

Presque Isle City Council Meeting

Wednesday, January 8th, 2020 5:00 PM Presque Isle Council Chambers

AGENDA

Presque Isle Industrial Council Annual Membership Meeting (City Council, City Manager and Executive Director of Presque Isle Industrial Council)

Call to Order

Roll Call

Pledge of Allegiance

- 1. Administer Oath of Office to newly elected City Councilors
- 2. Election of City Council Chair for 2020
- 3. Election of City Council Deputy Chair for 2020
- 4. 2020 Appointments
 - City Attorney (*City Charter Article 4.10*):
 - City Clerk (*City Charter Article 4.10*): Thomas King
 - Plumbing Inspector (Annually 30-A s4221): George Howe
 - Airport Advisory Board: (Two Seats Airport Aviation Four Year Term Expires 12-31- 2023), (One Seat – County – Four Year Term – Expires 12/31/23)
 - Aroostook Waste Solutions: (Two Seats One Year Terms Expires 12/31/20)
 - Audit Committee: (One Seat One Year Term Expires 12-31-2020) and (Two Councilor Seats One Year Term Expires 12/31/20)
 - Board of Assessment Review: (One Alternate Seat One Year Term Expires 12-31-2020)
 - Finance Committee (Two Councilor Seats One Year Term Expires 12/31/20)
 - Library Board of Trustees: (Six Seats Three Year Terms Expires 12-31-2022 and (Two Alternate Seat One Year Term Expires 12/31/20)
 - Planning Board: (One Seat One Year Term Expires 12/31/2020), (One Seat Two Year Term – Expires 12/31/21) and (Two Seats – Four Year Terms – Expires 12/31/23)
 - Presque Isle Development Fund Board of Trustees: (One Seat Three Year Terms – Expires 12-31-2022) and (Two Councilor Seats – One Year Term – Expires 12/31/20)
 - Presque Isle Downtown Revitalization Committee: (One Seat One Year Term Expires 12/31/20 & Four Seats – Four Year Terms – Expires 12-31-23) and (Two Councilor Seats – Three Year Terms – Expires 12/31/22 or the remainder of his/her term, whichever is less)
 - Presque Isle Industrial Council Board of Directors: (One Council Seat Three Year Term Expires 12/31/22 or the remainder of the his/her term, whichever is less)

- Recreation & Parks Advisory Committee: (Two Seats Four Year Term Expires 12-31-2023)
- Registration Appeals Board: (Two Seats Four Year Term Expires 12-31-2023)
- Presque Isle Utilities District: (Three Seats Four Year Terms Expires 12-31-2023)
- Zoning Board of Appeals: (Three Seat Three Year Term Expires 12-31-2022) and (One Alternate Seat One Year Term Expires 12-31-2020)
- 5. Set City Council meeting times and places for 2020

Public Hearing

- 6. Request to re-pass Ordinances due to "Sunset Provision"
 - Chapter 12 Taxi Cab Ordinance
 - Chapter 13 Litter and Illegal Dumping Ordinance
 - Chapter 25 Maine Uniform Building & Energy Code Ordinance
 - Chapter 25A Residential Building Code One & Two Family Dwellings Maine Ordinance
 - Chapter 31 National Electrical Code Ordinance
 - Chapter 37 Personnel Ordinance
 - Chapter 38B Life Safety Code
 - Chapter 38C Property Maintenance Code
 - Chapter 42 Solid Waste Ordinance
 - Chapter 43 Planning Board Ordinance
- Consider adopting revisions to Land Use & Development Code under Chapter 1, Section V – Definitions to add Transportation Terminal
- 8. Consider adopting 2019 Comprehensive Plan

Citizen Comments

Consent Agenda

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

Old Business

- 15. Approve Bids for IT Services
- 16. Approve Bids for Legal Services

New Business

Tax Acquired Properties
 Airport EAS Bids
 Schedule a Public Hearing for Marijuana Ordinance

Manager's Report

Announcements

Executive Session

Pursuant to 1 M.R.S.A. § 405(6)(E) to discuss Negotiations

Adjournment

The Office of the City Manager Martin Puckett

Email: mpuckett@presqueisleme.us

MEMORANDUM

TO:	Honorable City Council
FROM:	Martin Puckett, City Manager
DATE:	December 18, 2019
RE:	January 8, 2019 Council Meeting

The meeting will start at 5pm due to the annual required Industrial Council Meeting. Mike and Jake will need to do oaths of office prior to meeting, administered by Tom King.

Presque Isle Industrial Council Annual Membership Meeting

(City Council, City Manager and Executive Director of PIIC)

Call to Order

Roll Call

Pledge of Allegiance

Organization: Items listed below are annual requirements:

- 1. Administer oath of office to newly elected City Councilors: Will be done prior to meeting.
- 2. Election of City Council Chair: per charter: By majority vote of all Councilors (4 votes), the City Council must elect from its members a Chair and a Deputy Chair for a term of one year. The Chair, a voting member, presides at Council meetings, represents the City in intergovernmental relationships, appoints with the advice and consent of the Council the members of citizen advisory boards and commissions, and performs other duties specified by the Council. The Chair is the head of the City government for all ceremonial purposes and for purposes of civil emergency preparedness and military law. The Deputy Chair acts as Chair during the absence or disability of the Chair.

3. Election of City Council Deputy Chair

- 4. 2020 Appointments: The list below is a combined list of boards, committees, state statute mandated appointments, charter requirements, and council roles. For council roles on committees there are: Audit (currently Mike and Jake), PIDF (Mike & Craig), PIIC (Kevin), AWS (Mike and Dana).
 - **City Attorney** (*City Charter Article 4.10*) In 2017 we did an RFP and a committee met and will provide a report at the meeting. Table until item 15, Legal Bids.
 - City Clerk (City Charter Article 4.10) Tom King
 - **Plumbing Inspector:** (Annually 30-A s4221): **George Howe**

- Airport Advisory Board: (Two Seats Airport Aviation Four Year Term Expires 12-31- 2023), (One Seat County Four Year Term Expires 12/31/23)
- Aroostook Waste Solutions: (Two Seats One Year Terms Expires 12/31/20)
- Audit Committee: (One Seat One Year Term Expires 12-31-2020) and (Two Councilor Seats One Year Term Expires 12/31/20)
- **Board of Assessment Review:** (One Alternate Seat One Year Term Expires 12-31-2020)
- Finance Committee (Two Councilor Seats One Year Term Expires 12/31/20)
- Library Board of Trustees: (Six Seats Three Year Terms Expires 12-31-2022 and (Two Alternate Seat – One Year Term – Expires 12/31/20)
- Planning Board: (One Seat One Year Term Expires 12/31/2020), (One Seat Two Year Term – Expires 12/31/21) and (Two Seats – Four Year Terms – Expires 12/31/23)
- Presque Isle Development Fund Board of Trustees: (One Seat Three Year Terms – Expires 12-31-2022) and (Two Councilor Seats – One Year Term – Expires 12/31/20) and (Two Ex-Officio Seats – One Year Term – Expires 12/31/20)
- **Presque Isle Downtown Revitalization Committee:** (One Seat One Year Term Expires 12/31/20 & Four Seats Four Year Terms Expires 12-31-23) and (Two Councilor Seats Three Year Terms Expires 12/31/22 or the remainder of his/her term, whichever is less)
- **Presque Isle Industrial Council Board of Directors:** (One Council Seat Three Year Term Expires 12/31/22 or the remainder of the his/her term, whichever is less)
- Recreation & Parks Advisory Committee: (Two Seats Four Year Term Expires 12-31-2023)
- **Registration Appeals Board:** (Two Seats Four Year Term Expires 12-31-2023)
- **Presque Isle Utilities District:** (Three Seats Four Year Terms Expires 12-31-2023)
- Zoning Board of Appeals: (Three Seat Three Year Term Expires 12-31-2022) and (One Alternate Seat One Year Term Expires 12-31-2020)
- 5. Set City Council meeting times and places: Staff recommends First Wednesday of the month at 6pm and the location remain at city hall.

Public Hearing

- 6. Request to re-pass Ordinances due to "Sunset Provision": Every four years all city ordinances need to either be modified or reapproved. Of the list below, we have options of approving, tabling or taking no action which will make the ordinance no longer in effect.
 - Chapter 12 Taxi Cab Ordinance
 - Chapter 13 Litter and Illegal Dumping Ordinance
 - Chapter 25 Maine Uniform Building & Energy Code Ordinance

- Chapter 25A Residential Building Code One & Two Family Dwellings Maine Ordinance
- Chapter 31 National Electrical Code Ordinance
- Chapter 37 Personnel Ordinance
- Chapter 38B Life Safety Code
- Chapter 38C Property Maintenance Code
- Chapter 42 Solid Waste Ordinance
- Chapter 43 Planning Board Ordinance
- Consider adopting revisions to Land Use & Development Code under Chapter 1, Section V

 Definitions to add Transportation Terminal: Economic Development Director will offer recommendations.
- 8. Consider adopting 2019 Comprehensive Plan: This is the next step to move the plan forward and have the state review.

Citizen Comments

Consent Agenda

- 9. Approve Minutes: Standard item.
- 10. Approve Warrants: Same as above
- 11. Approve Solid Waste Hauler Licenses: Gil's Sanitation Inc. McNeal's Trucking, Pine Tree Waste & Star City Sanitation. Staff recommends approval.
- 12. Approve Policy on Treasurer's Disbursement Warrants for Employee Wage and Benefits: Standard annual item per state statute. Allows for prompt payment of bills on a weekly rather than monthly basis.
- 13. Approve Municipal Officers' Policy on Disbursement of Municipal Education Costs: Same as above.
- 14. Ex-Officio Appointments to Boards and Committees
 - Airport Advisory Board (Three Ex-Officio Seats One Year Term Martin Puckett, Tom Powers and Scott Wardwell)
 - Library Board of Trustees (Two Ex-Officio Seats One Year Term Sonja Eyler and Brad Turner)
 - Presque Isle Development Fund Board of Trustees (One Ex-Officio Seat One Year Term Martin Puckett
 - Presque Isle Industrial Council Board of Directors (One Ex-Officio Seat One Year Term Martin Puckett)

Old Business

- 15. Approve Bids for IT Services: Committee has reviewed but has not selected a vendor.
- 16. Approve Bids for Legal Services: Committee has reviewed met and will present recommendation at meeting.

New Business

17. Tax Acquired Properties: Finance prepared a memo with the listed properties.

- 18. Airport EAS Bids: Council will have an opportunity to review bids and supporting material before making a recommendation to USDOT.
- 19. Schedule a Public Hearing for Marijuana Ordinance: Schedule joint Public Hearing with the Planning Board for January 23, 2020.

Manager's Report

Announcements

Executive Session

Pursuant to 1 M.R.S.A. § 405(6)(E) to discuss Negotiations

Adjournment

For:

January 8, 2020

AGENDA ITEM # 1

SUBJECT

ORGANIZATION: Administer Oath of Office to newly elected City Councilors

INFORMATION

REQUESTED ACTION

For:

January 8, 2020

AGENDA ITEM # 2

SUBJECT

ORGANIZATION: Election of City Council Chair for 2020

INFORMATION

REQUESTED ACTION

For:

January 8, 2020

AGENDA ITEM # 3

SUBJECT

ORGANIZATION: Election of City Council Deputy Chair for 2020

INFORMATION

REQUESTED ACTION

For:

January 8, 2020

AGENDA ITEM # 4

SUBJECT

ORGANIZATION: 2020 Appointment of Municipal Officials

INFORMATION

REQUESTED ACTION

Please see the attached resolves.

CITY ATTORNEY

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

CITY CLERK

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint **THOMAS C KING** as the City Clerk per Article 4.10 of the City Charter.

PLUMBING INSPECTOR

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint **GEORGE HOWE** as the plumbing inspector.

AIRPORT ADVISORY BOARD

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

AROOSTOOK WASTE SOLUTIONS

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint **Dana Fowler** and Councilor ______(terms expire 12/31/20) to the Aroostook Waste Solutions Board.

AUDIT COMMITTEE

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint Councilor_____and Councilor_____for a one year term on the Audit Committee, term to expire on 12/31/20.

BOARD OF ASSESSMENT REVIEW

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

FINANCE COMMITTEE

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint Councilor_____and Councilor_____for a one year term on the Finance Committee, term to expire on 12/31/20.

LIBRARY BOARD OF TRUSTEES

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

PLANNING BOARD

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to reappoint **Ward Gerow** (term expire 12/31/23) and **David Perry** (term expires 12/31/2023) to the Planning Board.

PRESQUE ISLE DEVELOPMENT FUND BOARD OF TRUSTEES

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

BE IT RESOLVED by Councilor_____, seconded by Councilor______to appoint Councilor______and Councilor______for a one year term on the Presque Isle Development Fund Board of Trustees, term to expire on 12/31/20.

PRESQUE ISLE DOWNTOWN REVITALIZATION COMMITTEE

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

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint Councilor_____and Councilor_____for a three year term on the Presque Isle Downtown Revitalization Committee, term to expire on 12/31/22 or remainder of Council term, whichever is shorter.

PRESQUE ISLE INDUSTRIAL COUNCIL BOARD OF DIRECTORS

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to nominate **Councilor**______for a three year term on the Presque Isle Industrial Council Board of Directors, term to expire on 12/31/22 or remainder of Council term, whichever is shorter.

RECREATION & PARKS ADVISORY COMMITTEE

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

REGISTRATION OF APPEALS BOARD

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to reappoint **David Perry** and **Larry Perry** (terms expire 12/31/23) to the Registration of Appeals Board.

PRESQUE ISLE UTILITIES DISTRICT

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

ZONING BOARD OF APPEALS

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

For:

January 8, 2020

AGENDA ITEM # 5

SUBJECT

ORGANIZATION: Set City Council meeting times and places for 2020

INFORMATION

1) 2020 Calendar

REQUESTED ACTION

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

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



City of Presque Isle, Maine

The Office of Executive Assistant to the City Manager **Chelsea Lynds-Beaulieu** Email: <u>chelseabeaulieu@prescueisleme.us</u>

To: Most Honorable City Council

From: Chelsea Lynds-Beaulieu

Date: January 8, 2020

Re: 2020 Meeting Schedule (Based on Past Practices)

Please find the following schedule for the 2020 regularly scheduled City Council meetings, which are based on past practices. The practice has been to meet the first Wednesday, once a month at 6:00 PM. If the Wednesday is a holiday, then the meeting would be postponed until the following Wednesday.

