needs to be conducted to identify other properties that may be eligible for nomination to the National Register. At the time of the writing of this plan, this has not been completed.

Historic Archaeological Sites

According to the Maine Historic Preservation Commission (2020) there are two known Prehistoric Archaeological sites located in Presque Isle:

Site Name	Site #	Site Type	Periods of Significance	National Register Status
Unidentified mill	ME 360-001	mill, sawmill	Probably 19th c	undetermined
Maysville school/Grange	ME 360-002	school	1866 to 1980s	undetermined

No professional archaeological surveys have been completed. Future archaeological survey should focus on the identification of potentially significant resources associated with the town’s agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 18th and 19th centuries.

Prehistoric Archaeological Sites

According to the Maine Historic Preservation Commission, there are five prehistoric archaeological sites known in Presque Isle, most of them on the Aroostook River or concentrated around the mouth of Prestile Stream. Several projects within Presque Isle have had professional archaeological survey completed, including the Aroostook Transportation Study (bypass).

Threats to Historic and Prehistoric Resources

The threats to these resources are primarily centered on the harsh northern Maine climate, lack of financial resources and a lack of broad public awareness and appreciation for the value of historic/prehistoric resources. For the most part, historic buildings are wood frame structures that require constant maintenance. While the City provides some funding for the Historical Society, maintenance is generally the responsibility of the owner.

Prehistoric resources are threatened by all land use activity in sensitive areas especially when excavation is involved. Permitting for many activities does not require a review or determination of the presence or absence of these archeological resources. Public awareness of these resources is limited. Some sensitive areas are subject to severe stream bank erosion that may be exposing or degrading prehistoric sites.

Preservation of Historic and Archaeological Resources

The primary mechanisms for historical preservation in Patten are public and/or private investment in historic properties and streetscape enhancement, and municipal support of privately led historic preservation efforts. According to MHPC, “the standard of what makes an archaeological site worthy of preservation should normally be eligibility for, or listing in, the National Register of Historic Places. Because the National Register program accommodates sites of national, state and local significance, it can include local values. Because of physical damage to a site and/or recent site age, some sites are not significant.”

The City should continue to promote historic preservation by working with interested property owners to pursue voluntary listing of additional property on the National Register of Historic Places; supporting private effort to preserve historic properties; and making critical public investments in historical preservation, as necessary.

To ensure that significant historical and archaeological resources are not inadvertently lost, the City should review existing ordinances to ensure subdivision or non-residential property developers look for and identify any historical and archaeological resources. Such development should take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.

Analysis

As City ordinances are updated, Presque Isle can incorporate additional measures that will generally apply to any areas or structures that may be historically or archeologically valuable. City officials should keep abreast of any future funding for assessing historic sites and structures, as well as historic and prehistoric archeology in Presque Isle, but historic preservation should be initiated as a grass roots effort by interested citizens rather than as a regulatory mandate by local government. The city's role could be as the applicant or administrator of any funding, while a local historical society drives the activities in support of city policy. The first activity should be to solicit technical assistance to determine the quantity and quality of historic sites, structures and archeological resources. If the findings warrant preservation or restoration efforts, then the planning can be initiated to address those needs.

HISTORICAL, CULTURAL, and ARCHEOLOGICAL RESOURCES Goals, Policies, and Strategies

State Goal

Preserve the State's Historic and Archeological Resources and to further identify these resources and ensure that their value is recognized and protected.

Local Goal

Improve local awareness and understanding of these resources and their value. Identify, recognize, and protect new resources that have merit.

Policy	Strategy	Responsibility	Timeframe
Improve awareness and understanding of the significance of Presque Isle's historic, cultural and archeological resources. (HCA)	During local events held in Presque Isle, present information concerning HCA sites.	Historical Society	Annually
	Expand the use of HCA sites, where appropriate, as staging areas for social/educational events that build support for local historic resources.	Historical Society	Annually

Policy	Strategy	Responsibility	Timeframe
	Continually update Presque Isle Historical Society and The Air Museum website that contains information that exhibit the community's historic, cultural and archeological resources. Include links to the historic sites and historic information.	City Officials and Historical Society	2021 and on-going
	Continue to work with the MaineDOT and National Park Service to improve and update the public signage and literature that directs people to the HCA resources of Presque Isle.	Historical Society and City Officials	2023 and on-going
	Develop documentation, interpretation and displays that communicate the importance of Churches, farming and logging in local history.	City Officials	On-going
Improve the protection of known and potentially valuable HCA resources of the community.	Amend Shoreland Zoning Ordinance to include standards that help identify and protect HCA resources.	Planning Board	2022
	Amend the building permit application to include identification of potential HCA resources.	Planning Board	2022
	Develop standards during the update of City ordinances that protect HCA resources.	Planning Board	2022
	Incorporate maps or information provided by the Maine Historic Preservation Commission into the land use review process, showing that significant historic resources are being protected by proposed developments.	Planning Board	On-going

Policy	Strategy	Responsibility	Timeframe
	Sponsor a forum to extract local knowledge on the location of farmsteads, settlements, foundations, and artifacts that depict local HCA resources.	Historical Society and City Officials	As needed
	Incorporate the use of social media like Facebook to help identify and locate HCA resources.	Historical Society and City Officials	On-going
	Seek funding to develop and implement an historic preservation master plan that includes a comprehensive list of potential sites.	Historical Society	2023
Have all eligible sites listed in the National Register of Historic Places and locally recognize and display these sites.	Encourage and support the local historical society's effort to produce a comprehensive list and evaluation of potential sites.	City Officials	On-going
	Establish a dialogue with owners on the potential historic value of their property.	Historical society and City Officials	On-going as needed
	Request the participation of the Maine Historic Preservation Commission in the nomination of potential sites for listing.	Historical Society	On-going
Recognize and support the identification, interpretation and display of HCA resources as a means to enhance the local economy and quality of life.	Continue to support local, regional and international festivals and events that include culturally based activities and international cooperation.	City Officials	Annually
	Encourage and support the development of new activities and events utilizing Riverside Park, Estey House, Fire Station and other recreational area as a staging area.	City Officials	Annually

Fiscal Capacity

Fiscal Capacity and Capital Investment Plan

Introduction

The demands from citizens for an efficient system of public facilities and services continue to grow each year. Not only is this demand from Presque Isle citizens but from non-residents as the City is a Service Center Community. As such, more people work in Presque Isle each day than live and pay taxes to the community. They depend on the various City municipal departments for services. For example, residents and non-residents alike depend on the public works department to ensure that roadways are clear of snow and ice as they travel to, from and through the community.

Over the years the City has maintained a strong economic position. Its finances are audited annually in compliance with applicable State laws. It has not had any significant findings in its audit reports. The City continues to receive the Certificate of Achievement for Excellence in Financial Reporting for its Comprehensive Annual Financial Report (CAFR). The certificate is awarded and presented for excellence in financial reporting by the Government Finance Officers Association of the United States and Canada to government units whose financial reports achieve the highest standards in government accounting and financial reporting.

The City Council has approved appropriate financial policies that include:

- Asset Capitalization Policy
- Disbursement Policy
- Financial Procedures Policy
- Five Year Departmental Fee Schedules
- Investment Policy
- Procurement and Disposal Policy
- Tax Acquired Policy
- Tax Increment Financing District Policy

The City Council reviews and updates these policies on a periodic basis.

As the City looks into the future to meet its mission, it must not only consider what services and investments in its infrastructure to make but how it will finance these financial commitments. This section will describe how this has been effectively accomplished in the past, and how it will continue to do so into the future.

Analysis and Key Issues and Conditions and Trends

The table of the Municipal Revenues and Expenses for the Past Five Years shows that the City’s revenues have increased \$936,588.00, or 23.3%, from 2014-2018. The trend analysis shows a steady increase in each of the last five years. There are seven specific revenues that account for approximately 80% of the total revenues. These seven revenues include airport fuels for resale, excise taxes, Industrial Council revenues for building rentals, the Forum, Community Center, EMS Services and revenue sharing. The same table shows expenses have increased by \$2,441,488, or 23.6% for the same period.

In analyzing the trend based on the second table of the Property Tax Distribution for the Past Five Fiscal Years it shows an overall stable tax rate. The tax rate has increased from 25.42 mills in 2014 to 25.82 in 2018 or 1.5% increase. The increase from 2014 – 2018 is well below the cost of living increases. The City’s net budget amount has increased from \$7,229,080 in 2014 to \$8,112,864 in 2018 or 12.23%.

In general, tax revenues from new development are sufficient to offset the cost of needed additional services and capital investments. The City continues to grow at a modest and steady rate based on its municipal valuation. Its local assessment, when compared to state valuation, has slipped somewhat in the past two years. The assessed valuation for the past five years is:

<u>Fiscal Year</u>	<u>Assessed Valuation</u>	<u>Valuation Increase</u>	<u>Percentage Increase</u>	<u>State Valuation</u>
2014	\$510,580,380	\$1,848,530	.36%	\$565,700,000
2015	513,656,080	3,075,700	.60	565,050,000
2016	530,574,000	16,917,920	3.2	553,200,000
2017	527,046,200	-3,527,800	-.67	561,800,000
2018	521,896,200	-5,150,000	-.99	560,600,000

The City’s share of the overall tax rate has increased from 51.70% of the total in 2014 to 53.80% of the total. Simultaneously, the City’s undesignated fund balance has increased from \$1,498,532 in 2014 to \$2,528,542 in 2018, or 69.0%.

The analysis of the revenues and related finances indicates that tax revenues are sufficient for this period. The trends indicated that revenues will also be sufficient to fund the cost of needed services and capital investments in the immediate future.

As previously shown on the Valuation table, the City’s tax base is growing at a modest rate.

The City's Tax Increment Finance Districts do not have a major impact on taxes, given the modest amount of valuation in the TIF programs. However, the City has a great deal of tax-exempt properties in the community that impacts the tax rate.

The City has a large number of tax-exempt properties that impact its local property taxes. Approximately 36% of the City's overall valuation is tax-exempt properties, consisting of land and buildings. The City still provides municipal services to these properties which create a shifting of taxes onto all other taxable properties.

The significant tax-exempt properties include the University of Maine at Presque Isle, A R Gould Northern Light, and Northern Maine Community College. Though tax-exempt, each entity is a major employer in not only the community but for the region.

Capital investments and budgeting priorities in other sections of the comprehensive plan are funded from a combination of local property tax dollars, short- or long-term borrowing, lease/purchase programs, statewide voter-approved bonds, grants, and federally earmarked funds. The City does not have an impact fee ordinance.

The City's Charter (Section 5.70) requires that it have a five (5) year capital program which must be updated annually. The City Council determined that this includes items \$5,000 or more. The Charter requires that certain information be included in the capital programs as follows:

- A clear general summary of its contents
- List of capital improvements and other capital expenditures that are proposed for the next five years
- Cost estimate and recommended time schedule for each improvement or capital expenditure
- Source of financing
- The estimated annual cost of operating and maintaining the facilities to be constructed or acquired
- The estimated cost of failing to make the capital expenditure

As a result of the City Charter, this information is contained in the Capital Budget portion of the annual budget process. Each expenditure is detailed and reported by various departments or other major categories.

The City has sufficient borrowing capacity to pay for capital investments if it needs to borrow money. The City's Charter allows that the City Council can incur debt. 30-A M.R.S.A. § 5702 allows total municipal debt not to exceed 7.5% of its last full state valuation.

County and school administrative unit assessments do not have a large impact on the municipal capital investments. Each of these other government units has historically operated in a prudently fiscal manner, thus allowing for a stabilized tax assessment. This is supported by the data contained in the Property Tax Distribution Table earlier mentioned.

Policies

The City has several written policies that address state goals to finance existing and future facilities and services in a cost-effective manner. The City council has adopted the following

written policies that provide for this that include: Asset Capitalization policy, Financial Procedures policy, Five Year Department Fee Policy, Investment Policy, Procurement, and Disposal Policy, Tax Acquired policy, Tax Increment Financing District Policy. Also, the Charter requires a five-year capital program.

Though the City does not have a written policy of exploring grants available to assist in the funding of capital investments within the City its past practice has been to do just that. The City Council and staff are always on the lookout for outside funds. Some examples include using:

- Homeland Security Grant funds for fire apparatus and police equipment
- Maine Forestry Grants for firefighting equipment
- Federal Aviation Administration discretionary grant funds for rehabilitation of the Airport's runway and taxiways
- The use of federally earmarked funds for the construction of an intermodal railroad facility and the renovation of a former missile hanger for a public works garage
- The use of State of Maine bond proceeds for the construction of a corporate airplane hangar at the Airport
- Energy Efficiency Maine grant for the installation of energy-efficient lights
- Federal Highway Administration grants for additional police patrols for enforcement of operating under the influence and seatbelt enforcement laws

Strategies

The City's strategy on implementing its capital improvement program rests with its annual budget process and written policies. The City's CIP program is reviewed and updated annually, as required by the City's Charter. From there, staff administers the program based on various financial spending policies adopted by the City Council.

The City will continue to explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies. In addition to the joint use and financing of the landfill previously mentioned, the City participates in joint purchasing of fuels with School Administrative District #1 and other area educational entities, joint purchasing of road salt with communities in Aroostook County through the Northern Maine Development Commission, the swap of roadway maintenance and snow plowing with the Maine Department of Transportation and neighboring communities based on roadway locations and providing fire services to a portion of the town of Chapman located closer to our fire station than their station.

Capital Investment Plan

The City's Five-Year Capital Plan as required by the City's Charter and approved annually by the City Council's as part of its budget process can be incorporated in the comprehensive plan by reference. It identifies and summarizes anticipated capital investment needs within the community for a five-year period, identifies the estimated costs, establishes funding priorities, identifies funding sources and describes the cost of failure to make the purchase.

Department	2016	2017	2018	2019	2020
Assessing	\$125,941	\$133,013	\$139,521	\$163,588	\$179,401
Dept of Econ & Comm Develop	\$63,512	\$65,649	\$145,032	\$114,154	\$160,363
Finance	\$287,803	\$316,200	\$317,693	\$349,917	\$333,948
Fire Department	\$908,812	\$1,200,467	\$1,181,252	\$1,280,339	\$1,442,877
General Government	\$275,136	\$291,589	\$281,168	\$297,001	\$307,679
Library	\$359,030	\$368,574	\$364,563	\$376,158	\$365,445
Police	\$1,255,226	\$1,286,249	\$1,204,114	\$1,067,671	\$1,211,011
Public Works	\$1,551,102	\$1,593,313	\$1,734,148	\$1,880,592	\$1,855,120
Rec & Parks	\$765,577	\$849,438	\$973,284	\$995,139	\$949,178
Resources	\$87,718	\$71,680	\$68,917	\$70,580	\$73,604
Solid Waste	\$299,861	\$268,819	\$141,411	\$473,663	\$445,558
PI Industrial Council	\$353,740	\$363,079	\$380,695	\$372,000	\$407,786
Benefits	\$1,848,535	\$1,899,487	\$1,973,798	\$2,081,076	\$2,011,172
Public Safety Bldg	\$156,404	\$222,217	\$320,055	\$322,536	\$341,959
Insurances	\$128,383	\$135,257	\$142,206	\$145,829	\$151,017
Utilities	\$605,975	\$599,432	\$609,815	\$623,954	\$611,513
Debt Service	\$843,194	\$809,813	\$911,443	\$888,307	\$930,788
Echo Lake	\$5,064	\$5,025	\$5,089	\$7,150	\$7,215
Unclassified	\$140,266	\$131,457	\$336,064	\$222,508	\$210,406
Outside Requests	\$60,825	\$59,000	\$56,500	\$57,950	\$51,450
Information Technology	\$55,234	\$55,628	\$66,325	\$61,974	\$71,185
City Clerk	\$59,830	\$54,403	\$59,142	\$55,652	\$59,312
General Assistance	\$29,512	\$23,161	\$25,802	\$18,176	\$14,624
Capital Reserves	\$1,281,028	\$1,060,723	\$1,310,938	\$1,049,310	\$1,387,319
Total Expenses	\$11,547,708	\$11,863,673	\$12,748,975	\$12,975,224	\$13,579,929
Total Revenue	\$3,893,609	\$4,895,105	\$4,946,209	\$6,678,090	\$7,392,283
Difference	\$7,654,099	\$6,968,568	\$7,802,766	\$6,297,134	\$6,187,646

* 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

City of Presque Isle, Maine Property Tax Distribution, Last Five Years												
		Net Budget Amount				Percent of Budget			Share of Mill Rate			
Fiscal	Mill				Total							Year End
Year	Rate	City	SAD	County		City	SAD	County	City	SAD	County	Fund Bal.
2014	25.42	7,229,080	6,150,296	603,602	13,982,978	51.70%	43.98%	4.32%	13.14	11.18	1.10	1,498,532
2015	25.46	7,188,794	6,152,769	619,294	13,960,857	51.49%	44.07%	4.44%	13.11	11.22	1.13	1,557,154
2016	25.68	7,891,305	6,240,553	645,031	14,776,889	53.40%	42.23%	4.37%	13.71	10.85	1.12	8,161,852
2017	25.60	8,016,781	6,210,945	665,733	14,893,459	53.83%	41.70%	4.47%	13.78	10.68	1.14	9,352,056
2018	25.82	8,112,864	6,236,018	730,680	15,079,562	53.80%	41.35%	4.85%	13.89	10.68	1.25	2,528,542
2019	24.99	7,860,969	6,315,510	746,844	14,923,323	52.68%	42.32%	5.00%	13.16	10.58	1.25	3,037,628
2020	24.95	8,268,128	6,281,135	792,561	15,341,824	53.89%	40.94%	5.17%	13.45	10.21	1.29	3,690,075
	5 Year											
	Budget											
	Increase	376,823	40,582	147,530					0.27	0.63	-0.17	
	5 Year											
	Percent of											
	Increase	4.78%	0.65%	22.87%								