DATE	DAY	TIME
February 5, 2020	Wednesday	6:00 PM
March 4, 2020	Wednesday	6:00 PM
April 1, 2020	Wednesday	6:00 PM
May 6, 2020	Wednesday	6:00 PM
June 3, 2020	Wednesday	6:00 PM
July 1, 2020	Wednesday	6:00 PM
August 5, 2020	Wednesday	6:00 PM
September 2, 2020	Wednesday	6:00 PM
October 7, 2020	Wednesday	6:00 PM
November 4, 2020	Wednesday	6:00 PM
December 2, 2020	Wednesday	6:00 PM

12 Second Street Presque Isle, ME 04769-2459 Phone: 207.760.2700 Fax 207.764.2501 This institution is an equal opportunity employer. To file a complaint, write to Kellie Chapman, Human Resource Director, 12 Second Street Presque Isle, ME 04769, or call (207) 760-2718.

For:

January 8, 2020

AGENDA ITEM # 6

SUBJECT

PUBLIC HEARING: Re-pass Ordinances due to the Sunset Provision

INFORMATION

- Chapter 12 Taxi Cab Ordinance
- Chapter 13 Litter and Illegal Dumping Ordinance
- Chapter 25 Maine Uniform Building & Energy Code Ordinance
- Chapter 25A Residential Building Code One & Two Family Dwellings Maine Ordinance
- Chapter 31 National Electrical Code Ordinance
- Chapter 37 Personnel Ordinance
- Chapter 38B Life Safety Code
- Chapter 38C Property Maintenance Code
- Chapter 42 Solid Waste Ordinance
- Chapter 43 Planning Board Ordinance
- Public Hearing Notices

REQUESTED ACTION

Please see attached resolves.

CHAPTER 12

CITY OF PRESQUE ISLE

Taxicab Ordinance



Approved by the City Council: May 20, 1991

Amended Section 12: Rates by the City Council: June 3, 1996 Amended Section 12:Rates by the City Council: December 4, 2000 Amended Section 12:Rates and Section 23: Rate Schedule by the City Council: May 3, 2004 Amended Section 12 Rates by the City Council: October 17, 2005 Amended Section 6: Indemnity Insurance Required: March 3, 2008 Amended Section 12: Rates by the City Council: March 3, 2008 Amended Section 12: Rates and Section 23: Rate Schedule by the City Council: June 6, 2011 Amended Section 22: Fee Schedule and Section 24: Penalties by the City Council: March 7, 2016

Repassed by the City Council: January 4, 2016

Attest:

Beverly A. Labbe, City Clerk

CHAPTER 12

TAXICABS

Section 1 Definitions

The following words and phrases when used in this chapter shall have the following meanings:

- A. Driver's License: means the permission granted by the Council to drive a taxicab upon the streets and roadways of the City, provided the person possesses a valid Maine Drivers License.
- B. Licensed Inspector: means and includes any person designated by the Clerk to perform inspections of taxicabs.
- C. License to operate: means the license issued by the Council authorizing a person to operate a taxicab business in the City.
- D. Limousine: means and includes any motor vehicle except a taxicab, used for the transportation of passengers for hire for special events and by appointment.
- E. Person: Includes an individual, corporation, partnership or other business association.
- F. Rate Card: means a card issued by the City Clerk for display in each taxicab which boldly shows the rates then in force.
- G. Revocation: means a suspension of the right to conduct business or drive a taxicab for a period that exceeds one year.
- H. Suspension: means taking away the right to conduct business or drive a taxicab that does not exceed one year.
- I. Taxicab: means a motor vehicle regularly engaged in the business of carrying passengers for hire, having a seating capacity of not less than four (4) persons and not operated on a fixed route.
- J. Taxicab Operator: means a person engaged in the business of employing drivers and taxicabs for transporting passengers for hire.
- K. Waiting Time: means the time when a taxicab is not in motion from the time of acceptance of a passenger to the time of discharge, but does not include any time that the taxicab is not in motion if due to any cause other than the request, act, or fault of the passenger.

Section 2 Police Department to Report Violations to Council

The Police Department is hereby given the authority and is instructed to watch and observe the conduct of operators and drivers operating under this chapter.

Upon discovering a violation of the provisions of this chapter, the Police Department shall report the same to the Council which will order or take appropriate action.

Section 3 Operator's License Required

No person shall operate or permit a taxicab owned or controlled by him to be operated as a vehicle for hire upon the streets of the City without having first obtained a license from the Council.

Section 4 Application for License to be Filed; Information Desired

An application for a taxicab operator license required by Section 3 shall be filed with the City Clerk upon forms provided by the City and such application shall be verified under oath and shall furnish the following information:

- A. The name and address of the applicant
- B. Evidence of ability to secure bond or insurance
- C. The experience of the applicant in the transportation of passengers
- D. The number of vehicles to be operated or controlled by the applicant
- E. Such further information as the Council may require

Section 5 Issuance of License

If the Council finds that an applicant is fit, willing and able to perform such public transportation, and to conform to the provisions of this chapter and the rules promulgated by the Council, then the City Clerk shall issue an operator's license stating the name and address of the applicant, the number of vehicles authorized under the license and the date of issuance, otherwise the application shall be denied.

All licenses covered by this chapter shall expire on the first (1st) day of May of each year, except if the first (1st) shall fall on a weekend or a holiday the license will expire on the next regular business day.

Section 6 Indemnity Insurance Required

No operator's license required by Section 3 shall be issued or continued in operation unless there is in full force and effect vehicle insurance in such form and amount of coverage per applicable State law and/or regulation.

Said insurance, shall inure to the benefit of any person who shall be injured or who shall sustain damage to property, proximately caused by the negligence of a taxi operator. A copy of said insurance shall be filed with the City Clerk, with the City as a named insured.

Section 7 Fees Prerequisite to Issuance to License

No operator's license provided under this chapter shall be issued or continued in operation unless the holder thereof has paid an annual license fee required by Section 22 for the right to engage in the taxicab business and the required fee for each vehicle under a license.

Said license fees shall be valid for one year and shall be in addition to any other license fees or charges established by proper authority and applicable to said taxicab operator or the vehicle or vehicles under his operation and control.

Section 8 Transfer of Operator's Licenses

No operator's license may be sold, assigned, mortgaged, or otherwise transferred.

Section 9 Suspension, Revocation of License; Hearing

An operator's license issued under the provisions of this chapter may be revoked or suspended by the Council if the holder thereof has:

- A. Violated any of the provisions of this chapter;
- B. Discontinued operations for more than sixty (60) days without due cause;
- C. Has violated any Ordinance of the City or the laws of the United States or of the State of Maine, the violations of which reflect unfavorably on the fitness of the holder to offer public transportation.

Prior to suspension or revocation, the holder shall be given ten (10) days notice of the proposed action to be taken and shall have an opportunity to be heard.

Section 10 Duty to Provide Service; Penalty

Holders of an operator's license issued in accordance with this chapter shall maintain a central place of business for the purpose of receiving calls and dispatching cabs.

Holders of an operator's license shall answer all calls received by them for services inside the corporate limits of the City as soon as they can do so and if services cannot be rendered within reasonable time they shall then notify the prospective passengers how long it will be before the call can be answered and give the reason therefor.

Any holder of an operator's license who shall refuse to accept a call during business hours anywhere in the corporate limits of the City at any time when such holder has available taxicabs, or who shall fail or refuse to give service during business hours shall be deemed a violator of this section and the license granted to such holder may be revoked at the discretion of the Council.

Section 11 Taxicabs to be Marked

Taxicabs will be clearly marked as such. Taxicab operators may employ a specific color scheme, identifying design, monogram or insignia.

Each licensed taxicab shall have on the top and/or each side in letters readable from a distance of twenty (20) feet the name of the licensee or the dispatch controller for the purpose of receiving calls, as well as a designated number assigned by the City Clerk to be no smaller than three (3) inches to be placed on each side of each licensed vehicle, or on each side of the taxi sign on top of the vehicle.

Section 12 Rates

No taxicab operator or taxicab driver shall charge a sum for the use of a taxicab higher than that in accordance with the following rates:

- A. A base fee shall be set based on the formula found in Section (J) below for one and \$1.50 for each additional person ten (10) years of age and over, from the same point of hire to the same destination, within the compact urban line, excluding the Airport. An additional \$1.00 per mile may be charged for trips outside the compact urban line.
- B. A fee may be charged for fares to and from the Airport, equal to the base fee, within the urban line or from any hotel or motel in the City.
- C. Trunks may be charged for at the rate of \$1.00.
- D. Charges for waiting time may be \$.35 per minute or \$20.00 per hour.
- E. Charge for errands may be \$1.00 over the cost of fare.
- F. An additional fee of \$1.00 may be charged for delivering groceries, parcels, etc.
- G. Children under ten (10) years of age accompanied by adults will be carried without charge.
- H. Taxicabs may be employed as sightseeing cabs at the rate of \$20.00 per hour for the first hour and, for each quarter hour thereafter or fraction thereof, \$5.00, provided, however, that no taxicab shall be engaged as a sightseeing cab for a shorter period than one hour.
- I. No charge shall be made for the transportation of the first two bags or parcels per passenger. A charge of \$.75 may be charged for more than two bags or parcels.
- J. The base fee shall be established based on the IRS allowable mileage rate. Such rate shall be based on a ratio of the 6/2005 rate of \$0.405 per mile equaling a base rate of \$5.50, rounded down to the nearest \$0.10. To illustrate, at the 2011 IRS rate of \$0.51, the base rate would be ((5.50X0.51)/(0.405)=\$6.92, rounded down to \$6.90
- K. Passengers are under no obligation to pay the fare for any trip originating in the City and going outside the City or originating outside the City and coming inside the City unless the passenger and the driver have agreed upon an amount of the fare prior to the commencement of the trip.
- L. A rate card shall be issued by the City Clerk together with each taxicab license. The rate card shall be clearly visible to the passenger at all times when the taxicab is in service. The rate card shall also contain the following statement: "If you have a complaint about the service you have received or the fare you have been charged, please call the Clerk of the City of Presque Isle at 760-2720."
- M. Whenever the IRS rate for mileage changes, the maximum rate charged, according to this ordinance, shall automatically change on the effective date and upon notification by the City Clerk to all licensed operators within the City. A public notice shall be placed according to the notification requirements of any ordinance changes; such cost shall be borne by the licensed operators.

Section 13 Equipment

A. Taxicabs shall be at all times clean and in good repair inside and out and shall be maintained at all times in compliance with the laws of the state relating to passenger vehicle and the rules and regulations of the State Commissioner of Transportation enacted pursuant thereto.

Taxicabs shall be inspected and must pass inspection by a State of Maine Certified Inspection Station three (3) times per year, during the months of January, May and September.

- B. Every taxicab shall be equipped with an exterior light affixed to the roof thereof which shall be covered with a translucent fixture marked with the work "Taxi" in legible lettering and which shall be operated during the period between sunset and sunrise, as long as the taxicab is in service.
- C. Every taxicab shall be conspicuously marked in letters not less than one and one-half (1 ¹/₂) inches in height with the word "Taxi" and the owner's name or trade name, or, in lieu of such name or trade name, with a design or monogram containing the owner's name or trade name. Such design or monogram shall be not less than eight (8) inches in diameter.

Section 14 Display of License

A taxicab driver shall display his or her taxicab driver's license in a place within the cab which is clearly visible to passengers at all times when the cab is in service.

Section 15 Ordering of Taxicab from Service

The license inspector may require any licensee to present a taxicab for inspection whenever the inspector deems such inspection necessary and may in writing order a taxicab business licensee to remove from service any taxicab which is in violation of this chapter; provided that a reinspection shall be scheduled as soon as possible but in no case more than three (3) days thereafter. There shall be a charge of \$5.00 for the first reinspection, and a charge of \$25.00 for each reinspection thereafter, of any taxicab ordered removed from service for any violation which is deemed by the license inspector to represent a serious threat to the health or safety of passengers. Any licensee aggrieved by such an order may appeal at any time to the Clerk who shall as soon as possible, and in no case more then three (3) days thereafter determine whether such taxicab is in violation of this chapter and shall either affirm the order of the license inspector or give the licensee written permission to return the taxicab to service. Notwithstanding any other provision of this section or chapter, the license of any licensee charged with operating a taxicab which the license inspector has ordered out of service shall be suspended in accordance with Section 9, and shall either be suspended or revoked upon a finding, after notice and hearing, that the violation has in fact been committed.

Section 16 Required

No person shall operate a taxicab within the City unless such taxicab and the driver thereof are currently licensed. All licenses issued pursuant to this chapter shall be granted, denied, suspended or revoked by the Clerk, in accordance with the other provisions of this chapter. A taxicab business license shall apply to one vehicle only.

Section 17 Application

- A. Applications under this chapter shall be filed as follows:
 - 1. Taxicab operator's licenses:
 - a. Name(s) of the stockholders of the corporation will be submitted along with the application. In all other cases by all persons having actual ownership interests in the applicant. If the applicant is a corporation, the application shall state the name and the date and place of birth of each of the principal officers of the applicant and of every person having management authority in the business of the applicant. In all other cases, the application shall state the name and address and the date and place of birth of every person having an actual ownership interest or having management authority in the business of the applicant.
 - b. A record of any disqualifying criminal conviction or a statement that no such conviction exists shall be provided.
 - c. A detailed description of the graphic design, insignia, wording and coloring which will appear upon the vehicle, if licensed, shall be included.
 - d. The application shall contain an appropriate form of statement over the signature of each person signing the application, giving all persons and governmental agencies having information relevant to the above items permission to release the same to the Clerk.
 - 2. Taxicab drivers license. The taxicab driver's license application shall:
 - a. State the age of the applicant; all applicants must be at least 18 years of age.
 - b. Provide proof the applicant has a valid, active, Maine driver's license.
 - c. Contain a complete statement of the applicant's health and physical condition
 - d. Contain a complete record of the applicant with respect to any disqualifying criminal conviction or a statement that no such conviction exists
 - e. Contain a record of convictions for reckless driving, driving to endanger, operating or attempting to operate under the influence during the year preceding the application; and
 - f. State whether any driver's license held by the applicant is presently revoked or has been revoked during the three (3) years preceding the application and the reasons for such revocation or revocations.
- B. The application shall contain an appropriate form of statement over the signature of the applicant giving all persons and governmental agencies having information relevant to the above items permission to release the same to the Clerk and shall be accompanied by two (2) photographs of the applicant of such size as the Clerk may specify.

Section 18 Standards for Denial

In addition to those standards set forth in this chapter, a license under this section shall be denied to the following persons:

- A. Taxicab operator's licenses:
 - 1. To a corporation which is not licensed to do business in the state;
 - 2. To an applicant other than the registered owner of the vehicle;
 - 3. To an corporation if any principal officer or stockholder thereof or any person having actual ownership interest therein has a disqualifying criminal conviction;
 - 4. To an applicant, other than a corporation, if such applicant or any person having an actual ownership interest or management authority therein has a disqualifying crimi-nal conviction; and
 - 5. To any applicant whose taxicab business license has been revoked within the three (3) years preceding the application.

Section 19 Transfer

Notwithstanding any other provision of this chapter, and in lieu of any other fee, a taxicab license may be transferred to another vehicle. All additional fee of \$5.00 will be charged for the transfer at the time the transfer is requested.

Section 20 Automatic Revocation or Suspension

No taxicab driver's license shall be effective for the purposes of this chapter during any period in which the state driver's license of the licensee is suspended or revoked.

Section 21 Grounds for Suspension or Revocation

- A. Either License. In addition to the grounds for suspension or revocation of licenses set forth in other sections of this chapter, either a taxicab operator's license or a taxicab driver's license may be suspended or revoked upon a determination that the licensee:
 - 1. Knowingly took a longer route to his or her destination than was necessary unless so requested by the passenger;
 - 2. Knowingly conveyed any passenger to a place other than that which the passenger specified;
 - 3. Transported any person other than the passenger first engaging the taxicab without the express consent of such passenger;
 - 4. Drove a taxicab when not clean and neat in appearance;
 - 5. Failed to remain in the driver's compartment of the taxicab at all times that the taxicab was in service or was waiting to be hired; other than to assist a passenger or his or her bags into or out of the taxicab; or permitted any person other than the driver, and a passenger or passengers to remain in the taxicab at any such time; except a trainee, if a licensed taxicab driver;
 - 6. Refused to transport any orderly person upon request unless, in the case of a single taxicab business the taxicab is engaged, or in the case of a taxicab business

operating more than one taxicab, all taxicabs operated by such business and then in service are engaged (if no taxicab is available at the time when a request for taxicab service is telephoned to a dispatch service, the dispatch service shall arrange with the caller for transportation by the next available taxicab using such dispatch service unless the caller expressly declines to make such arrangement);

- 7. Charged more than the maximum fare specified on the rate card displayed in the taxicab;
- 8. Failed to notify the Clerk of any change of any material fact set forth in the application for such license; or
- 9. Removed from a taxicab or obscured or caused to be removed from a taxicab or obscured the notice required by Section 12.
- B. Taxicab drivers licenses only. In addition to the provisions of Subsection (A), a taxicab driver's license may be suspended or revoked upon the determinations that the driver:
 - 1. Engaged in any loud argument, fight or other disturbance; harassed, threatened or assaulted another person; intentionally damaged, destroyed or threatened to damage or destroy any property; or in any other manner engaged in conduct detrimental to the orderly and efficient transportation of passengers.

Maximum suspensions of taxicab driver's licenses, under this section shall be as follows:

5 days for the first violation; 14 days for the second violation within a one-year period. Third violations shall result in revocation of the taxi driver's license and may be the basis for further action with respect to the taxicab operator's license.

C. Taxicab operator's licenses. In addition to the provisions of Subsection (A), taxicab operator's licenses shall be subject to suspension or revocation where it is determined that there have been repeated violations by the driver or drivers which resulted in four (4) or more suspensions for similar conduct by the same driver, or eight (8) or more suspensions by employees of the same person holding more than one taxicab operator's license for similar conduct establishing a pattern of conduct by the holder of the taxicab operator's licenses.

Section 22 Fee Schedule

The following list of fees are set in compliance with this chapter:

<u>Type</u>		<u>Fee</u>
1.	Taxicab Operator's License	\$100.00
2.	Taxicab Driver's License	\$ 25.00
3.	Transfer Request	\$ 5.00
4.	Inspection Required by Section 15	\$ 5.00 and \$25.00

Section 23 Rate Schedule

The following list of rates are set in compliance with this chapter:

- 1. Base rate may be charged for any trip within the compact urban line, except the Airport, an additional fee of \$1.00 per mile may be charged for trips outside the compact urban line.
- 2. \$1.50 may be charged for each additional passenger.
- 3. Base rate may be charged for any trip to or from the Airport, inside the compact urban line or from any hotel or motel in the City.
- 4. Trunks may be charged for at a rate of \$1.00.
- 5. Waiting time may be charged at \$.35 per minute or \$20.00 per hour.
- 6. Charge for errands may be \$1.00 over the cost of the fare.
- 7. Charge for the delivery of groceries, parcels, etc. may be \$1.00 over the fare.
- 8. When used for sightseeing the fare may be \$20.00 per hour, and \$5.00 of every quarter hour thereafter.
- 9. No fare may be collected for any child under the age of 10 years old, when accompanied by an adult.

Section 24 Penalties

Notwithstanding any other provision of this chapter, if found to have violated any provision of this chapter, taxicab operators may be fined up to \$500.00 and taxicab drivers may be fined up to \$50.00 for any violations of this chapter or may also be charged criminally or civilly for any violations of this chapter that also constitute a violation of State law, but not both.

Section 25 Sunset Provisions

This Ordinance shall be in force for the term of four (4) years from its effective date. This Ordinance shall become null and void upon the expiration of four (4) years from said effective date, unless recommended and required by the City Council to remain effective prior to such expiration date.

CHAPTER 13

CITY OF PRESQUE ISLE

Litter and Illegal Dumping Ordinance



Approved by the City Council: July 1, 1996 Repassed by the City Council: February 7, 2000 Repassed by the City Council: January 21, 2004 Repassed by the City Council: January 7, 2008 Revised by the City Council: February 7, 2011 Repassed by the City Council: January 3, 2012 Revised by the City Council: October 1, 2012 **Repassed by the City Council: January 4, 2016**

Attest:

Beverly A. Labbe City Clerk

City Seal

CHAPTER 13 <u>LITTER ORDINANCE</u>

PREAMBLE: This Ordinance is intended to replace and repeal all prior Ordinance(s) dealing with any subject matter dealt with herein, and shall supersede the same, whether specifically repealed or referenced herein:

DEFINITIONS: For the purpose of this Ordinance, the following terms shall have the means ascribed to them in this section, to wit:

<u>Litter</u>: Any garbage, solid waste, junk, rubbish, refuse, construction debris or demolition debris, and any other waste or materials covered under the definitions set forth in Chapter 42 (Solid Waste Ordinance), which are incorporated herein (each of the terms used above shall convey the same meaning as set forth in the definition section of the Solid Waste Ordinance (Chapter 42), as though they were set forth herein).

<u>Storage Container(s)</u>: Any metal or rigid plastic container not to exceed 55 gallon capacity, with proper covers thereto.

<u>Person</u>: The word "person" as used herein shall mean and include an individual, or group of individuals, entities, and/or partnership.

<u>Illegal Dumping</u>: the act of placing, depositing, dumping, disposing of, or allowing the disposal of, any solid waste on any land or into any water, public or private, including one's own property, but not limited to, municipally or state-owned land and waters not legally permitted for the disposal of such waste.

Section 1 General

- A. *Purpose:* the purpose of this Chapter is to promote the general health and welfare of the citizenry of the City of Presque Isle by providing for the orderly disposal of solid waste, to upgrade the quality of human life and the environment, to control pollution, to protect our natural resources, and to ensure an adequate capacity for disposal of waste into the future.
- B. Conformity: This Chapter shall conform to all applicable Federal and State laws
- C. *Conflicts:* In the event of a conflict with the provisions of this Chapter and Ordinances of the City of Presque Isle, the more stringent provisions shall apply.
- D. *Severability:* In the event any portion of this Chapter or Article herein is held to be invalid, the balance of this Chapter or said Article shall remain unaffected thereby.
- E. *Violations and Penalties:* A violation of this Chapter shall be enforced in accordance with the provisions of 30-A M.R.SA. § 4452, or the same that may be amended from time to time, as a land use violation. The penalties set forth in 30-A M.R.SA. § 4452 shall apply to violations of this Chapter, except where expressly provided herein.

The City of Presque Isle shall be entitled to its costs for successfully prosecuting any violation of this Chapter, including but not limited to, attorney fees, costs associated with prosecuting the cases, including staff time, clean up costs associated with any remedial action taken by the city or on behalf of the city, even if such costs were incurred by a independent third party, and/or revenue otherwise not received by the community because of the actions of the violator.

- F. <u>Enforcement:</u> It shall be the duty of any designated official under the authority of the Presque Isle City Manager to include, but not limited to the Chief of Police, the Code Enforcement Office, the City Health Officer or any other authorized designee to enforce the provisions of this section.
- G. <u>Penalty:</u> Any person who violates any of the provisions of this Ordinance shall be assessed a fine of not less than five hundred (\$500.00) for the first offense; and not less than one thousand (\$1,000.00) for each successive violation. Each day's continuance or failure to comply shall be punishable as such. All fines, fees and costs shall be recovered to the City of Presque Isle.

Section 2 Curbside Collection and Litter Control

- A. No person shall litter within the limits of any street, highway, public way, public parking lot, private way, passageway, bridge or into water or on banks or onto the ice of any lake, pool, brook, river or stream within the City of Presque Isle.
- B. No property owner within the City of Presque Isle shall or allow his tenant(s) to so deposit or store on his property, outside of a building, any rubbish, household waste, or garbage except in proper storage containers, waiting timely transport to a transfer station or the sanitary landfill ("Timely Transport" as used herein shall mean within two [2] weeks). All proper storage containers, if kept on the premises outside of any building or storage shed, shall be kept so that said containers are securely covered at all time, to insure public health and safety.
- C. When all proper storage containers are placed at curbside for collection by a licensed refuse collector said containers shall not be so placed prior to 6:00 PM the evening prior to the day of collection and said containers shall be removed from curbside no later than 8:00 PM the day of collection.
- D. The owner of property, is for the purpose of section 2 of this Chapter, presumed to have knowledge of any violation of this section by his tenant(s), and shall be responsible for the acts of his tenant(s) that are in violation of this section.
- E. It shall be considered a violation of this ordinance for any person to use another persons' or entities' means of disposal, i.e. dumpster, without permission, to dispose of their solid waste.

Section 3 Health Nuisances

- A. *Trash in Public Places Prohibited:* No person, partnership, corporation, association, or other legal entity from inside or outside the boundaries of the City of Presque Isle shall throw, deposit or leave any garbage, yard waste, waste matter, bulky waste, construction demolition debris, universal waste, hazardous waste, dead animals, biological waste, rubbish or any other related solid waste or cause the same to be thrown, deposited or left upon any street, alley, gutter, park, or other public space, or throw or deposit the same in or upon any private premise or vacant lot or in any water, or to store or keep the same except in suitable containers as required by this Article or by Chapter 42 of the Presque Isle Ordinances.
- B. *Polluting of Bodies of Water Prohibited:* No person, partnership, corporation, association, or other legal entity from inside or outside the boundaries of the City of Presque Isle shall throw, deposit or leave any dead animal or any offensive matter in any waters in the City of Presque Isle. Nor shall any person throw, cast or place any living animal with the intent to drown or harm the same in any waters in the boundaries of the City of Presque Isle.
- C. *Illegal Dumping:* Any person, partnership, corporation, association or other legal entity who with or without authority from the owner of a premises who shall throw, dump, or deposit any refuse, rubbish, bulky waste, construction demolition debris, universal waste, hazardous waste, dead animal(s), biological waste or waste matter of a similar nature upon any premises, shall be guilty of an offense except as follows:
 - 1. The composting of material as authorized by the State of Maine Solid Waste Management Rules, provided no nuisance is caused;
 - 2. Open burning or incineration as allowed within this Ordinance.
- D. *Incineration is Prohibited:* It shall be unlawful for any person to burn or incinerate any solid waste within the City of Presque Isle, unless authorized by federal and state law, approved by the Fire Department, and further limited to:
 - 1. The burning of leaves, brush, garden waste, slash, slab wood and other natural wood wastes resulting from property maintenance, logging and clearing operations.
 - 2. The open burning of natural wood, grass, leaves and similar materials for agricultural improvement, forest or wildlife habitat management or festive celebrations.
 - 3. All open burning must be extinguished by one half hour after sunset unless otherwise approved by an authorized fire official.

- E. *Compliance is Mandatory:* If, in the opinion of an authorized official of the City it shall be for the health or comfort of the inhabitants of the City of Presque Isle that any particular substance should be removed forthwith and without delay, it shall be his or her duty to cause the same to be removed accordingly. Whenever any person shall have been duly notified to remove any of the substances mentioned in this Article, or to perform any other act or thing which it may be their duty to perform for the preservation of the public health and safety of the residents of the City of Presque Isle and the time limit for the performance of such duty shall have elapsed without compliance with such notice, by an authorized agent shall forthwith cause such substance to be removed at the expense of the person so notified. The authorized official or their designee shall cause all persons who shall violate or disobey any provision of the Article to be prosecuted and punished to the greatest extent possible by law.
- F. *Licensed junkyards:* Nothing within this ordinance shall be interpreted as affecting the proper and authorized operation or using of a licensed junkyard as defined by law.