Capital Investment Plan

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
AIRPORT													
	Reconstruct GA Ramp			\$5,776,000	FAA								
	Phase 2 and Fuel Farm Upd.			\$152,000	ST								
				\$217,000	AP								
	Reconstruction of North							\$712,500	FAA				
	Hangar Ramp and parking							\$18,750	ST				
	lot							\$18,750	AP				
	Crack sealing of runway,			\$23,750	FAA	\$23,750	FAA	\$23,750	FAA	\$23,750	FAA	\$23,750	FAA
	taxiways and ramps-annual.			\$625	ST	\$625	ST	\$625	ST	\$625	ST	\$625	ST
				\$625	AP	\$625	AP	\$625	AP	\$625	AP	\$625	AP
	Runway & taxiway paint					\$237,500	FAA						
	marking 3-year rotation					\$6,250	ST						
						\$6,250	AP						

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
AIRPORT (Cont.)	Upgrade 4 hangers north end of airport	\$5,066	AP			\$277,333	AP						
	Re-carpet passenger terminal					\$30,000	AP						
	FAA Grants	\$0	FAA	\$5,799,750	FAA	\$973,750	FAA	\$736,250	FAA	\$23,750		\$23,750	FAA
	State Contribution	\$0	ST	\$152,625	ST	\$25,625	ST	\$19,375	ST	\$625		\$625	ST
	Airport Fund	\$5,066	AP	\$217,625	AP	\$6,875	AP	\$19,375	AP	\$625		\$625	AP
	Total - Airport Total	\$5,066		\$6,170,000		\$1,006,250		\$775,000		\$25,000		\$25,000	
City Hall													
	Annual Computer Updates	N/A	GF	\$12,000	GF	\$12,000	GF	\$12,000	GF	\$12,000		\$12,000	GF
	Annual IT Updates	N/A	GF	\$27,200	GF	\$14,000	GF	\$7,500	GF	\$24,800		\$14,000	GF
	City Hall Renovations/Moving		GF	\$50,000	GF	\$50,000	GF	\$50,000	GF	\$50,000		\$50,000	GF
	Vehicle for Assessing	\$15,000	GF	\$10,000	GF	\$0		\$0		\$0		\$0	
	Total – City Hall	\$15,000	GF	\$99,200	GF	\$76,000	GF	\$69,500	GF	\$86,800	GF	\$76,000	GF

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
Economic & Community Development (DECD)		.			-		-		-		-		-
	Consulting Services	\$30,000	GF	\$10,000	GF	\$10,000	GF	\$10,000	GF				
	Downtown Area Master Plan & Municipal Comprehensive Plan			\$37,500	GF	\$50,000	GF	\$50,000	GF	\$50,000	GF		
	Dwntwn Economic Dev & Infrastructure Improvement			\$200,000	GF	\$200,000	GF	\$200,000	GF	\$200,000	GF		
	<i>Poss of Fed or State Funding</i>				-		-		-		-		
	Echo Lake Sewer Improvements	\$8,400	GF	\$56,250	GF	\$56,250	GF	\$56,250	GF	\$56,250	GF		-
				\$50,000	GRA				-				-
					-		-		-				
	General Fund	\$38,400	GF	\$303,750	GF	\$316,250	GF	\$316,250	GF	\$306,250	GF	\$0	GF
	Grants/Donations	\$0	GRA	\$50,000	GRA	\$0	GRA	\$0	GRA	\$0		\$0	
	Total - DECD	\$38,400		\$353,750		\$316,250		\$316,250		\$306,250		\$0	

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
Industrial Council													
	Building/Capital	\$602,130	GF	\$150,000	GF								
	Improvements												
	Total - Industrial Council	\$602,130		\$150,000	GF								
FIRE DEPARTMENT													
	Replace Tanker One (1984)	\$240,000	GF	\$100,000	GF	\$100,000	GF	\$100,000	GF	\$100,000	GF		
	<i>Possibility of a Grant exists</i>												
	Scott Air Bottle Replacement	\$30	GF	\$7,000	GF								
	on-going												
	<i>Possibility of a Grant exists</i>												
	Turnout gear replacement	\$14,185	GF	\$5,000	GF								
	<i>Possibility of a Grant exists</i>												
	Thermal Imaging Camera	\$0		\$14,500	GF					-	-	-	
										-	-	-	
	SCOTT Air Packs	\$0		\$10,000	GF								
	<i>Possibility of a Grant exists</i>												
	Ambulance Replacement Program	\$50,000		\$75,000	GF	\$75,000	GF	\$75,000	GF	\$75,000		\$75,000	GF
	<i>Possibility of a Grant exists</i>										GF		

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
FIRE DEPARTMENT (Cont.)	EMS Equipment Replacement	\$25,000		\$25,000	GF								
	Program												
	<i>Possibility of a Grant exists</i>												
	Replace Pick-Up #4	\$5,000		\$12,000	GF	\$12,000	GF	\$12,000					
	Replace SCBA Air Fill Station	\$0		\$10,000	GF								
	<i>Possibility of a Grant exists</i>												
	Replace Jaws of Life	\$0		\$15,000	GF	\$15,000	GF	\$15,000	GF	\$15,000	GF		
	<i>Possibility of a Grant exists</i>												
	Total Fire Department	\$334,215	GF	\$258,500	GF	\$244,000	GF	\$244,000	GF	\$232,000	GF	\$132,000	GF
Police Department													
	Cruiser Replacement		GF	\$69,000	GF	\$69,000	GF	\$54,500	GF	\$54,500	GF	\$54,500	GF
	Total -- Police Department	\$0	GF	\$69,000	GF	\$69,000	GF	\$54,500	GF	\$54,500	GF	\$54,500	GF
Public Safety Building													
	Building Maintenance	\$68,500	GF	\$30,000	GF								
	Dispatch Control Upgrade		GF	\$12,000	GF	\$12,000	GF	\$12,000	GF		GF		GF
	Total -- Public Safety Building	\$0	GF	\$42,000	GF	\$42,000	GF	\$42,000	GF	\$30,000	GF	\$30,000	GF
Library													
	Maintenance reserve			\$10,000	GF	\$10,000	GF	\$10,000	GF	\$10,000	GF		GF
	Total - Library			\$10,000		\$10,000		\$10,000		\$10,000		\$0	-

City of Presque Isle Capital Improvement Project Summary Table												
PROJECT	Prior		2020		2021		2022		2023		2024	
Recreation & Parks												
Equipment Replacement												
Program		GF	\$38,000	GF	\$40,000	GF	\$40,000	GF	\$28,000	GF	\$15,000	GF
Forum Improvement												-
Program	\$162,117	GF	\$120,000	GF	\$110,000	GF	\$112,000	GF	\$90,000	GF	\$125,000	GF
Mantle Lake Improvements	\$7,662	GF	\$64,000	GF	\$55,000	GF	\$30,000	GF	\$40,000	GF	\$20,000	GF
General Park Improvements	\$0	GF	\$35,000	GF	\$40,000	GF	\$20,000	GF	\$30,000	GF	\$20,000	GF
Bike Path Paving Program	\$29,720	GF	\$12,000	GF	\$12,000	GF	\$14,000	GF	\$13,000	GF	\$10,000	GF
<i>Poss of Grants or Local Funding</i>												
Recreation & Parks Total	\$199,499	GF	\$269,000	GF	\$257,000	GF	\$216,000	GF	\$201,000	GF	\$190,000	GF
Public Services Department												

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
Public Works Division													
	Pavement Maintenance			\$193,064	URIP	\$193,064	URIP	\$193,064	URIP	\$193,064	URIP	\$193,064	URIP
				\$273,092	GF	\$361,058	GF	\$206,383	GF	\$240,445		\$188,692	GF
	Equipment Replacement			\$440,050	GF	\$290,000	GF	\$270,000	GF	\$290,000		\$270,000	GF
	Program												
	Watershed Dam Mtc.	\$25,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF
	Underground storm drainage	\$25,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF
	Spruce Street Connection		GF	\$0	GF	\$0	GF	\$0	GF	\$0	GF	\$0	GF
	Hampton Inn to Maysville	\$432,872	TIF	\$43,000	TIF	\$389,935	TIF						
	Public Infrastructure Improv.			TBD	GF	TBD	GF	TBD	GF	TBD	GF	TBD	GF
	City Operating Budget	\$50,000	GF	\$723,142	GF	\$661,058	GF	\$486,383	GF	\$540,445		\$468,692	GF
	URIP Funds			\$193,064	URIP	\$193,064	URIP	\$193,064	URIP	\$193,064		\$193,064	URIP
	TIF Funds	\$432,872		\$43,000	TIF	\$389,935	TIF	\$0	TIF	\$0		\$0	TIF
	Total - Public Works	\$482,872		\$959,206		\$1,244,057		\$679,447		\$733,509		\$661,756	

City of Presque Isle Capital Improvement Project Summary Table													
Sources of Funding													
DON	Anticipated Donations	\$0	DON	\$0	DON	\$0	DON	\$0	DON	\$0			DON
FAA	Grants - FAA	\$0	FAA	\$5,799,750	FAA	\$973,750	FAA	\$736,250	FAA	\$23,750		\$23,750	FAA
ST	Grants - State - FAA Projects	\$0	ST	\$152,625	ST	\$25,625	ST	\$19,375	ST	\$625		\$625	ST
AP	Airport Fund	\$5,066	AP	\$217,625	AP	\$6,875	AP	\$19,375	AP	\$625		\$625	AP
URIP	Grants - URIP	\$0	URIP	\$193,064	URIP	\$193,064	URIP	\$193,064	URIP	\$193,064		\$193,064	URIP
TIF	TIF Financing	\$432,872	TIF	\$43,000	TIF	\$389,935	TIF	\$0	TIF	\$0			TIF
GRA	Other Grants	\$0	GRA	\$50,000	GRA	\$0	GRA	\$0	GRA	\$0			GRA
GF	General Fund	\$1,239,244	GF	<u>\$1,924,592</u>	GF	<u>\$1,825,308</u>	GF	<u>\$1,588,633</u>	GF	<u>\$1,610,995</u>		<u>\$1,101,192</u>	GF
		\$1,677,182		<u>\$8,380,656</u>		<u>\$3,414,557</u>		<u>\$2,556,697</u>		<u>\$1,829,059</u>		<u>\$1,319,256</u>	
Adjustments													
GF	City Operating Budget		GF	\$1,924,592	GF	\$1,825,308	GF	\$1,588,633	GF	\$1,610,995		\$1,101,192	GF

LAND USE

LAND USE

Introduction:

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. During the development of 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 will eventually be accomplished by revising existing land use regulations and by developing new ones.

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

Downtown Presque Isle's water and wastewater needs are met by the Presque Isle Utilities District which operates both water and wastewater plants. The District also operates a water filtration plant and 100 percent of the water currently being supplied by these wells. An in-depth review of the District is located in the Public Facilities and Services section.

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

Land use plans in the next decade will need to be more flexible, primarily because the City will have fewer resources available to aid in addressing its land-use goals than what was available in 2007. The loss of numerous supplementary funding programs such as federal and state grants for economic development, federal revenue sharing, and sizable portions of both state revenue sharing and state school subsidies, may reduce the ability of the City to respond to growth as effectively as it did in the past. Despite these concerns, past planning and past practices have left the City with a solid foundation on which to build.

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

EXISTING LAND USES

Land use in Presque Isle has been regulated by municipal ordinance for close to sixty years, under the provisions of Chapter 16 of the City Charter (Land Use and Development Code). The primary

purpose of the original zoning ordinance developed in 1959 was “...to encourage the most appropriate use of land throughout the municipality...” a purpose that remains intact. From the outset, land-use regulation has been described as a corollary to a comprehensive plan and as a means of promoting the health, safety, and general welfare of the residents of Presque Isle.

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

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

Residential Use

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

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

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

Residential Development in Presque Isle

Housing Units	1980	1990	2000	2010	Percent Change
Total	4,052	4,411	4,405	4,608	13.72
Occupied	3,703	4,124	3,963	4,201	13.45
Percent of Total	91.39	93.49	89.97	91.17	-0.24
Vacant	349	287	442	407	16.62
Seasonal, recreational	56	62	60	68	21.43
OCCUPANCY					
Owner-occupied	2,411	2,449	2,406	2,328	-3.44
Renter-occupied	1,292	1,675	1,557	1,873	44.97
VACANCY RATE					
Homeowner	1	2	2.5	2	100.00
Rental	4.3	4.7	9.5	8.5	97.67
SIZE/TYPE					
1 Unit	2,480	2,616	2,573	2,785	12.30
2-4 Units	714	616	588	659	-7.70
5 or more units	456	680	798	801	75.66
Mobile Home, Trailer	355	499	443	363	2.25

Source: US Census 1980-2010

Apart from those individual mobile homes integrated into residential neighborhoods, mobile home parks exist on Skyway Street, Jordan Street, Davis Street, Parsons Road, Reach Road, and the Caribou Road; only the parks on Skyway Street and the Reach Road are new since 1980.

Periodically, the City has revised its Land Use and Development Code as it relates to mobile home parks to bring the local ordinance into compliance with any newly adopted State requirements.

A revised zoning ordinance was adopted in 2018 to implement the recommendations of the 2007 comprehensive plan. Within that ordinance, three residential zones were created: Urban Residence, Residential Office Zone and Suburban Residence (SRZ). Residential use is also allowed in all other zones except Industrial (IZ), Light Industrial (LIZ), Resource Protection (RPZ), and Watershed Resource Protection (WRPZ).

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

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

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

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

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

Existing Residential Zones in Presque Isle

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

Business Use

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

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

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

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

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

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

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

In the early to mid-1980s, the City instituted improvements on Main Street, between Chapman and Blake Streets, on State Street, between Second Street and Riverside Drive, and on Riverside Drive, between State Street and Main Street. These improvements included: rebuilding and realigning sidewalks and curbing; installing new light standards and fixtures; planting trees, installing benches, and other pedestrian amenities; eliminating overhead electrical, telephone, and cable television on Main Street and in some parking areas; replacing and relocating catch basins, as needed; repaving street surfaces; delineating crosswalks more clearly and making crossings shorter through sidewalk realignment at intersections; grading; replacing traffic signals; and renovating parking areas to provide more useable parking spaces, replacing any spaces lost to sidewalk realignment. The total cost of these improvements exceeded \$2 million.

In addition to the public improvements, the City participated in programs designed to improve rental housing units and storefronts in the downtown business district. A total of eighteen apartments were rehabilitated by property owners, in partnership with the City, the Maine State Housing Authority, and the Presque Isle Housing Authority. Fifty percent of the cost of the improvements, up to \$4,000 per unit, was loaned by the City to the property owner, who also received a grant from the Maine State Housing Authority. The City created a commercial property rehabilitation program, which loaned up to 40% of the total project cost, up to a maximum of \$15,000, for signage and facade and safety improvements.

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

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

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

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

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

As part of the study process, a loose affiliation of representatives from the downtown area, city government, and the chamber of commerce served as the local contact for the consultants. Following

the completion of the study, this group emerged as a moving force for change in the downtown business district. Despite early growing pains, the group redefined itself several times and began undertaking activities that addressed the strategies identified in the study. In the two years since the completion of the study, there has been a noticeable turnaround in the occupancy and the attitude of the downtown. The positive contributions of this segment of the retail community have produced city-wide improvements.

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

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

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

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

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

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

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

Despite an apparent bias against the southern portion of the City displayed by larger retail developers, the area has experienced substantial growth. Motel construction and expansion have been accompanied by a mix of retail, service, warehousing, and transportation terminal construction. Developers of high-profile, high-volume retail establishments have consistently expressed a preference for locations on the northern end of the City, since developments in that area can more easily capture customers from Caribou, Washburn, and other points further north. There is a perception that commercial property in the southern end of the City is less accessible to a greater number of persons; the most common reason cited is the amount of time required to travel through Presque Isle on Main Street, with its eight 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

Presque Isle’s Downtown district is centrally located within the city’s defined Urban Compact Area as designated by Maine Department of Transportation. The area consists of major arterial and collector roadways that form the heart of the community. These roads include: Main Street, Chapman Street, Maysville Street, North Street, Rice Street, Station Road and Street, Industrial Street, Second Street, Parsons Street, Riverside Drive, Green Hill Drive, and Mechanic Street.

Most commercial, social, and retail, services are located within this geographical area. The composition of properties within the Downtown area are diverse and well suited for mixed business and commercial use given the compact size of parcels and location near primary residential neighborhoods. Parcels in the northern Downtown area are generally larger and occupy many of the city’s larger commercial space where adequate parking is required. Because of the factors mentioned above, the zoning within the Downtown Area consists of Business, Downtown Retail, Urban Residential and Residential Office zones.

An in-depth discussion of the downtown revitalization effort is in the Local Economy section.

Other Commercial Zones and Transitional Zones

Previous comprehensive plans have indicated the need for commercial zones to be located along major arterials to ensure ease of access and to minimize disruption to other land uses. The zoning ordinance adopted in 1979 established two types of commercial zones, located on or adjacent to major arterials: Retail Business Zone (RBZ) and Business Zone (BZ). In 1996, the zoning ordinance was amended to add a transitional commercial zone, or Suburban Commercial Zone (SCZ). In 2011,

the zoning ordinance was amended to add a General Development Zone and a Downtown Retail Business Zone. The General Development Zone extends southward from Park Street bridge on the west side of Main Street down Riverside Drive, along Kennedy Brook and down the east side of Dyer Street from Park Street Bridge to State Street.