Section 4 Sunset Provision

This Ordinance shall be in force for the term of four (4) years from its effective date noted below: This Ordinance shall become null and void upon the expiration of four (4) years from said effective date; unless recommended and required by the City Council to remain effective prior to such expiration date.

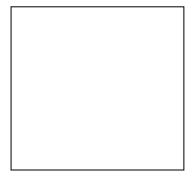
CHAPTER 25

CITY OF PRESQUE ISLE

Maine Uniform Building and Energy Code Ordinance



Adopted by the City Council: Amended by the City Council: December 6, 2010 March 6, 2019



Attest: _

Thomas C. King, City Clerk

Maine Uniform Building and Energy Code Chapter 25

An Ordinance of the City of Presque Isle adopting the Commercial Building Code component of the Maine Uniform Building and Energy Code ("MUBEC"), regulating and governing the conditions and maintenance of all property, buildings and structures; by providing for the standards for supplied utilities and facilities and other physical things and conditions essential to ensure that structures are safe, sanitary and fit for occupation and uses; and the condemnation of buildings and structures unfit for human occupancy and use and the demolition of such structures in the City of Presque Isle; providing for the issuance of permits and collections of fees, making of inspections; providing penalties for the violation thereof; known as the building code; repealing the existing 2009 edition of the *International Building Code* of the City of Presque, State of Maine.

PREAMBLE: This Ordinance is intended to replace and repeal all prior ordinance(s) dealing with any subject matter dealt with herein, and shall supersede the same, whether specifically repealed or referenced herein:

Be it ordained by the City Council of the City of Presque Isle as follows:

SECTION 1. Adoption of standards by reference.

In accordance with 30-A M.R.S.A. § 3003, as the same may be amended from time to time, the Maine Uniform Building and Energy Code (M.U.B.E.C.) is hereby adopted and incorporated by reference as the minimum standard for the construction, alteration, addition, repair, removal, demolition, use, location, Certificate of Occupancy, and maintenance of all buildings and structures and their service equipment, both existing and proposed, located within the City of Presque Isle.

SECTION 2. INCONSISTENT ORDINANCE REPEALED

That Chapter 25 of the City of Presque Isle entitled *International Building Code, 2009 Edition* and all other ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. ADDITIONS, INSERTIONS AND CHANGES

That the following sections are hereby revised as follows:

1. Section 101.1

Delete "City of Presque Isle; and *Insert* "State of Maine" in its place.

2. 101.4.3

Delete "International Plumbing Code"; andInsert "Maine State Plumbing Code, adopted pursuant to Title 32, § 3404-B" in its place.

Delete "International Private Sewage Disposal Code"; and

Insert "Maine State Plumbing Code, adopted pursuant to Title 32, § 3404-B" in its place.

- 3. Section 109
 - Insert Five Dollars (\$5.00) per thousand Dollars of valuation or part thereof for residential construction, and Eight Dollars (\$8.00) per thousand dollars of valuation or part thereof for commercial construction. Thirty Five Dollars (\$35.00) MINIMUM PERMIT FEE. Thirty Dollars (\$30.00) demolition fee for residential and One Hundred Dollars (\$100.00) for commercial. Twenty Five Dollars (\$25.00) use fee. Two Dollars and fifty cents (\$2.50) per square foot sign permit fee.

Any person who shall commence any work for which a permit is required by this Ordinance without first having obtained a building permit therefor, shall, if subsequently permitted to obtain a permit, pay double the permit fee fixed by this section for such work.

4. Section 113

Change to read: The Board shall modify or reverse the decisions of the Code Official by a concurring vote of the majority of the members present and voting. A quorum shall consist of three (3) members.

5. Section 114 Violation Penalties:

Change to read: any person who shall violate a provision of this Code shall fail to comply with any of the requirements thereof or who shall erect, construct, alter or repair a building or structure in violation of an approved plan or directive of the Code Official, or of a permit of certification issued under the provisions of this Code, shall be found guilty of a civil offense, punishable by a fine of not more than \$2,500. Each day that a violation continues shall be deemed a separate offense.

Delete Chapter 11 Accessibility

Delete Chapter 17 Structural Testing and Special Inspections
Delete Chapter 27 Electrical
Delete Chapter 28 Mechanical Systems
Delete Chapter 29 Plumbing Systems
Delete Chapter 30 Elevators and Conveying Systems
Delete Appendix A – K

SECTION 4. VALIDITY CLAUSE

That if any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The City of Presque Isle here by declares that it would have passed this ordinance, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

SECTION 5. SAVING CLAUSE

That nothing in this Ordinance or in the Building Code hereby adopted shall be constructed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as cited in Section 2 of this Ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance.

SECTION 5. DATE OF EFFECT

That the City Clerk shall certify to the adoption of this Ordinance and cause the same to be published as required by law and this Ordinance shall take full force and effect after this date or final passage and approval.

SECTION 6. SUNSET PROVISION

This Ordinance shall be in force for the term of four (4) years from its effective date noted. This Ordinance shall become null and void upon the expiration of four (4) years from said effective date: unless recommended and required by the City Council to remain effective prior to such expiration date.

CHAPTER 25A

CITY OF PRESQUE ISLE

International Residential Code One and Two Family Dwelling Ordinance



Adopted by the City Council: December 6, 2010 Amended by the City Council: March 6, 2019

Attest: _

Thomas C. King, City Clerk

INTERNATIONAL RESIDENTIAL CODE ONE AND TWO FAMILY DWELLING CHAPTER 25A

An Ordinance of the City of Presque Isle adopting the most current State of Maine adopted International Residential Code for One and Two Family Dwellings, regulating and governing the construction, alteration, movement, enlargement, replacement, repair, equipment location, demolition and removal, maintenance and use of all detached one and two family buildings and structures and multiple single family dwellings (townhouses) not more then three (3) stories in height with separate means of egress in the City of Presque Isle; providing for the issuance of permits, collections of fees, making of inspections; providing penalties for the violation thereof; and repealing the existing Chapter 25A International Residential Code for One and Two Family Dwellings 2003 Edition of the City of Presque Isle, State of Maine.

PREAMBLE: This Ordinance is intended to replace and repeal all prior ordinance(s) dealing with any subject matter dealt with herein, and shall supersede the same, whether specifically repealed or referenced herein:

Be it ordained by the City Council of the City of Presque Isle as follows:

SECTION 1. ADOPTION OF BUILDING CODE

That a certain document, being marked and designated as the most current State of Maine adopted *International Residential Code for One and Two Family Dwellings*,, including Appendix Chapters (F) Radon Control Methods, (G) Swimming Pools, Spas and Hot Tubs, (H) Patio Covers, (J) Existing Buildings and Structures, and (L) ICC International Residential Electrical Provisions/National Electrical Code Cross Reference, as published by the International Code Council, be and is hereby adopted as the Residential Code of the City of Presque in the State of Maine; for regulating and governing the construction, alteration, movement, enlargement, replacement, repair, equipment, location, removal and demolition of detached one and two family dwellings and multiple single family dwellings (townhouses) not more then three (3) stories in height with separate means of egress as herein provided; providing for the issuance of permits and collection of fees therefor; and each and all of the regulations, provisions, penalties, conditions and terms of said Residential Code on file in the office of the Code Enforcement Officer are hereby referred to, adopted, and made a part hereof, as if fully set out in this ordinance, with the additions, insertions, deletions and changes, if any, prescribed in Section 3 of this ordinance.

SECTION 2. INCONSISTENT ORDINANCE REPEALED

That Chapter 25A of the City of Presque Isle entitled *The International Residential Code for One* and *Two Family Dwelling Code, 2009 Edition* and all other ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. ADDITIONS, INSERTIONS, AND CHANGES

That the following sections are hereby revised as follows:

Section R101.1 Insert: City of Presque Isle

- Section R113.4 Penalty (page 8) Change to read: any person who shall violate a provision of this Code shall fail to comply with any of the requirements thereof, or who shall erect, construct, alter or repair a building or structure in violation of an approved plan or directive of the Code Official, or of a permit of certification issued under the provisions of this Code, shall be found guilty of a civil offense, punishable by a fine of not more than \$2,500. Each day that a violation continues shall be deemed a separate offense.
- Section R301.2 Ground Snow Load 100 lb/ft² Wind Speed – 90 mph Seismic Design Category – A Weathering – Severe Frost Line Depth – 6 Feet Termite – None to Slight Winter Design Temperature - -10 degrees F. Ice Shield Underlayment Required – Yes Flood Hazard – I/A/W FIRM Map – 230032 001-0016 October 15, 1980 Air Freezing Index – 2750 Mean Annual Temperature – 40 degrees F.
- Section P2603.6.1 I/A/W Maine Subsurface Waste Water Disposal Rules
- Section P3103.1 24 inches above the roof, or 6 inches above the anticipated snow accumulation

SECTION 4. VALIDITY CLAUSE

That if any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsection, sentences, clauses and phrase be declared unconstitutional.

SECTION 5. SAVING CLAUSE

That nothing in this Ordinance or in the *International Residential Code for One and Two Family Dwelling Code* hereby adopted shall be constructed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as cited in Section 2 of this Ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance.

SECTION 6. DATE OF EFFECT

That the City Clerk shall certify to the adoption of this Ordinance and cause the same to be published as required by law and this Ordinance shall take full force and effect after this date or final passage and approval.

SECTION 7. SUNSET PROVISION

This Ordinance shall be in force for the term of four (4) years from its effective date noted. This Ordinance shall become null and void upon the expiration of four (4) years from said effective date: unless recommended and required by the City Council to remain effective prior to such expiration date.

CHAPTER 31

CITY OF PRESQUE ISLE

National Electrical Code Ordinance



Adopted by the City Council: December 6, 2010 Amended by the City Council: March 6, 2019

Attest: _

Thomas C. King, City Clerk

NATIONAL ELECTRICAL CODE CHAPTER 31

An Ordinance establishing minimum regulations governing the design, construction, alteration, enlargement, repair and maintenance of electrical wiring in all buildings and structures. Providing for the issuance of permits, collections of fees, making of inspections and providing penalties for the violation thereof; known as the *National Electrical Code*.

PREAMBLE: This Ordinance is intended to replace and repeal all prior ordinance(s) dealing with any subject matter dealt with herein, and shall supersede the same, whether specifically repealed or referenced herein:

Be it ordained by the City Council of the City of Presque Isle as follows:

SECTION 1. ADOPTION OF THE NATIONAL ELECTRICAL CODE

That a certain document, being marked and designated as the most current State of Maine adopted *The National Electrical Code*, as published by the National Fire Protection Association and *Chapter 120 "Electrical Installation Standards"*; be and is hereby adopted as the Electrical Code of the City of Presque in the State of Maine; for the control of electrical wiring as, hereby, provided; and each and all of the regulations, provisions, penalties, conditions and terms as said in the National Electrical Code and *National Fire Protection standard # 70*, are hereby referred to, adopted and made a part hereof as is fully set out in this Ordinance.

SECTION 2. APPOINTMENT AND SALARY

The Electrical Inspector shall be appointed by the City Council. The Electrical Inspector shall receive a salary set by the same. It shall be unlawful for the Electrical Inspector to engage in the business of the installation and the maintenance of electrical wiring, electric devices and electrical material either indirectly, or directly, and the Electrical Inspector should have no financial interest in any concern engaged in such business at any time while holding office of Electrical Inspector. Any violations of the provisions of this section by said Electrical Inspector shall be sufficient cause for the Electrical Inspector's removal from office, but the Electrical Inspector may be removed by other just cause by the City Council.

SECTION 3. ACCESS TO BUILDINGS

Said Electrical Inspector shall have the right during reasonable hours to enter any building, in the process or erection or reconstruction or that is being rewired, in the discharge of the Electrical Inspector's official duties, or for the purpose of making any inspection or test of the installation of electrical wiring, electrical devices or electric material contained therein. In the case of new buildings, no power shall be turned on said building until the Electrical Inspector has issued a certificate of inspection. In the case of reconstruction or rewiring, the Electrical Inspector shall have authority to cause the turning off of all electrical currents and cut or disconnect in cases of emergency, any wire where such electrical currents are dangerous to life or property or may interfere with the work of the fire department.

SECTION 4. ALTERATIONS

No alterations or additions shall be made in the existing wiring of any building, nor shall any building be wired for the placing of any electric lights, motor, heating devices, or any apparatus requiring the use of an electrical current, nor shall any alterations be made in the wiring of any building after inspection, without first notifying the Electrical Inspector and securing a permit therefore, except minor repair work, such as repairing flush and snap switches, replacing fuses, changing lamp sockets and receptacles, taping bare joints and repairing drop cords.

SECTION 5. INSPECTIONS

Upon the completion of the wiring of any building, it shall be the duty of the person, firm or corporation installing the same to notify the Electrical Inspector, who shall inspect the installation within one day of the time such notice is given when reasonably possible (excluding weekends and holidays); and if it is found to be fully in compliance with this Ordinance and does not constitute a hazard to life and property, he shall issue such person, firm or corporation for delivery to the owner, a certificate of inspection authorizing connection to the electrical service and the turning on of the current.

SECTION 6. CONSTRUCTION REQURIEMENTS

No certificate of inspection shall be issued unless the electrical light, power and heating installation are in strict conformity with the provisions of this Ordinance and the regulation as laid down in the 2008 Edition of the *National Electrical Code*. These certificates shall show the fee charges by the Electrical Inspector, shall be made in duplicate, the original to be issued to the owner and the copy to be filed with the Code Enforcement Officer.

SECTION 7. RECORD OF PERMITS AND INSPECTIONS

The Electrical Inspector shall keep complete records of all permits issued and inspections made and other official work performed under the provisions of this Ordinance.

SECTION 8. REVIEW

When the Electrical Inspector condemns all or parts of any electrical installation, the owner within five days after receiving written notice from the Electrical Inspector, shall file a petition in writing for review of said action of the Electrical Inspector with the State Electrician's Examining Board, asking them for a decision and their ruling upon the application, which ruling shall be final. In case condemned parts do not constitute a menace of life and property or interfere with the work of the Fire Department; the Inspector may at his discretion, issue a temporary permit until said decision is made by the Office Insurance Commissioner State of Maine.