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

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

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

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

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

PERMITTED USES	SCZ	BZ	RBZ	GDZ	DRBZ
1 and 2 family dwellings, exclusive of mobile homes			X		X
1 and 2 family dwellings		X		X	
Single-family dwellings	X				
Accessory uses and buildings, including home occupations		X	X	X	X
Apartments		X	X	X	X
Accessory uses and buildings	X				
Retail and wholesale business and service establishments, excluding new & used car lots, as Special Exceptions		X	X	X	X
Retail business and service establishments of 5,000 less square feet of gross building area, but excluding new/used car lots, junkyards/automobile graveyards	X				
Retail business and service establishments <i>exclusive</i> of Junkyards and auto recyclers			X		
Business/professional offices			X		X
Business/professional offices of 2,000 or less square feet of gross building area	X				
Professional offices		X		X	
Commercial parking lot/parking garage					
Bus passenger station			X		X
Public utility facilities including substations, pumping stations, and sewer treatment facilities		X		X	

Including underground & overhead electric and telephone	X				
Municipal and government uses	X	X			
Public open space recreational use	X				
SPECIAL EXCEPTIONS					
Educational institutions including nursery schools bearing in mind that excessive numbers of children can be an annoyance in residential areas and in commercial areas may pose safety problems			X	X	X
Motel, hotel, rooming house,		X	X		X
Rooming house	X				
Bed and breakfast			X		
Gasoline service station				X	X
Gasoline sales at convenience stores	X				
Place of assembly, including theater		X	X	X	X
New and used car lots	X	X	X	X	X
Gasoline service station and/or repair garage		X	X		
Funeral home		X			
Public Transportation terminal		X			
Warehousing and storage		X			
Research laboratories		X			
Manufacturing operations, provided they conform with Chapter II		X			
Public utility facilities, including substations, pumping stations, and sewage treatment facilities			X	X	X
Municipal and government uses					X
Home Occupations	X				
Cemeteries	X				
Recreational Buildings/ground operated for profit	X				
Daycare/Babysitting	X				
Hospice		X			
Mobile Homes		X			

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 2,100 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 and GSA, it was not until May of 1962 that the City received a clear title.

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

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

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

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

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

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

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

Although the City had established “light” and “heavy” industrial zones as early as 1960, the Land Use and Development Code adopted in 1979 described only one type of industrial zoning. In 1997, the Presque Isle Industrial Council requested that the Presque Isle Planning Board consider the reintroduction of a “light industrial” zone.

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

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

Industrial Zoning (IZ) in Presque Isle

Permitted Uses	
Wholesale Storage Uses Processing Treatment Public utility facilities including substations, pumping stations, and sewage treatment facilities.	Retail Manufacturing Research Facilities Accessor Buildings and Uses

Special Exceptions
Municipal and government uses

Light Industrial Zoning (LIZ)

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

Industrial Conditional Zoning (IZ-C)

Permitted Uses	
Wholesale Storage Uses Wind Energy-Related Non-Operational Training Facilities.	Retail Accessory Uses and Buildings Alternative Energy Generation Facilities
Special Exceptions	
Municipal and government uses	School or any other institutional of education

Agricultural/Forestry Uses

Agriculture:

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

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

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

More than 80% of the total land area in Presque Isle is currently zoned for agricultural/farming purposes, with approximately 26% (11,828 acres) of the total land area actively farmed. Based on information received from the Natural Resource Conservation Service (NRCS), 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.

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 undevelopable, 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 1970s and 1980s while the market price for the crop produced remained somewhat stable, or in the case of high yielding years, (where surplus stocks outstripped market demand) market prices that were below the costs of production.

Any proposed land use ordinance amendments to be developed during the implementation phase of this comprehensive planning process might provide that the principal use of certain sections of Presque Isle be “agricultural” to potentially prevent prime farmlands from being taken out of

agricultural production. Residential development that may occur along some of the rural roads that are surrounded by agriculture may be incompatible with agriculture as it places a different set of demands on natural resources. Through proper land use controls, nuisance conditions arising from incompatible land use can be avoided. Presque Isle should strive to maintain the operational integrity of viable farming units by controlling residential development on prime farmlands. Many of the soil types that are prime farmland are also those that are the most suitable for subsurface wastewater disposal. This places a greater demand on those areas that have suitable soils.

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

Forestry:

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

The Tree Growth Tax Program is a voluntary program, representing only those landowners who have chosen to participate, and its data are not considered representative of the total amount of forested land. Landowners participating in this program generally have two reasons for doing so:

1) they are seeking relief from what they consider to be an excessive tax assessment on their forested lands, or 2) they have no plans to convert their wooded lots to other uses for an extended period of time and are satisfied to shelter the value at a reduced level of taxation.

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

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

Existing Agricultural/Farming Zoning in Presque Isle

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

Limited or Restricted Uses

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

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.

Presque Isle International Airport has two runways. Runway 1-19, the primary runway for 93 percent of the takeoffs and landings at the airport, has a north-south orientation; Runway 10-28 has an east-west orientation. In Presque Isle, the AHZ extends 1200 feet on each side of the centerline of Runway 1-19, along an imaginary extension of that centerline between the Presque Isle/Westfield municipal boundary in the south and the Presque Isle/Mapleton boundary in the north. The AHZ also extends a short distance off either end of Runway 10-28, at a distance of 900 feet on each side of that runway's centerline. The Town of Mapleton adopted its own AHZ to protect the approach to Runway 19, over the Dennett Hill area.

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

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

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.

Rural Residential Zone – RRZ

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

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

Source Water Protection Area (SWPA) Overlay Zone

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

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

PERMITTED USES

- 1) Public drinking water production facility
- 2) Other large-scale water production facility
- 3) Single-Family residential uses
- 4) Any other uses permitted in the underlying Suburban Commercial Zone (SCZ) or Industrial Zone (IZ), subject however to the requirements of the U.S. EPA’s Source Water Protection Practice Bulletins as per the Development Plan requirements under Chapter III Section V of and as regulated under Chapter I Sections XV and XIII by the City’s Land Use and Development Code *EXCEPT* the following, which are *EXCLUDED in SWPA Zone*:
 - a. Business and professional office of more than 2,000 square feet gross building area
 - b. Retail business and service establishment of more than 5,000 square feet gross building area.
 - c. New and used car lot, junkyard and automobile graveyard.
 - d. Cemetery

- e. Storage and/or stockpiling of manure
 - f. Dog Kennel
 - g. Veterinary Hospital
 - h. Gravel Pit or other mining operation
 - i. Storage of chemicals other than types and amounts ordinarily associated with the permitted uses, which for a parcel used for residential purposes shall mean storage of heating oil and kerosene in excess of 330 gallons.
- 5) Any other uses permitted in the underlying Agricultural-Farm Zone (AFZ), subject however to the specifications of the Maine Department of Agriculture's Manual of Best Management Practices as per the Development Plan requirements under Chapter III Section V and as regulated under Chapter I Section VII by the City's Land Use and Development Code, *EXCEPT* the following, which are *EXCLUDED in SWPA Zone*:
- a. Feedlot operations (see revised definition of Feedlot).
 - b. Grazing of any animals at an animal density greater than 1 animal unit per acre of pasturage made available to such animals.
 - c. Application of pesticides other than the types and amounts ordinarily associated with Single Family residential uses.
 - d. Storage and/or stockpiling of manure.
 - e. Storage of chemicals other than types and amounts ordinarily associated with the permitted uses, which for a parcel used for residential purposes shall mean storage of heating oil and kerosene in excess of 330 gallons.
 - f. Stables or other Equestrian facilities
 - g. Dog Kennel
 - h. Veterinary Hospital
 - i. Gravel Pit or other mining operations
- 6) Utility Corridors including underground and overhead electric utility distribution facilities, telephone distribution and trunk facilities, subject to Development Plan requirements under Chapter III Section V.

Special Exceptions subject to review and approval of the Zoning Board of Appeals (Also subject to Planning Board review and approval of a Development Plan under Chapter III, Section III).

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

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

Wetlands

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

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

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

The hydric soil criterion presents the greatest problem for potential development in Presque Isle. Hydric soils occur naturally and are quite prevalent, given the many water bodies found in Aroostook County; however, hydric soils also can result in specific locations from man-made activities, such as the accumulation in low areas of fine soil particles migrating from farming operations. Upland areas in Presque Isle have been officially defined as wetlands despite the absence of wetland vegetation or saturated soils, simply on the basis of the presence of soil conditions that can be characterized as hydric. Developers often are required to invest substantial amounts of time and money to prove, for example, that a collection of fine soil particles at the end of a drainage pipe from a floor drain in a potato packing shed does not constitute a wetland of any value.

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

Floodplains

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

the following are classified as floodplain soils: Hadley Silt Loam, Level (HaA); Hadley Silt Loam, Undulating (HaB); and Winooski Silt Loam (Wn).

Shoreland Zones

On May 5, 2014, the City of Presque Isle adopted a revision of its Shoreland Zoning Ordinance to comply with changes in the State of Maine’s Mandatory Shoreland Zoning Act. This revision was found to be in substantial compliance with the provisions of the Act and was approved by Maine DEP. Since that time, several minor amendments to the City’s Shoreland Zoning Ordinance have been referred to Maine DEP and have generated no comments. New Chapter 1000 Guidelines were adopted by the State in 2019 and municipalities are in need of updating their local ordinances. Presque Isle does not need to adopt the guidelines word for word, but new wording will be at least as stringent as Chapter 1000 wording.

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.