SECTION 9. RESPONSIBILITY

This Ordinance shall not be construed to relieve from or lessen the responsibility of any party owning, controlling, or installing any electrical wiring, electrical devices or electrical material for damages to person or property caused by any defect therein, nor shall be held as assuming any liability by reason of the inspection authorized herein, or certificate of inspection issued as herein provided.

SECTION 10. COST OF PERMIT

Every application for a permit to do work regulated by this Ordinance shall state in writing on the application form provided for that purpose, the character or work proposed to be done and the amount and kind in connection therewith, together with such information, pertinent thereto as may be required.

Such application shall pay for each permit issued at the time of issuance, a fee in accordance with the following schedule, and at the rate provided for each classification shown herein.

Any person who shall commence any work for which a permit is required by this Ordinance without first having obtained a permit therefor shall, if subsequently permitted to obtain a permit, shall pay double the permit fee fixed by this section for such work, provided, however, that this provision shall not apply to emergency work shown it shall be proved to the satisfaction of the Electrical Inspector that such work was urgently necessary and that is was not practical to obtain a permit therefor before the commencement of the work. In all such cases a permit must be obtained as soon as practical to do so, and if there be a unreasonable delay in obtaining such permit, a double fee as herein provided shall be charged.

Section 10:

A.	1 and 3 Phase Through 800 Amperes	\$50.00
В	801 – More	\$75.00
C.	Panels Remote from Main Service	\$ 8.00
	Receptacles, Switches, Fixtures, Electrical Heat Units,	
	Permanent Connected Appliances	\$ 0.75
Е.	Transformers – <u>Not</u> Utility Owned:	
	Vaults	\$20.00
	1 – 25 KVA	\$10.00
	25 – 200 KVA	\$14.00
	Over 200 KVA	\$20.00
F.	Outside Lighting and Sign	\$ 4.00
G.	Motors – Fractional	\$ 2.00
	Motors 1 HP and Larger	\$ 4.00
	Generators	\$30.00
Η.	Electrical Alarm Systems	\$27.00
I.	Meter Sockets	\$15.00
MI	\$50.00	

NO MINIMUM PERMIT FEE FOR A TEMPORARY SERVICE

J.	Temporary Service	25.00
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Upon written request the Council may waive local fees based on hardship for person(s) who require a permit for construction due to fire loss if they do **NOT** have insurance to cover the cost.

SECTION 11. INCONSISTEN ORDINANCE REPEALED

That Chapter 31 of the City of Presque Isle entitled *National Electrical Code*, and all other ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 12. SAVING CLAUSE

That nothing in this Ordinance or in the *National Electrical Code* hereby adopted shall be constructed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as cited in Section 11 of this Ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance. Should any part of this Ordinance or of the Code hereby adopted be declared invalid, the remainder of the Ordinance, or of the Code, shall not be affected thereby.

SECTION 13. VIOLATIONS

It shall be unlawful for an owner, tenant, an electrician, or any person to make alterations or additions to existing wiring or install new wiring for the placing of electrical lights, motors, heating devices, or any apparatus requiring the use of electric current at the location of any building or structure in violation of any provisions of this Code or to cause, permit or suffer any such violation to be committed. Any such person shall be deemed guilty of a violation of this Ordinance and upon conviction shall be punished by a fine of not less than One hundred dollars (\$100.00), or more than Twenty five hundred dollars (\$2,500.00) for each provision of law thus violated. It shall be the responsibility of the offender to abate the violation as expeditiously as possibly, and each day such violation is permitted to continue thereafter shall constitute a separate offense. All fines collected hereunder shall inure to the City of Presque Isle.

SECTION 14. DATE OF EFFECT

That the City Clerk shall certify to the adoption of this Ordinance and cause the same to be published as required by law and this Ordinance shall take full force and effect after this date or final passage and approval.

SECTION 15. SUNSET PROVISION

This Ordinance shall be in force for the term of four (4) years from its effective date noted. This Ordinance shall become null and void upon the expiration of four (4) years from said effective date: unless recommended and required by the City Council to remain effective prior to such expiration date.

CHAPTER 37

CITY OF PRESQUE ISLE

Personnel Ordinance



Adopted by the City Council: February 15, 1996 Amended by the City Council: May 3, 1999 Repassed by the City Council: February 7, 2000 Amended by the City Council: November 3, 2003 Repassed by the City Council: January 21, 2004 Repassed by the City Council: January 7, 2008 Repassed by the City Council: January 3, 2012 Amended by the City Council: October 1, 2012 Amended by the City Council: September 9, 2015 **Repassed by the City Council: January 4, 2016**

Attest:

Beverly A. Labbe, City Clerk

City Seal

CHAPTER 37

PERSONNEL ORDINANCE

An Ordinance of the City of Presque Isle (hereinafter referred to as the City) creating and establishing a personnel system for the City.

SECTION 1 PURPOSE

The purpose of this Ordinance is to establish a personnel system to provide a fair and uniform procedure for dealing with personnel matters free from prejudice; and to outline the administrative responsibilities of the City Manager and the Human Resource Director regarding the personnel system.

The general personnel policies of the City of Presque Isle are based upon the following objectives:

- \square To establish terms and conditions of service including causes and procedures for removal from office.
- ☑ To ensure hiring, appointments, promotions, demotions, the application of classifications, compensations and benefits, and all other decisions dealing with City employees, shall be based on merit and performance and free from prejudice.
- \square To promote efficiency and economy in City employment by just and equitable practices.
- \square To promote a feeling of goodwill and high morale between the City and its employees for the attainment of the best interest of the public and City.

SECTION 2 SCOPE

Except where noted, the Personnel Ordinance and Employee Handbook shall apply to all employees and departments of the City of Presque Isle, with the exception of:

- Elected, and non-salaried members and/or appointed officials of boards and commissions.
- Volunteers, contracted services, and workfare participants.
- Employees represented by a Union, except where their respective Union Contract language is silent or the Employee Handbook are not in conflict with any Union Contract Article.
- Departments may establish supplemental personnel rules and procedures for their department upon review and approval by the City Manager, if not in conflict with the Employee Handbook as set forth by the City or any Federal or State laws.

SECTION 3 ADMINISTRATION

A. City Manager

The City Manager shall have the responsibility for the personnel system set forth in this Ordinance. He/She specifically shall:

- 1. Be responsible for effective personnel administration.
- 2. Hire, appoint, remove, suspend and discipline all officers and employees of the City subject to the policies as set forth in this Ordinance, Employee Handbook, Union Contracts, provisions of the Charter, and those in State and Federal law; or he/she may at his/her discretion, authorize the head of the department of office responsible to him/her to hire, appoint, remove and suspend subordinates in such departments and offices.
- 3. Fix and establish the number of employees in the various City departments and offices and determine the duties and compensation in accordance with policies set forth in this Ordinance and subject to the approval of the City Council and budget limitations.
- 4. Perform such other duties and exercise such other powers in personnel administration as may be described by law and this Ordinance.

B. Human Resource Director

The City Manager may appoint a Human Resource director who shall be responsible for the administration and technical direction of the City personnel system.

The Human Resource Director shall:

- 1. Administer, under the direction of the City Manager, the personnel system as set forth in this Ordinance and Employee Handbook.
- 2. Perform all lawful and necessary duties essential to the effective administration of the personnel system.
- 3. Recommend to the City Manager rules, revisions and amendments, thereto, for the consideration of the City Council.
- 4. Recommend to the City Manager a position classification plan for approval by the City Council, and install and maintain such a plan.

- 5. Prepare and recommend to the City Manager a pay plan for all City employees for the City Council's approval.
- 6. Be responsible for certification of all payrolls.
- 7. Develop and coordinate training and educational programs for City employees.
- 8. Investigate periodically the operation and effect of the personnel provisions of this Ordinance and the Employee Handbook and at least annual report those findings and recommendations to the City Manager.
- 9. Perform such other duties as may be assigned by the City Manager not inconsistent with this Ordinance.
- C. For the purpose of this Ordinance, the City Manager shall be the Human Resource (Personnel) Director at times when a Human Resource (Personnel) Director has not been appointed.

SECTION 4 RIGHT TO ACCESS PREMISES, FILES AND EMPLOYEES

Department Heads and employees of the City shall, during usual business hours, grant to the Human Resource Director, or his/her designated representative, free access to premises and records under their control and shall furnish such assistance and information as may be deemed necessary by the Human Resource Director to carry out the functions of the Human Resource (Personnel) Department. Failure to comply shall be subject to all penalties and remedies provided by law for the failure of a public officer or employee to do any act required of him/her by law.

SECTION 5 CONSULTATION WITH EMPLOYEE ORGANIZATIONS

The City Manager is authorized to consult with, or receive suggestions from, representatives of organizations of City employees (Union and Non-Union alike) concerning matters of personnel policy. Where appropriate, the City Manager may refer any requests from employees to the City Council, along with his/her recommendation, for its consideration. On matters within the discretion of the City Manager, he/she will give due consideration to the views of employees. However, nothing herein shall be interpreted as depriving the City Manager or City Council of the right to make a final decision on matters for which they have ultimate responsibility.

SECTION 6 ADOPTION OF RULES

The City Manager shall present to the City Council the Employee Handbook to be adopted and amended from time to time by the City Council. Such adoption and amendment shall be by resolution. The rules shall cover the specific procedures and policies to govern the following phases of the personnel system:

- 1. The administration of a position classification plan.
- 2. The administration of a pay plan.
- 3. The announcement of vacancies and the acceptance of application for employment.
- 4. Preparation and conduct of examinations.
- 5. Establishment of promotional procedures.
- 6. Evaluation of the work of employees, including those serving a probationary period.
- 7. Transfer, promotion, and reinstatement of employees.
- 8. Separation from the service of employees by resignation, layoff, suspension, dismissal, and incapacity to perform required duties.
- 9. Establish of hours of work, attendance and leave policies, and working condition.
- 10. Development of employee morale and training.
- 11. Policies governing the outside employment of municipal employees.
- 12. Policies governing the relationships with employee organizations.
- 13. Maintenance and use of necessary records and forms.
- 14. A uniform system of handling grievances.
- 15. Such other matters as may be necessary and appropriate.

SECTION 7 RESIDENCY REQUIREMENT FOR CERTAIN OFFICES

The City Manager shall be required to reside in the City of Presque Isle.

The Fire Chief shall be required to reside within a fifteen minute response time to the Public Safety Building traveling within the posted speed limit under normal weather conditions.

The Police Chief shall be required to reside within a thirty minute response time to the Public Safety Building traveling within the posted speed limit under normal weather conditions.

Residency for these offices shall be established within twelve months from the date of employment and shall continue while employed with the City.

Failure to comply with the residency requirements shall be cause for dismissal.

SECTION 8 SEPARABILITY OF PROVISIONS

If any section, subsection, subdivision, sentence, clause, or phrase of this Ordinance or the Personnel Rules and Regulations is for any reason held invalid, such decision shall not affect the validity of the remaining portions of this Ordinance or the Personnel Rules and Regulations.

SECTION 9 SUNSET PROVISIONS

This Ordinance and the Personnel Rules and Regulations shall be in force for the term of four (4) years from its effective date noted below. This Ordinance and the Personnel Rules and Regulations shall become null and void upon the expiration of four (4) years from the said effective date; and unless recommended and required by the City Council to remain effective, prior to such expiration date.

CHAPTER 38B

CITY OF PRESQUE ISLE

Life Safety Code Ordinance



Adopted by the City Council:December 6, 2010Amended by the City Council:March 6, 2019

Attest: _

Thomas C. King, City Clerk

LIFE SAFETY CODE CHAPTER 38B

An Ordinance governing the construction, protection, and occupancy features to minimize danger to life from fire, smoke, fumes, or panic before buildings are vacated: providing for the making of inspections, and providing penalties for the violation thereof; known as the *Life Safety Code*; repealing the existing Chapter 38B, *NFPA 101 Life Safety Code* of the City of Presque Isle, State of Maine.

PREAMBLE: This Ordinance is intended to replace and repeal all prior ordinance(s) dealing with any subject matter dealt with herein, and shall supersede the same, whether specifically repealed or referenced herein:

Be it ordained by the City Council of the City of Presque Isle as follows:

SECTION 1. ADOPTION OF THE LIFE SAFETY CODE

That a certain document, marked and designated as the most current State of Maine adopted *Life Safety Code*, as published by The National Fire Protection Association; be and is hereby adopted as the Life Safety Code of the City of Presque in the State of Maine; for the control of buildings and structures as hereby, provided; and each and all of the regulations, provisions, penalties, conditions and terms as said in the Life Safety Code, are hereby referred to, adopted and made a part hereof as is fully set out in this Ordinance.

SECTION 2. AUTHORITY HAVING JURISDICTION

The authority having jurisdiction over this Code shall be the Code Enforcement Officer and the Fire Chief.

SECTION 3. ORGANIZATION

The Code Enforcement Officer or Fire Chief shall appoint such number of officers, technical assistants, inspectors and other employees as shall be necessary for the administration of this Code, as authorized by the City Manager.

SECTION 4. RIGHT OF ENTRY

In the discharge of his duties, and reasonable cause, the Code Enforcement Officer, the Fire Chief or his authorized representative shall have the authority to enter at any reasonable hour any building, structure, or premises in the jurisdiction to enforce the provisions of this Code.

SECTION 5. DELETIONS

Chapter 24, Section 3.5.1 One and Two Family Dwellings.

SECTION 6. INCONSISTENT ORDINANCE REPEALED

That Chapter 38B of the City of Presque Isle entitled *NFPA 101 Life Safety Code*, and all other ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 7. CONFLICT OF ORDINANCE

In any case where a provision of this Ordinance is found to be in conflict with a provision of any Ordinance of the City of Presque Isle or of any law applicable to this municipality, the provision which establishes the higher standard for the promotion and protection of the health and safety of the people shall prevail.

SECTION 8. SEPARABILITY

That if any section, subsection, sentence, clause, phrase or portion of this Code is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not effect the validity of the remaining portions hereof.

SECTION 9. VIOLATIONS, PENALTIES

Any person who shall violate, or cause, permit, or suffer any such violation to be committed, to a provision of this Code, or any supplements or amendments thereto, or shall fail to comply with any requirements thereof or in violation of any approved plan or directive of the Code Enforcement Officer shall be punished by a fine of not less than One Hundred Dollars (\$100.00), or more than Twenty Five Hundred Dollars (\$2,500.00). A separate offense shall be deemed committed on each day during or on which a violation occurs or continues.

SECTION 10. RIGHT OF APPEAL

Appeals of this Code shall be before the State of Maine Building Board of Appeals as outlined in Chapter 25, Section 112 of the *International Building Code* and is adopted by the City of Presque Isle except for Sections 112.1, 112.2, and 112.3.

Application for Appeal: Any person shall have the right to appeal to the Building Board of Appeals for a decision of the Code Official. An application for appeal shall be based on a claim that the true intent of this Code or rules legally adopted thereunder have been incorrectly interpreted, the provisions of this Code do not fully apply, or an equally good or better method of construction is used.

SECTION 11. SAVING CLAUSE

That nothing in this Ordinance or in the *Life Safety Code* hereby adopted shall be construed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as cited in Section 5 of this Ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance.

SECTION 12. DATE OF EFFECT

That the City Clerk shall certify to the adoption of this Ordinance and cause the same to be published as required by law and this Ordinance shall take full force and effect after this date or final passage and approval.

SECTION 13. SUNSET PROVISION

This Ordinance shall be in force for the term of four (4) years from its effective date noted. This Ordinance shall become null and void upon the expiration of four (4) years from said effective date: unless recommended and required by the City Council to remain effective prior to such expiration date.

CHAPTER 38C

CITY OF PRESQUE ISLE

Property Maintenance Code Ordinance



Adopted by the City Council: September 4, 1996 Repassed by the City Council: February 7, 2000 Updated by the City Council: September 18, 2000 Repassed by the City Council: January 21, 2004 Repassed by the City Council: January 7, 2008 Amended by the City Council: March 3, 2008 Repassed by the City Council: January 3, 2012 Amended by the City Council: May 7, 2012 **Repassed by the City Council: January 4, 2016**

City Seal

Attest:

Beverly A. Labbe, City Clerk

CHAPTER 38C

PROPERTY MAINTENANCE CODE

An Ordinance establishing the minimum regulations governing the conditions and mainten-ance of all property, building and structures; by providing the standards for supplies, utilities and facilities, and other physical things and conditions essential to ensure that structures are safe, sanitary and fit for occupation and use; and the condemnation of building and structures unfit for human occupancy and use and the demolition of such structures; known as the *International Property Maintenance Code* 2003 *Edition* of the City of Presque Isle, State of Maine.

<u>Preamble.</u> This Ordinance is intended to replace and repeal all prior ordinance(s) dealing with any subject matter dealt with herein, and shall supersede the same, whether specifically repealed or referenced herein:

Be it ordained by the City Council of the City of Presque Isle as follows:

Section 1. Adoption of the Life Safety Code

That a certain document, three (3) copies of which are on file in the office of the City Clerk of the City of Presque Isle being marked and designated as *The International Property Maintenance Code 2012 Edition*, as published by the International Code Council, Inc. and is hereby adopted as the International Property Maintenance Code of the City of Presque in the State of Maine; for the control of buildings and structures as hereby provided; and each and all of the regulations, provisions, penalties, conditions and terms as said in the International Property Maintenance Code, are hereby referred to, adopted and made a part hereof as is fully set out in this Ordinance, with the additions, insertions, deletions and changes, if any, prescribed in Section 3 of this Ordinance.

Section 2. Inconsistent Ordinance Repealed

That Chapter 38B of the City of Presque Isle entitled *International Property Maintenance Code 2003 Edition* and all other ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. Additions, Insertions and Changes

That the following sections are hereby revised as follows:

Section 101.1 (page 1, second line) Insert with the City of Presque Isle

Section 102.3 (page 1, fourth line) Delete and replace with: the International Building Code, the State of Maine Internal Plumbing Code, the State of Maine Subsurface Waste Water Disposal Rules, the 2008 National Electrical Code, and the NFPA 101 Life Safety Code 2009 Edition. Section 102.3 (page 1, ninth line) Delete and replace with: The City of Presque Isle's Land Use and Development Code. Section 103.5 (page 2) Delete Section 111.0 (page 6) Right of Appeals. Delete and replace with Appeals of this Code shall be before the Building Board of Appeals Section 112.4 (page 7, fifth line) Insert Fifty Dollars (\$50.00) and One Hundred Fifty Dollars (\$150.00) Section 302.4 (page 11, third line) Insert ten (10) inches. Section 304.14 (page 13, first line) Insert with June 1st to October 1st. Section 602.3 (page 21, fifth line) Insert with year round. Section 602.3 (page 21, Exception 1 seventh line) Delete and replace with the Uniform Plumbing Code. Section 602.4 (page 21, third line) Insert with year round. Section 604.2 (page 22, third line) Delete and replace with the 2008 National Electrical Code. Section 606.0 (page 22) Delete this section Section 702.2 (page 25, line two) Delete and replace with 2006 NFPA 101 Life Safety Code. Section 702.3 (page 25, line five) Delete and replace with 2006 NFPA 101 Life Safety Code. Section 704.2 (page 25, last line) Delete and replace with 2006 NFPA 101 Life Safety Code.

Section 4. Saving Clause

That nothing in this Ordinance or in *The International Property Maintenance Code* hereby adopted shall be construed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as cited in Section 2 of this Ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance.

Section 5. Date of Effect

That the City Clerk shall certify to the adoption of this Ordinance and cause the same to be published as required by law and this Ordinance shall take full force and effect after this date or final passage and approval.

Section 6. Sunset Provision

This Ordinance shall be in force for the term of four (4) years from its effective date noted. This Ordinance shall become null and void upon the expiration of four (4) years from said effective date: unless recommended and required by the City Council to remain effective prior to such expiration date.

CHAPTER 42

CITY OF PRESQUE ISLE

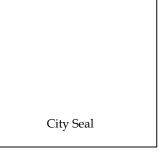
Solid Waste Ordinance



Adopted by the City Council: June 3, 1996 Repassed by the City Council: February 7, 2000 Amended by the City Council: September 4, 2002 Repassed by the City Council: January 21, 2004 Repassed by the City Council: January 7, 2008 Amended by the City Council: February 7, 2011 Repassed by the City Council: January 3, 2012 **Repassed by the City Council: January 4, 2016**

Attest: _

Beverly A. Labbe, City Clerk



CHAPTER 42

SOLID WASTE ORDINANCE

PREAMBLE: The purpose of this Solid Waste Ordinance is to protect the health, safety, and welfare of the citizens of the City of Presque Isle, enhance and maintain the quality of the environment, conserve natural resources, and prevent water and air pollution by providing for a comprehensive, rational, and effective means of regulating the handling of solid waste in the City of Presque Isle.

Section 1 Definitions

For the purpose of this Ordinance, the following terms shall have the same definition and meaning ascribed to them in this section, to wit:

<u>BIOMEDICAL WASTE</u>: "Biomedical waste" shall mean waste that may contain human pathogens of sufficient virulence and in sufficient concentrations that exposure to it by a susceptible human host could result in disease or that may contain cytotoxic chemicals used in medical treatment.

<u>CARRION</u>: "Carrion" shall mean dead animals.

<u>CITE</u>: "City" shall mean City of Presque Isle.

<u>COMMERCIAL PESTICIDES</u>: "Commercial Pesticides" shall mean those insecticides, herbicides, and fungicides, that are: (a) used for agricultural, commercial, and industrial use; or (b) labeled as being for commercial use; or (c) sold by facilities classified as major pesticide storage facilities as determined by the Pesticides Control Board. Commercial pesticides do not include pesticides that are commonly available to the general public for household and garden use.

<u>COMMERCIAL PROPERTY:</u> "Commercial property" shall mean any property upon which is situated a structure used for commercial or business purposes including but not limited to apartment buildings containing more than four (4) dwelling units, business offices, condominiums, hotels, motels, restaurants, warehouses, manufacturing, industrial, markets, bakeries, and grocery stores.

<u>COMPOSTABLE WASTE</u>: "Compostable waste" shall mean organic waste that is suitable for composting, to include vegetative wastes and yard waste.

<u>CONSTRUCTION/DEMOLITION DEBRIS</u>: "Construction/Demolition debris" shall mean solid waste resulting from construction, remodeling, repair, or demolition of structures. It includes, but is not limited to: building materials, discarded furniture, asphalt, wall board, pipes, and metal conduits. It excludes: glues, tars, solvents, resins, paints, caulking, or their containers; asbestos; and other special wastes. <u>CONTRACTOR</u>: "Contractor" shall mean any person, corporation, partnership, association or other legal entity under contract with the City to provide curbside solid waste collection services.

<u>DEPARTMENT</u>: "Department" shall mean the Solid Waste Department.

<u>DIRECTOR</u>: "Director" shall mean the person appointed by the City Manager to supervise and manage the Solid Waste Department of the City.

<u>HANDLE/HANDLING</u>: "Handle" or "Handling" shall mean to store, transfer, collect, separate, salvage, process, recycle, reduce, recover, incinerate, dispose of, treat, utilize, or beneficially use.

<u>HAZARDOUS WASTE</u>: "Hazardous waste" shall mean a waste substance or material, in any physical state, designated as hazardous by the Board of Environmental Protection under 38 M.R.S.A. Section 1319-0. It does not include waste resulting from normal household or agricultural activities. The fact that a hazardous waste or a part or a constituent may have value or other use or may be sold or exchanged does not exclude it from this definition.

<u>HOT LOADS</u>: "Hot loads" shall mean solid waste delivered to a waste facility that is on fire, smoldering, or releasing heat upon hydration.

<u>INERT FILL</u>: shall mean clean soil material, rocks, bricks, crushed clean glass or porcelain, and cured concrete, that are not mixed with other solid or liquid waste, and are not derived from an ore mining activity.

<u>LAND CLEARING DEBRIS</u>: "Land clearing debris" shall mean solid waste resulting from the clearing of land and consisting solely of brush, stumps, soil material, and rocks.

<u>LANDFILL</u>: "Landfill" shall mean an engineered area for the disposal of solid waste on or in land.

<u>MIXED SOLID WASTE</u>: "Mixed solid waste" shall mean solid waste that contains no white goods, tires, hot loads, special waste, or unacceptable wastes, and/or insignificant quantities of wood waste, construction/demolition debris, inert fill, land clearing debris, or recyclable materials.

<u>MUNICIPAL SOLID WASTE</u>: "Municipal solid waste" shall mean solid waste emanating from domestic and normal commercial sources. Municipal solid waste does not include wastes removed from or not introduced to these waste streams that are regulated as a residential under Chapter 567 of the Department of Environmental Protection Rules.

<u>PAY AS YOU THROW (PAYT)</u>: "Pay As You Throw" shall mean a program for the collection of solid waste at residential properties by a contractor. Commercial properties may be included in the PAYT program on a case by case basis with the approval of the City Manager.

<u>PERSON</u>: "Person" shall mean any individual; partnership; corporation; or Federal, state or local government entity, association or public or private organization of any character, other than the City.

<u>RECYCLEABLE CARDBOARD</u>: "Recyclable Cardboard" shall mean corrugated cardboard made from kraft paper, and brown kraft paper bags that do not contain the following contaminants: glass; plastic; metal; wood; wax coating; wet strength paper such as potato bags; liquid saturation. Staples, tape, and labels are acceptable parts of recyclable cardboard.

<u>RECYCLABLE MATERIALS</u>: "Recyclable materials" shall mean those paper, metal, glass, and plastic materials designated by the department as suitable for recycling.

<u>RECYCLING</u>: "Recycling" shall mean the collection, separation, recovery and sale or reuse of materials that would otherwise be disposed of or processed as waste, or the mechanized separation and treatment of waste, other than through combustion, and the creation and recovery of reusable materials other than as a fuel for the generation of electricity.

<u>RECYCLING CENTER</u>: "Recycling Center" shall mean the facility at which recycling processes occur.

<u>RESIDENTIAL PROPERTY</u>: "Residential property" shall mean any property upon which is situated a residential structure containing at least one dwelling unit but not more than four (4) dwelling units, to include single family homes, mobile homes, and apartment buildings.

<u>SALVAGE</u>: "Salvage" is the removal of solid waste or parts or portions thereof, for reuse, recycling, composting, or incineration.

<u>SCRAP METAL</u>: "Scrap metal" shall mean metal objects, to include white goods, that are suitable for salvage or recycling.

<u>SEPTAGE</u>: "Septage" shall mean waste, refuse, effluent, sludge and any other materials from septic tanks, cesspools, or any similar facility.

<u>SLUDGE</u>: "Sludge" shall mean any solid, semi-solid or liquid waste generated from a municipal, commercial or industrial wastewater treatment plant, water supply treatment plant, or wet process air pollution control facility or any other such waste having similar characteristics and effect. The term does not include industrial discharges that are point sources subject to permits under Section 401 of the Federal Water Pollution Control Act, as amended.

<u>SOLID WASTE</u>: "Solid Waste" shall mean useless, unwanted or discarded solid material with insufficient liquid content to be free flowing, including but not limited to

rubbish, garbage, refuse derived fuel, scrap materials, junk, refuse, inert fill material, and landscape refuse, but does not include hazardous waste, biomedical waste, septic tank sludge, or agricultural wastes. The fact that a solid waste, or constituent of the waste, may have value or other use or may be sold or exchanged does not exclude it from this definition.

<u>SOLID WASTE DEPARTMENT</u>: "Solid Waste Department" shall be a department of the City that shall manage programs and operations for the City, in connection with the Solid Waste Facilities owned and/or operated by the City.

<u>SOLID WASTE FACILITY</u>: "Solid waste facility" shall mean a waste facility used for the handling of solid waste, to include the transfer station, landfill, and recycling center.