Land Use Analysis

Presque Isle has an attractive future. Being the largest Service Center in Aroostook County, it is known for its “urban” area which contains large commercial and retail establishments, and restaurants, its downtown with small shops, recreational areas, and compact residential neighborhoods, the region’s only international airport, a large industrial park, and schools, universities and a hospital. The City is also known for its rural quality of life and for recreation and leisure-time activities. The downtown is surrounded by large amounts of agricultural or forested lands and rural type housing. The Aroostook River winds its way through the northern portion of the urban area.

Efforts are underway to revitalize the downtown and the long-standing Downtown Revitalization Committee, in coordination with City Officials has developed a downtown revitalization plan. As

part of the downtown revitalization plan, City officials have created the second largest Tax Increment Financing District (TIF) district in Maine. The TIF District is designed to encourage development and improve the community's value. Funds can be utilized for a variety of projects, including traffic control, sidewalk improvements, facade improvements, potentially water recreation improvements, infrastructure at the Presque Isle Stream. The TIF district encompasses an area from Industrial Street and Green Hill Drive to Maysville Street and a portion of the State Road.

Outside of the downtown area, only a very small portion of the land area in Presque Isle has been developed and there is still ample land for additional growth. However, it is important to target future growth in specific areas able to accommodate development to preserve existing rural resources within Presque Isle. City officials need to be mindful that strip development along US Route 1 could adversely impact transportation corridors. The City's policy of not extending commercial and industrial develop north of the Aroostook River bridge is sound and should be continued.

There has, however, been an increase in the past several years of residential development outside of the traditional residential neighborhoods, such as along the Centerline Road, McBurnie Road, and the eastern portion of State Street. Slow, incremental residential development in rural areas is difficult to manage and can put pressure on existing forest and agricultural land. City officials need to be watchful that this type of development doesn't lead to added expenses for the City in terms of utilities, public facilities and services, and busing costs.

Residents and City officials have an excellent opportunity to plan through the preparation, adoption, and implementation of this Plan. Through preparation of the plan, residents must decide what they want their community to look like in the next 10 to 20 years. There is a strong potential for growth in Presque Isle and Aroostook County as there has been a general movement of people out of the urban areas of southern New England, especially Presque Isle.

The comprehensive plan cannot provide detailed solutions for all of the Presque Isle's land use. It does, however, identify many of the basic resources, facts, and local concerns so that the city's leaders, along with the residents, can have better information for future decision-making on some of the city's most pressing land use matters and issues.

LAND USE POLICIES AND STRATEGIES

State 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

Encourage development in a manner that allows the cost effective and efficient use of Presque Isle’s system of facilities and services and that helps support job creation and population growth.

Policy	Strategy	Responsibility	Timeframe
Coordinate the implementation of the City’s future land use strategies with other local and regional planning efforts.	Implement the strategies located in the proposed land use plan into the City’s ordinances	Planning Board	2021 and on-going
	Review the City’s policy for utilities expansion and amend as needed.	Utilities District and Planning Board	2022
	Update the Shoreland Zoning Ordinance as necessary and required.	Planning Board	2022 and On-going
	Update the Floodplain Management ordinance with the assistance of the Maine Department of Agriculture, Conservation, and Forestry. Update, if necessary, the Floodplain Management maps.	Planning Board	2023
	Update of the Airport Master Plan to include a review of the Aircraft Hazard Zone	Airport and Planning Board	2022
	Continue to participate in all regional transportation planning initiatives including MaineDOT’s Capital Work Plan, Long Range Plan, and NMDC’s regional transportation efforts.	City Officials	2021 and On-going
	Continue to participate in the hazard mitigation planning process with the Aroostook County Emergency Management Agency.	City Officials	As needed

Policy	Strategy	Responsibility	Timeframe
Continue to enforce the provisions of the following General Standards of Performance, already in place:	<ol style="list-style-type: none"> 1. Shoreland Zoning Ordinance; 2. Resource Protection Zone requirements 3. Soil suitability for septic tanks; 4. Prevention of Erosion (compliance with Environmental Quality Handbook); 5. Prohibition of structures in the floodplain; 6. Mineral exploration/extraction requirements; 7. Provisions governing agricultural practices; 8. Wastewater pollution control requirements; 9. Noise Abatement requirements; 10. Buffer area requirements; 11. Timber harvesting requirements; 12. Standards for clustered residential development; 13. Minimum standards for street design and construction; 14. Mobile home park standards; 15. Trailer park/campground standards; 16. Development/subdivision review and approval standards; 17. Easement authorization for sewerage, other utilities, drainage, stream protection; 18. Off-street parking standards; 19. Off-street loading standards; 20. Access and parking layout 	City Officials	On-going

	standards; 21. Corner clearance requirements; 22. Signage standards; 23. Provisions for acceptance of streets and ways; 24. Provisions for the acceptance of streets and ways required by the public interest; 25. Curb requirements; 26. No street or way to be accepted until after the report of Planning Board and Public Works Director; 27. Provisions for private streets and ways;		
	Update and revise the above standards as necessary and appropriate.	Planning Board	On-going
Prioritize support for new development to the designated focus areas through financial investment in needed infrastructure.	Commit up to 75 percent of Presque Isle’s capital improvements expenditures into the designated growth area.	City Officials	2021 and On-going
	Apply for CDBG, and other funds and utilize TIF funds for the revitalization of downtown buildings.	City Officials	2021 and On-going
	Develop a gateway program in the community making the first impression of Presque Isle a positive impression, especially on US Route 1.	Town Officials and MaineDOT	2024
	Seek funding for sidewalk and storm drain replacement or reconstruction in the more heavily populated area of the community.	City Officials	2019

Policy	Strategy	Responsibility	Timeframe
	Enhance buffering, tree planting, and landscaping between commercial, industrial, and residential land uses.	City Officials	On-going
Prioritize support for new development to the designated focus areas through financial investment in needed infrastructure.	Inventory present telecommunications infrastructure in Presque Isle and attempt to determine future needs of potential business and industry.	City Officials and Planning Board	2021 and on-going
	When possible, in accordance with the Capital Investment Plan, initiate public investment in parking and/or road construction and acceptance, in combination with availability of grant funding.	City Officials and Planning Board	2022 and on-going
	On a continuing basis, provide the Code Enforcement Officer (CEO) with the tools, training and support necessary to enforce the local ordinances and ensure that the CEO maintain current certification in accordance with 30-A M.R.S.A. § 4451.	City officials and Code Enforcement	On-going
	Evaluate implementation of the Plan every 3-5 years by a checklist of strategies implemented, location and value of public infrastructure investment, reporting of development trends and identification of measures that protected critical natural resources.	City officials	2025 and then On-going

Policy	Strategy	Responsibility	Timeframe
Establish and maintain fair and efficient permitting procedures.	Any permitting procedures that may be developed in the future shall set forth a clear and efficient process for obtaining land use permits. Permit procedures should include municipal staff or Planning Board review, as appropriate, to insure fair and open permitting procedures.	Planning Board, CEO, Planning Director	On-going
	Prior to the update of any land use ordinances or building permit procedures, provide outreach and education to the community regarding land use ordinances, permitting, different types of zoning, the role of Planning Boards, building codes, etc.	Planning Board	2021 and On-going

FUTURE LAND USE PLAN

Future Land Use Plan

Introduction:

This Future Land Use Plan for the City of Presque Isle 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 and 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).

Presque Isle is expected to grow gradually in all sectors of land use and development over the next 10-15 years and it is expected to appear very much like it does today. The very noticeable growth of commercial development experienced in the area of Maysville Street and U.S. Route 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 and conserving prime agricultural lands and visual appeal of our community
- Revitalization the community downtown as the “Heart of the Community of Presque Isle”
- Discouraging strip development of all types along the roadways entering into the community.

Growth Map Areas

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.

Projected Residential Growth Areas

Residential Growth Area: The shape of the outline is changing to remove the area around mantle lake under the City’s ownership. The Green Hill Drive parcels will be included in the growth map as they were excluded with a black x before. All residential parcels will remain the same except for pink Professional/Medical which should be changed to the wording “Residential Office”.

Details of Residential Growth Areas:

1. Parcels 012-187-360 & 036-089-069
 2. Parcel 041-125-065
 3. Parcel 010-199-100
 4. Parcel 012-187-384
 5. Parcel 010-001-195
 6. Parcel 010-313-350
 7. Parcel 012-187-434
 8. Parcel 012-313-427
 9. Parcel 010-321-020
 10. Parcel 012-149-140 (New)
 11. **Conditional Residential Growth Area:** Includes parcels on both sides of Academy Street from Second Street to Fleetwood Street
- 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).

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

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.

Projected Commercial/Institutional Growth Areas

- **Commercial Growth Area:** Includes most of commercial space in Presque Isle on Main Street starting at the intersection of Elm Street to the Aroostook River. The boundary follows the Presque Isle Stream to the West and extends eastward on Maysville and Fort Road where it cuts off at the by-pass connector. The boundary extends on North Street to the Griffin Street intersection where it connects with Carmichael Street until reaching Birch Street before connecting to Main Street where a portion of Jordan Street is also included.
- **Suburban Commercial Growth Area:** Includes the properties on both sides of Washburn Road to the intersection with Caribou Road. Includes both sides of Caribou Road up to parcel 015-311-031. The growth boundary continues on Reach Road for the southward end until parcel 015-403-027
- **Downtown Revitalization Growth Area:** Remains the same. Includes all parcels from Second Street westward to Riverside Drive, Northbound on Main Street from Haines Street to Elm Street.