<u>SPECIAL WASTE</u>: "Special waste" shall mean any solid waste generated by sources other than domestic and typical commercial establishments that exists in such an unusual quantity or in such a chemical or physical state, or any combination thereof, that may disrupt or impair effective waste management or threaten the public health, human safety of the environment and requires special handling, transportation and disposal procedures. Special waste includes, but is not limited to:

- A. Oil, coal, wood and multi-fuel boiler and incinerator ash;
- B. Industrial and industrial process waste;
- C. Wastewater treatment plant sludge, paper mill sludge and other sludge waste;
- D. Debris and residuals from non-hazardous chemical spills and cleanup of those spills;
- E. Contaminated soils and dredge spoils;
- F. Asbestos and asbestos-containing waste;
- G. Sand blast grit and non-liquid paint waste;
- H. High and low pH waste;
- I. Spent filter media residue;
- J. Shredder residue; and
- K. Other waste designated by the Board of Environmental Protection, by rule.

<u>THREAT TO THE PUBLIC HEALTH, SAFETY, OR WELFARE</u>: "Threat to the public health, safety, or welfare" shall mean any violation of the provisions of this Solid Waste Ordinance.

<u>TIRES</u>: "Tires" shall mean all tires, tubes and rubber protective flaps. Tire rims are not included under this definition.

<u>TRANSFER STATION</u>: "Transfer Station" shall mean any solid waste facility constructed and managed for storage, compaction and/or placement of solid waste for movement to another solid waste facility.

<u>USER</u>: "User" shall mean any person using the solid waste facilities provided for disposal/handling of solid waste.

<u>VEGETATIVE WASTES</u>: "Vegetative wastes" shall mean wastes consisting of plant matter from farms, homes, plant nurseries, and greenhouses. These shall include plant stalks and hulls.

<u>WHITE GOODS</u>: "White goods" shall mean large appliances, including but not limited to stoves, refrigerators, freezers, washing machines, clothes dryers, dishwashers and air conditioners.

<u>WOOD WASTE</u>: "Wood waste" shall mean brush, tree branches, tree limbs, lumber, bark, wood chips, shavings, slabs, edgings, slash, and sawdust, which are not mixed with other solid or liquid waste. For the purposes of this definition, "lumber" is entirely made of untreated wood free from metal, plastic, and coatings.

<u>YARD WASTE</u>: "Yard waste" shall mean grass clippings, leaves, prunings and tree branches and tree limbs of not more than one-half inch (1/2") in diameter; and other similar debris generated from lawn care and gardening.

Section 2 General

- 2.1 Conformity: This Chapter shall conform to all applicable Federal and State laws.
- 2.2 Conflicts: In the event of a conflict with the provisions of this Chapter and Ordinances of the City of Presque Isle, the more stringent provisions shall apply.
- 2.3 Severability: In the event any portion of this Chapter or Article herein is held to be invalid, that balance of this Chapter or said Article shall remain unaffected hereby.
- 2.4 Violations and Penalties: A violation of this Chapter shall be enforced in accordance with the provisions of 30-A M.R.S.A. § 4452, or the same that may be amended from time to time, as a land use violation. The penalties set forth in 30-A M.R.S.A. § 4452 shall apply to violations of this Chapter, except where expressly provided herein. The City of Presque Isle shall be entitled to its costs for successfully prosecuting any violation of this Chapter, including but not limited to: attorney fees, costs associated with prosecuting the cases, including staff time, clean up costs associated with any remedial action taken by the city or on behalf of the city, even if such costs were incurred by an independent third party, and/or revenue otherwise not received by the community because of the action of the violator.
- 2.5 Enforcement: It shall be the duty of any designated official under the authority of the Presque Isle City Manager to include, but not limited to the Chief of Police, the Code Enforcement Office, the City Health Officer or any other authorized designee to enforce the provisions of this section.
- 2.6 Penalty: Any person who violates any of the provisions of this Ordinance shall be assessed a fine of not less than five hundred (\$500.00) for the first offense and not less than one thousand (\$1,000.00) for each successive violation. Each day's continuance or failure to comply shall be punishable as such. The City shall be the recipient of all fines.

Section 3 Solid Waste Handling

- 3.1 Responsibility: The City, acting through the Director, assumes overall supervision and responsibility for the recycling center, landfill, and any other facilities used in the operation of the Department.
- 3.2 No person shall handle solid waste, including recyclable materials, in a manner that would pose a threat to the public health, safety, or welfare. Any person who handles solid waste in a manner that poses a threat to the public health, safety, or welfare, and such handling occurs at solid waste facilities, or on property on which solid waste facilities are sited, shall be in violation of this Chapter. Handling of solid waste on any other property within the City of Presque Isle that poses a threat to the public health, safety, or welfare shall be a violation of Chapter 13: Litter and Illegal Dumping Ordinance.
- 3.3 All solid waste must be handled at the designated solid waste facility, or at such other place as determined by the Director.
- 3.4 Solid waste shall be handled at the designated solid waste facility only during the times designated by the City and shall handle same during such times, only in areas designated for such purposes.
- 3.5 No person(s) shall separate, collect, convey off or otherwise salvage any part or portion of the solid waste at any solid waste facility unless authorized, in writing, by the Director to do so.
- 3.6 Solid waste shall be separated by users into the following categories for handling at the landfill:
 - 1. scrap metal;
 - 2. tires;
 - 3. wood waste;
 - 4. hot loads;
 - 5. special waste;
 - 6. compostable waste;
 - 7. other waste designated for separation by the Director.

Not withstanding any provisions of Section 3.6 to the contrary, the following solid waste shall only be accepted at the following facilities, namely:

- a. Recyclable cardboard will only be accepted and deposited in designated areas at the landfill and/or recycling center.
- b. Wood waste will only be accepted and deposited in designated areas at the landfill.
- c. Yard waste will only be accepted and deposited in designated areas at the landfill.

The Director reserves the right to change the location of the "designated areas" from time to time.

3.7 Only recyclable materials, as determined by the Department, may be deposited at the recycling center. No user shall deposit contaminated waste, or other materials not determined to be recyclable, at the recycling center. The Department has the right to refuse materials, which in the opinion of the Department, are contaminated or not suitable for the recycling center.

- 3.8 The City reserves the right to require any user to bundle or otherwise contain any material sought to be deposited, when in its sole discretion, such material would, if discarded loose, create a problem in the management of the solid waste facility.
- 3.9 Users found depositing unseparated materials at the solid waste facilities, when permitted to use that facility, shall be in violation of this Chapter.
- 3.10 The City, through its designated agent, is authorized to inspect all solid waste and/or recyclable material before it is deposited, to insure proper separation and whether or not it is acceptable. Any material or substance that is believed to possess contaminates or be in violation of environmental law or regulations, or this Section 2, may be refused at the solid waste facilities, until approved for acceptance by the Department or governing authority. The City reserves the right to request any person desiring to so deposit of such waste to have such waste inspected and tested by a recognized and acceptable testing service before such waste is permitted to be deposited at the solid waste facility. All costs incurred thereby shall be borne by the person seeking to deposit such waste.

Users who refuse an inspection or testing of their solid waste or material sought to be deposited shall be denied the use of the facility.

- 3.11 The solid waste facilities operated and maintained by the City, shall be for the handling of solid waste produced and originating within the municipality of Presque Isle, and any other community that has entered into a contractual relationship with the City for use of the City's landfill and/or other facilities operated by the Department.
- 3.12 The following solid waste shall be considered unacceptable wastes for handling at the Department's solid waste facilities namely:
 - A. All hazardous wastes and substances including, but not limited to, poison, commercial pesticides, industrial waste, acids, caustics, infected materials, explosives, ammunition, flammable liquids and gas, biomedical waste, and waste of unknown origins and/or substances, or contents; and any containers or packages which were used in connection with any such hazardous waste or substances.

For the purpose of this Ordinance, the burden of proof shall be the responsibility of the person attempting to deposit such at the solid waste facility.

B. Any material of any kind or nature that contains any hot, live coals or fire; unless placed in a designated "hot load area" and in accordance with requisites established by the City, or its designated agent.

- C. Unusual quantities of material, as determined by the Director, resulting from (a) the construction or demolition of buildings and structures, or (b) manufacturing, industrial or agricultural processes, or (c) any other process or activity.
- D. All large and bulky materials such as auto car bodies that may require special preparation or processing for handling. Exceptions may be granted if special preparation and processing are accomplished prior to depositing at the solid waste facility.
- E. All carrion over ten (10) pounds as a whole, dismembered carrion, slaughter house wastes, and entrails without special written permission from the Director.
- F. All sludge material and septage material.
- G. All potatoes, potato waste, or potato by products.
- H. Inert debris unless approved by the Director.
- I. Land clearing debris unless approved by the Director.
- J. Solid Waste generated outside the boundaries of the City that is delivered to the City's landfill unless the solid waste is generated within a contracted community, or unless approved by the Director.
- 3.13 Users of the solid waste facilities maintained by the City, in carrying out their responsibilities, shall abide by all rules adopted by the City covering the operation of the solid waste facilities, including without limitation, restricted areas, hours of operation, prohibiting the use of firearms, etc.
- 3.14 Any person refusing to comply with this Chapter or any part thereof, may be refused use of the solid waste facility by the City Council upon recommendation of the Director.

Section 4 Permitting of Users

- 4.1 The City reserves the right to assess and collect a fee for user permits. The amount of such permit fees and the application thereof shall be determined by the City Council.
- 4.2 The City reserves the right to assess and collect tip fees, in addition to user permit fees, from users of the City's solid waste facilities for all solid waste, or specific types or categories thereof, when the City deems it to be in the City's best interest to do so. Such tip fees shall be based on weight, volume, per item charge, or any other method that the City chooses. The amount of such tip fees and the application thereof shall be determined by the City Council.

- 5.1 It shall be unlawful for any person to engage in the business of collection or handling of solid waste within the City of Presque Isle without a valid Solid Waste Collector License issued by the City Council. Each applicant for a Solid Waste Collector License shall make application to the City Council. The number of licenses issued shall solely determined by the City Council.
- 5.2 Any licensed Solid Waste Collector shall agree as part of it's Solid Waste Collector License, to keep all recyclable materials separated, which have been previously separated for recycling by the use of blue bags, dedicated containers, or by any other means, and shall not mix said separated recyclable materials with other solid waste for handling at the City's Solid Waste facilities.
- 5.3 Suspension and License Revocation:

Any Solid Waste Collector who violates any provisions of this Chapter 42 may receive temporary suspension of his or its Solid Waste Collector License revocation thereof, provided, that if in the opinion of the Director, the violation(s) is considered to be a serious breech of the provisions of this Chapter.

Written notice of hearing shall be given to such Solid Waste Collector of the alleged violation(s), to be held at least seven (7) days prior to such hearing date, before the City Manager. At such time the Solid Waste Collector may appear with or without legal counsel. Said notice of hearing shall state, in brief terms the alleged violation(s). At such hearing the Director shall present documentation or testimony of the alleged violation, and may produce witnesses. The Solid Waste Collector may produce witnesses on his or its behalf.

If the City Manager, upon hearing, upholds the Director's opinion, then the City Manager may temporarily suspend or permanently revoke the Solid Waste Collector License, or remove the handling of the alleged violator directly to the City Council for disposition thereof.

The Solid Waste Collector shall have the right to appeal the findings of the City Manager to the City Council, and it shall be heard by the City Council at its next regularly scheduled meeting that is held more than eight (8) days from the date of the City Manager's findings. Such appeal must be entered within twenty-four (24) hours after the date of the City Manager's findings.

Upon hearing before the City Council, which hearing shall be posted in the public notices of scheduled City Council meetings, and shall be held de nova and in public.

The City Council may affirm the City Manager's findings, and penalty, or issue new findings with or without penalty, which may include temporary suspension or permanent revocation of the license.

The City Council shall have the right to refuse to grant a Solid Waste Collector License to the said Solid Waste Collector in the future.

Section 6 Pay As You Throw Collection

- 6.1 Right to enact Pay As You Throw: This Ordinance gives the Presque Isle City Council the authority to enact a Pay As You Throw Program that includes rules, regulations, policies, and procedures.
- 6.2 Services: The City's contractor shall provide weekly curbside trash collection and recycling services for all residential properties in the City. On the effective date of the implementation of the Pay As You Throw program, all residential waste must be placed in the City-approved plastic bags acquired from an approved vendor. The price of the bags shall be established by the City Council.
- 6.3 Prohibited Materials: The following solid waste, by way of example and not limitation, shall be considered unacceptable for curbside collection. These materials will not be picked up at curbside:
 - 1. Materials not in a City-approved plastic bag,
 - 2. White goods such as stoves, refrigerators, washers and other large appliances,
 - 3. Material from the major repair of, excavation for, construction or destruction of buildings or structures, such as piping, earth, plaster, mortar, bricks, building, blocks, septic tanks, trees, or tree stumps, and any other similar materials commonly called demolition debris,
 - 4. Grass clippings, weeds, plants, shrubs, leaves, brush or branches unless they are in a City-approved plastic bag,
 - 5. Mattresses and box springs,
 - 6. Hazardous waste: All hazardous waste as defined by federal and state regulatory agencies,
 - 7. Hospital Waste: All contaminated hospital waste as defined by federal and state laws, i.e., "red bag" pathological anatomical waste,
 - 8. Infectious waste: Wastes which are hazardous by reason of their contamination with infection materials i.e., "red bag" waste body parts, pathology lab waste, etc.,
 - 9. Human fecal waste,
 - 10. Animal fecal waste which is not contained in a plastic bag,
 - 11. Flammable liquids,
 - 12. Powder and liquid pesticides, herbicides, and fungicides,
 - 13. Liquid paint waste and pigments,
 - 14. Electrical capacitors: Contain oils that may contain P.C.B.'s.
 - 15. Special wastes as defined by state law and this Chapter,
 - 16. Laboratory chemicals, and
 - 17. Hot ashes.
- 6.4 Non-Contracted Collection Services: Owners of commercial properties that are not included in the Pay As You Throw collection services contract must make arrangements for the collection of solid waste from their properties.

Section 7 Sunset Provision

This Ordinance shall be in force for the term of four (4) years from its effective date noted below. This ordinance shall become null and void upon the expiration of four (4) years from the said effective date; and unless recommended and required by the City Council to remain effective, prior to such expiration date.