Projected Industrial Growth Areas

- **Removal of Reach Road Industrial Area:** 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.
- **Industrial Growth Area 1:** at industrial Park is extended to the southside of Airport Drive in the Airport for the purposes of planning aviation research and development plans. Remove Parcel 014-075-104 from boundary. Properties included in this boundary are all Industrial park parcels and private landowners on Missile Street, Skyway Street, Airport Drive, Western side of Central Drive excluding NMCC properties. 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.
- **Industrial Growth Area 2:** Shape to remain as is (Northbound side of Mapleton road containing the parcels of 046-035-130 that cuts north of Mechanic Street residential properties. Also contains area of parcel 046-003-500 Airport property).

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

The designation of “Rural” areas in 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:

1. Area(s) Supporting Active Agriculture, Forest/Woodlands and Open Spaces
2. Prime Agricultural Soils Areas – (See Soils Map)
3. Un-fragmented Habitat Areas
4. Important Rural and Cultural Natural Areas – (See Critical Natural Resources Map)
5. Areas important to economic development, tourism and recreation
6. Resource Conservation and Critical Areas:
7. Area(s) with substantial physical limitations requiring specialized utilization techniques,
8. Area(s) with severe limitations (Steep slopes, etc.)
9. Critical natural resources and areas
 - Significant Wetlands
 - Unique Flora and Fauna
 - Important wildlife areas

Presque Isle’s natural resources are vital to many different aspects of our community. They are very important economic resources; they are important in defining and shaping community

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

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

Transportation:

Lastly, the Future Land Use Plan for Presque Isle 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 Routes 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 Route. 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.

- 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-year planning period.

In addition, Presque Isle recognizes the importance of a strong multi-modal transportation system to ensure future economic development and growth, both within and around the City and region. The City also recognizes that roadways are an integral part of the transportation system. As such, the

City sets a high priority not only to maintain its current transportation system but to improve and expand it.

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

To address these transportation priorities the city establishes several goals:

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

That the City pursue evaluating and funding a truck route, outside of the efforts of the Aroostook County Transportation Study, to address the need to safely move heavy truck traffic in an east/west route from the Mapleton Road (Route 163) to Parsons Street and then towards Easton.

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 and social outlets and services within a more consolidated area. This revitalization effort will use public resources more wisely and make public infrastructure and services more affordable.
- Maintain the rural community identity and character, while enhancing and conserving agricultural lands and our rural culture.

Policy	Strategy	Responsibility	Timeframe
Coordinate the City’s land use strategies with other local and regional land use planning efforts.	Pursue the process of “in-filling” within local zones in order to capitalize upon the utilization of existing public facilities and services.	Planning Board, & City Officials	On-going
	New, residential growth, both single-family and multi-family, should initially be encouraged to occur in the residential growth area(s)	Planning Board	2021 and On-going
Support and encourage the locations, types, scale, and intensities of land use the City desires in our stated “community vision”.	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.	Planning Board & City Officials	Ongoing
Establish and implement efficient land use conservation and regulation tools and techniques for all land-use types.	Commercial development should be encouraged to develop within the urban compact area of Presque Isle, particularly in areas and zones so designated.	Planning Board & City Officials	Ongoing
	Commercial development should be discouraged from occurring along major transportation routes to the south, east and north of the city center. Specifically, along US Route 1 north of the Aroostook River Bridge, south of the commercial center along US Route 1 the existing railroad trestle south of the University’s agricultural experimental farming operation and the area along Route 167, beyond the intersection with the State Street Extension.	Planning Board & City Officials	Ongoing

Policy	Strategy	Responsibility	Timeframe
	Residential development should be encouraged to develop within the Residential Growth Areas (See Growth Map)	Planning Board & City Officials	Ongoing
	Residential subdivisions in rural areas should be limited by City Council policy in the number allowed in any five-year period to control the costs of providing municipal services	Planning Board & City Officials	Ongoing
	Additional uses should be allowed in AFFZ & AHZ to reduce the dependence of rural property-owners on the sale of house lots to realize a return on their non-agricultural properties.	Planning Board & City Officials	2021
	Within the urban area of the City, Land Use regulations should require residential development to be connected to public water and sewer services	Planning Board & City Officials	Ongoing
	Narrow “buffer” or “transitional” zones should be created between residential areas and incompatible uses such as commerce, agriculture, or industry.	Planning Board & City Officials	Ongoing
	Commercial development should be encouraged to develop along and adjacent to those major arterials which have public water and sewer services available.	Planning Board & City Officials	Ongoing

Policy	Strategy	Responsibility	Timeframe
	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.	Planning Board & City Officials	
	A zoning category should be developed for the airport and airport-related activities on the Skyway Industrial Park.	Planning Board, Industrial Council, & City Officials	2021
	A mechanism should be developed to expedite rezoning of areas previously identified by land-use studies as appropriate for “industrial” zoning.	Planning Board, Industrial Council & City Officials	2022
	Support the development and use of an updated master plan for the Skyway Industrial Park.	Planning Board, Industrial Council & City Officials	2022
	Investigate the feasibility of an agricultural business park; if considered viable, the City should establish zoning criteria and standards to allow such development	Planning Board, Industrial Council, & City Officials	2022
Conserve and protect critical resource areas from the impact of development	New, additional commercial growth should initially be encouraged to occur in the area(s) shown on the “Urban Area Zoning Map”.	Planning Board & City Officials	Ongoing
	Adopt a general policy of supporting the conservation of agricultural and forest resources, while acknowledging that not all land currently zoned AFFZ is best suited for agricultural or forestry production.	Planning Board & City Officials	2023

Policy	Strategy	Responsibility	Timeframe
	<p><u>All</u> development along roadways entering into the City of Presque Isle should comply with most current access management techniques and standards for same.</p>	Planning Board & City Officials	Ongoing
	<p>The Downtown Revitalization Growth area should encourage economic growth and development within the context of historic preservation</p>	City Officials	Ongoing
	<p>Implement the visions and goals of the Presque Isle Downtown Redevelopment Plan of 2020</p>	City Officials	Ongoing
	<p>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.</p>	City Officials	Ongoing
	<p>Existing residentially zoned areas should be re-examined to ensure the appropriateness of that zoning, as a result of changed conditions within the area.</p>	Planning Board & City Officials	2024
	<p>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;</p>	Planning Board & City Officials	TBD

Policy	Strategy	Responsibility	Timeframe
Support and pursue the level of financial commitment necessary to provide needed infrastructure in growth areas of our community.	Private and 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.	City Officials	Ongoing
	An impact fee ordinance should be developed and adopted.	Planning Board & City Officials	Ongoing
	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).	Planning Board, Public Works, & City Officials	Ongoing
	Extension of utilities at reasonable costs must coincide with the development of streets and roads.	City Officials & PIUD	Ongoing
	Public water and sewer services should be extended on the Skyway Industrial Park to adequately serve all remaining development sites		

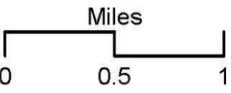
The City of Presque Isle Comprehensive Plan

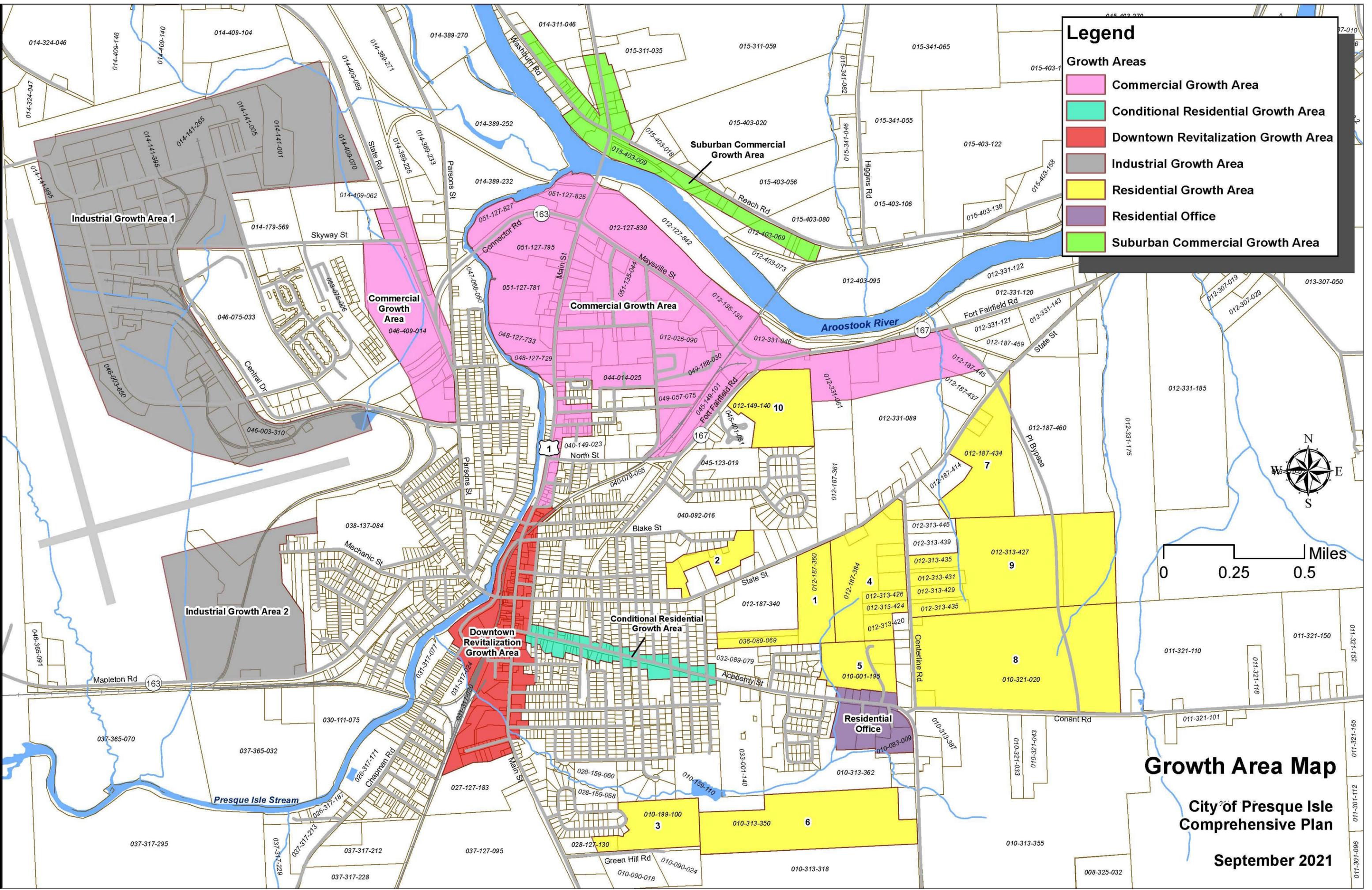
Aerial Map

Legend

 City Boundary

Data source: MEGIS, ESRI.
(USDA NAIP 2017 aerial)

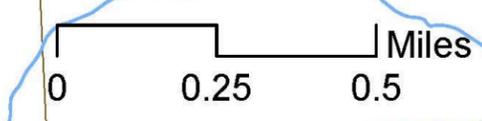




Legend

Growth Areas

- Commercial Growth Area
- Conditional Residential Growth Area
- Downtown Revitalization Growth Area
- Industrial Growth Area
- Residential Growth Area
- Residential Office
- Suburban Commercial Growth Area



Growth Area Map

City of Presque Isle
Comprehensive Plan

September 2021

The City of Presque Isle Comprehensive Plan Growth Constraints Map

Legend

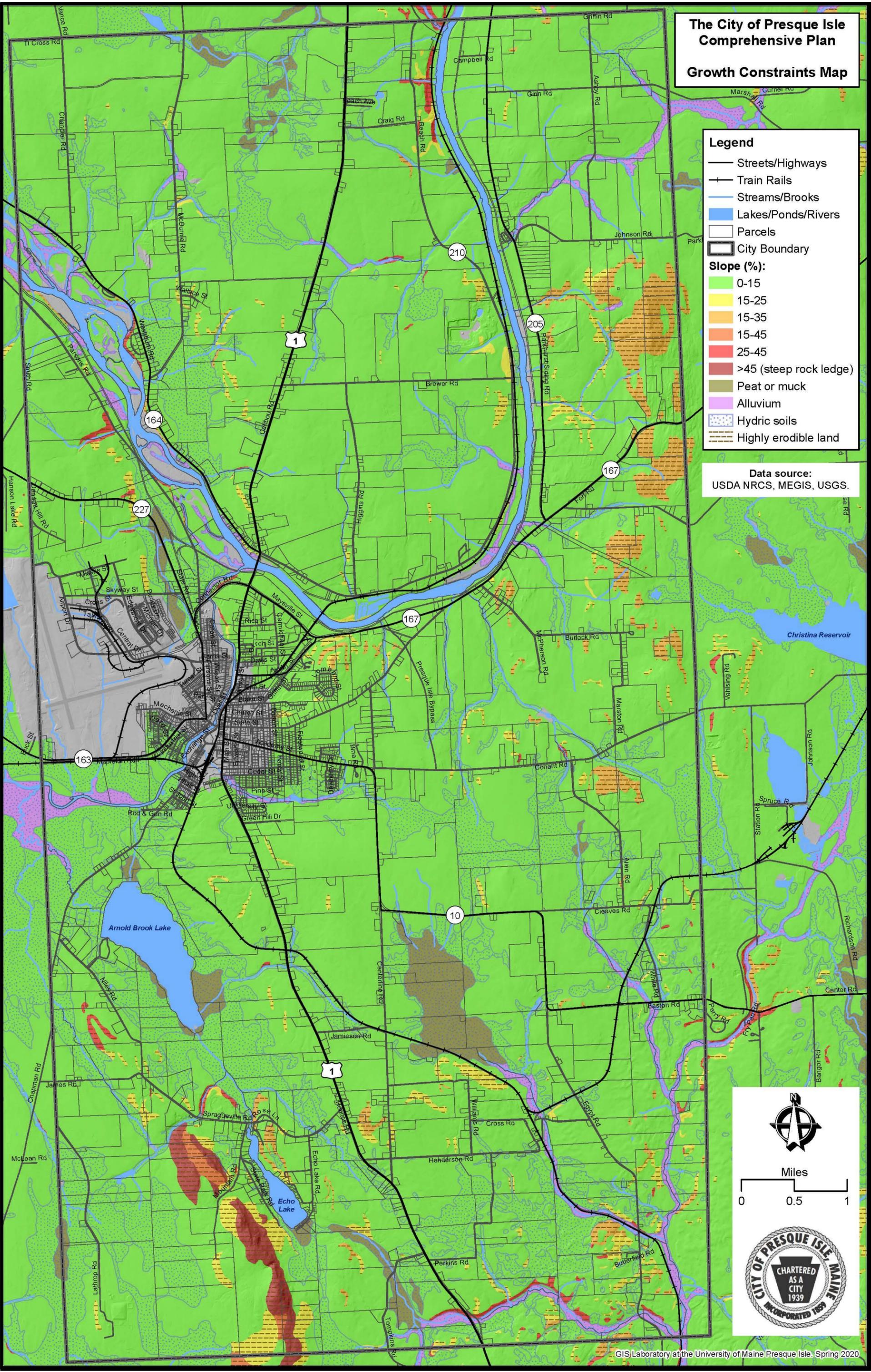
- Streets/Highways
- Train Rails
- Streams/Brooks
- Lakes/Ponds/Rivers
- ▭ Parcels
- ▭ City Boundary

Slope (%):

- 0-15
- 15-25
- 15-35
- 15-45
- 25-45
- >45 (steep rock ledge)

- ▭ Peat or muck
- ▭ Alluvium
- ▭ Hydric soils
- ▭ Highly erodible land

Data source:
USDA NRCS, MEGIS, USGS.



Miles

0 0.5 1

Miragliuolo, Tom

From: Galen Weibley <gweibley@presqueisleme.us>
Sent: Thursday, January 13, 2022 3:22 PM
To: Miragliuolo, Tom
Cc: jkamm
Subject: RE: Presque Isle Comp Plan

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tom,

We are comfortable with adding this wording to the end of page three of the Comp Plan.

EVALUATION

During the planning process, City Officials, Department Heads, and various Boards helped develop and are committed to implement the strategies located in this Comprehensive Plan. This Plan is intended to serve as a guide for the City Council and City Manager as they make policy decisions and amend zoning and City workplans. This Plan will help City departments prioritize and focus their work as it relates to the overall City vision and goals, and for the Planning Board as it considers land use and development requests.

Progress on the Plan will be evaluated at least every five years to determine the following:

- The degree to which the Future Land Use Plan strategies have been implemented;
- Percent of municipal growth-related capital investments that have been directed to growth areas;
- The location and amount of new development in relation to designated growth areas, rural areas, and transition areas;
- The amount of critical natural resource, critical rural, and critical waterfront areas protected through acquisition, easements, or other measures.

Kindly,

Galen L. Weibley
Director of Economic & Community Development
City of Presque Isle
12 Second Street
Presque Isle, Maine 04769
Phone: (207) 760-2727
Fax: (207) 764-2501

From: Miragliuolo, Tom <Tom.Miragliuolo@maine.gov>
Sent: Thursday, January 13, 2022 11:59 AM
To: Galen Weibley <gweibley@presqueisleme.us>
Cc: jkamm <jkamm@nmdc.org>
Subject: RE: Presque Isle Comp Plan

Hi Galen,

Apologies for the delay. I have 9 plans in my hands and doing reviews in the order of the postmark. Yours is up now.