CHAPTER 43

CITY OF PRESQUE ISLE

Planning Board Ordinance



Adopted by the City Council: March 2, 1998 Repassed by the City Council: February 7, 2000 Repassed by the City Council: January 21, 2004 Repassed by the City Council: January 7, 2008 Repassed by the City Council: March 3, 2008 Repassed by the City Council: January 3, 2012 Amended by the City Council: November 5, 2012 **Repassed by the City Council: January 4, 2016**

Attest: _____

Beverly A. Labbe, City Clerk

City Seal	

CHAPTER 43 PLANNING BOARD ORDINANCE

Article I: Establishment

Pursuant to Art. VIII, pt. 2, Section 1 of the Maine Constitution and 30-A M.R.S.A. § 3001, the City of Presque Isle hereby established the Municipal Planning Board.

Article II: Appointment

- 1. Board members shall be appointed by the City Council and sworn by the Clerk, or other person authorized to administer oaths.
- 2. The Board shall consist of seven (7) members.
- 3. The term of each member shall be four (4) years except the initial appointment, which shall be for the term of each member serving of the Board, as constituted prior to the enactment hereof.
- 4. Appointed members shall continue to serve at the expiration of their term until either a new member has been appointed, or the expiration of ninety (90) days from the end of the term, whichever occurs first.
- 5. Vacancy: When there is a Vacancy, the City Council shall appoint a person to serve for the unexpired term. A vacancy shall be deemed to have occurred upon the happening of any of the following events: resignation, death, or when a member shall fail to attend four (4) consecutive meetings or fails to attend at least 76% of the regular meetings (unexcused by the Chairperson) during the preceding twelve (12) month period. When a vacancy occurs, the Chairperson shall immediately notify the City Council in writing. The City Council may remove any member or members of the board by unanimous vote, after due notice and hearing.
- 6. A member of the City Council, while serving in that capacity, may not be a member of the Planning Board.

Article III: Officers

An annual meeting shall be held the third Thursday in February and the following officers shall be elected from members of the Board, and shall serve until replaced.

A. Chairperson

- 1. The chairperson shall preside at all regular, special and executive session meetings of the Board; and shall conduct the meeting.
- 2. The Chairperson shall appoint members to the committees of the Board, if any, and shall be ex-officio member of any committee.
- 3. The Chairperson shall determine agenda items and order of business.
- 4. The Chairperson shall vote at all regular and special meetings of the Board.

B. Vice-Chairperson

The Vice-Chair shall assume the duties of the Chairperson when the Chairperson is absent.

The Board also shall appoint annually a secretary to prepare an agenda, provide proper public notice of each meeting, and keep the minutes of the proceedings of the Planning Board; eligible appointments to the position of secretary shall not be limited to members of the Planning Board. In the event the secretary is absent from any meeting of the Board, the Chairperson shall appoint a secretary *pro tempore* for that meeting.

Article IV: Quorum

No meeting of the Board shall be held without a quorum of four (4) members in actual attendance of such meeting. A member must be present to vote. All decisions shall be by majority vote of those present and voting.

Article V: Meetings

- **A. Regular Meetings:** The Planning Board shall hold its regular scheduled meeting at 7:00 PM on the third Thursday of the month at City Hall, unless there is no business to be brought before the Board.
- **B. Special Meetings:** Shall be called by the Chairperson, whenever it is deemed necessary, provided notice thereof is given by publishing in the <u>Star Herald</u> written notice of such meeting, which notices sets forth the subject matter(s) to be addressed at the meeting, the date, and the place of the meeting, at least ten (10) days prior to said meeting; such notice shall also be posted on the Municipal Bulletin Board, City Office, at least ten (10) days prior to said meeting date.

Article VI: Appeals

Appeals of any findings, actions, or determination of the Board shall be to the Superior Court, in accordance with Rule 80-B of the Maine Rules of Civil Procedure. The hearing before Superior Court shall be a trail *de novo* without jury.

Chapter 12 - Taxi Cab Ordinance

Staff recommends approval.

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 12 – Taxi Cab Ordinance.

Chapter 13 - Litter and Illegal Dumping Ordinance

Staff recommends approval.

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 13 – Litter and Illegal Dumping Ordiance.

Chapter 25 - Maine Uniform Building & Energy Code

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 25 – Maine Uniform Building & Energy Code.

<u>Chapter 25A – Residential Building Code – One & Two Family</u> <u>Dwellings Maine Ordinance</u>

Staff recommends approval.

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 25A – Residential Building Code – One & Two Family Dwellings Maine Ordinance.

Chapter 31 – National Electrical Code Ordinance

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 31 – National Electrical Code Ordinance.

Chapter 37 – Personnel Ordinance

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 37 – Personnel Ordinance.

Chapter 38B - Life Safety Code

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 38B – Life Safety Code Ordinance.

Chapter 38C – Property Maintenance Code

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 38C – Property Maintenance Code Ordinance.

Chapter 42 – Solid Waste Ordinance

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 42 – Solid Waste Ordinance.

Chapter 43 – Planning Board Ordinance

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to re-pass Chapter 43 Planning Board Ordinance.

Legal Notices

NOTICE OF PUBLIC HEARING CITY OF PRESQUE ISLE

NOTICE IS HEREBY given that the Presque Isle City Council will be hold a **PUBLC HEARING** on **January 8, 2020** at **5:00 PM** in the City Council Chambers, City Hall at 12 Second Street, to consider repassing the following ordinances due to the "Sunset" provision:

Chapter 12 - Taxi Cab

Chapter 13 - Litter and Illegal Dumping

Chapter 25 - Maine Uniform Building and Energy Code

Chapter 25A - Residential Building Code

Chapter 31 - National Electric Code

Chapter 37 - Personnel

Chapter 38B - Life Safety Code

Chapter 38C - Property Maintenance Code

Chapter 42 - Solid Waste

Chapter 43 - Planning Board

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

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

Per City Council Thomas C. King, City Clerk

Published on January 1, 2020

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 7

SUBJECT

NEW BUSINESS: Consider Adopting Revisions to Land Use & Development Code under Chapter 1, Section V – Definitions to add Transportation Terminal

INFORMATION

Transportation Terminal Definition
 Public Hearing Notice

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor ______ to adopt the revisions to the Land Use & Development Code.

Transportation Terminal: A facility or premise for the receipt, transfer, short-term storage, or dispatching of goods and/or persons by ground, rail, or air to include train depot, commercial bus depot, commercial vehicle drop and hook yards, commercial vehicle servicing areas, and areas used for extended parking of commercial motor vehicles or trailers other than incidental to a primary business use.

Legal Notices

NOTICE OF PUBLIC HEARING CITY OF PRESQUE ISLE

NOTICE IS HEREBY given that the Presque Isle City Council will be hold a **PUBLC HEARING** on **January 8, 2020** at **5:00 PM** in the City Council Chambers, City Hall at 12 Second Street, to consider passage of a revision to **Chapter 1, Section V (Definitions) of the Land Use and Development Code to add "Transportation Terminal".**

The public may attend the public hearing or submit written comments. You can obtain more information by contacting the City Planner's Office at City Hall, 12 Second Street, Presque Isle, ME 04769 or call at 760-2727.

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

Per City Council Thomas C. King, City Clerk

Published on January 1, 2020

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 8

SUBJECT

NEW BUSINESS: Consider Adopting 2019 Comprehensive Plan

INFORMATION

2019 Comp Plan
 Public Hearing Notice

REQUESTED ACTION

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

CITY OF PRESQUE ISLE, MAINE 2019 COMPREHENSIVE PLAN

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VISION STATEMENT

- Summarizes the desired community character in terms of economic development, natural & cultural resources, transportation, land uses and the community's role within the region.

PUBLIC PARTICIPATION SUMMARY

- The efforts of the Planning Board to involve the public, information sources (input from the City Departments, City Committees, other state & local agencies, & public hearings).

REGIONAL COORDINATION

- The local involvement in NMDC activities & efforts, L.E.A.D activities & US Rt. 1 Corridor Management efforts (as example).

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City of Presque Isle, Maine

PLANNING and DEVELOPMENT

I.-VISION STATEMENT

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

II.-Public Participation Summary

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

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

III.-Regional Coordination Efforts

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

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

Future Land Use Plan

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

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

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

State and Local Goals:

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

Policies:

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

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

<u>GROWTH AREAS – Growth Area Zones are all other Zones except AFFZ, AHZ, &</u> <u>WPAHZ</u>

Projected Residential Growth Areas

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

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

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

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

Projected Commercial/Institutional Growth Areas

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

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

"Downtown Revitalization" & Main Street Growth Areas

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

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

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

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

Projected Industrial Growth Areas

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

<u>Rural Areas: "Rural" Zones are delineated by AFFZ, AHZ, WPAHZ districts on the City's</u> official Zoning Map

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

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

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

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

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

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

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

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

Transportation:

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

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

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

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

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

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

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

To address these transportation priorities the city establishes several goals:

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

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

RECOMMENDATIONS: SPECIFIC RECOMMENDATIONS CONCERNING RESIDENTIAL LAND USE

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

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

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

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

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

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

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

The City's development standards and subdivision review process should be routinely reexamined to ensure that they remain in the best interest of the City.

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

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

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

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

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

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

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

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

Municipal, State, or Federal building or use

Churches Funeral homes Rooming houses/boarding houses Institutions not for residential occupancy, (i.e., educational, religious, political, social, fraternal, and/or philanthropic)

An impact fee ordinance should be developed and adopted.

SPECIFIC RECOMMENDATIONS CONCERNING COMMERCIAL LAND USE

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

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

- 3. The City should investigate the feasibility of different widths of rights-of-way for different types of development (i.e. lesser widths of non-thru traffic areas).
- k) The following existing special exceptions allowed in residential zones should be reassigned to business and/or buffer zones.

Municipal, State, or Federal buildings or use Churches Funeral homes Rooming houses/boarding houses Institutions not for residential occupancy, (i.e. educational, religious, political, social, fraternal, and/or philanthropic)

1) Office parks should be added as a permitted use in business and/or buffer zones.

SPECIFIC RECOMMENDATIONS CONCERNING INDUSTRIAL LAND USE

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

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

SPECIFIC RECOMMENDATIONS CONCERNING AGRICULTURAL AND FORESTRY LAND USE

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

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

LAND USE - GOALS POLICIES AND OBJECTIVES

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

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

SPECIFIC RECOMMENDATIONS CONCERNING LAND USE

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

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

Summary

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

Overview:

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

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

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

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

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

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

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

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

In most respects, the land use strategies described in 2007 remain valid; however, the City must ensure that 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 and western portions of State Street.

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

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

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

Residential Development in Presque Isle

(Source: U.S. Census Data)

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

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

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

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

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

The third residential zone established in 2013 was the ROZ, which serves as a transitional zone in which residential uses and limited office uses are permitted. This zone recognizes that certain areas of Presque Isle along arterial and collector streets that have been predominately residential in nature are facing increased presses 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	Х	Х	X
Accessory uses and buildings	Х	X	X
Underground public utility facilities	Х	X	X
Overhead electric utility distribution facilities and overhead telephone distribution and trunk facilities	Х	Х	X
1 and 2 family dwellings	X	Х	Х
SPECIAL EXCEPTIONS			
Apartment building		Х	
Rooming house	Х		
Cemeteries	Х		
Hospital, nursing homes, homes for the aged, and Congregate and "assisted living" housing	Х		
Funeral home		X	X
Recreation activity buildings and grounds operated for profit	X		
Neighborhood convenience commercial facilities not exceeding	X		
1000 sq. ft. in building area intended to the immediate area in which it is constructed, excluding gas stations			
Private recreational uses exclusive of drive-in theaters		X	X
Public utility facilities including substations, pumping stations, and sewage treatment facilities	X	Х	X
School (including day nursery), hospital, municipal or state building or use, church, or any other institution of educational, religious, philanthropic, fraternal, political, or social mature, which is not used for residential occupancy	X	X	X
Home Occupations			
Adult Care Facilities	Х	Х	Х
Daycare/home babysitting	Х	Х	Х
Bed & Breakfast Inn	Х	Х	Х

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

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

COMMON STANDARDS

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

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

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

B. <u>Business Use</u>

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

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

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

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

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

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

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

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

In addition to the public improvements, the City participated in programs designed to improve rental housing units and storefronts in the downtown business district. A total of eighteen apartments were rehabilitated by property owners, in partnership with the City, the Maine State Housing Authority, and the Presque Isle Housing Authority. Fifty percent of the cost of the improvements, up to \$4,000 per unit, was loaned by the City to the property owner, who also received a grant from the Maine State Housing Authority. The City created a commercial property rehabilitation program, which loaned up to 40% of the total project cost, up to a maximum of \$15,000, for signage and facade and safety improvements.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Current Downtown Revitalization Efforts

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

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

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

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

At this writing, each sub-committee is developing a list of specific immediate, short-, and longterm goals; however, several primary goals exist at this time: restructuring as a non-profit organization; hiring a "downtown manager"; improving the in-town parking with the design and construction of off-street parking areas, including signage, lighting, and landscaping; reintroducing culture and music to the community with a gazebo/amphitheater structure; and improving the facades and signage of each building in the target area to create a cleaner, cohesive, and more inviting downtown.

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

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

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

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

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

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

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

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

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

PERMITTED USES	SCZ	BZ	RBZ	GDZ	DRBZ
1 and 2 family dwellings, exclusive of mobile homes			Х		Х
1 and 2 family dwellings		Х		Х	
Single-family dwellings	Х				
Accessory uses and buildings, including home occupations		Х	Х	Х	Х
Apartments		Х	Х	Х	Х
Accessory uses and buildings	Х				
Retail and wholesale business and service establishments, excluding new &		Х	Х	Х	Х
used car lots, as Special Exceptions					
Retail business and service establishments of 5,000 less square feet of gross	Х				
building area, but excluding new/used car lots, junkyards/automobile graveyards					
Retail business and service establishments <i>exclusive</i> of Junkyards and auto			Х		
recyclers			v		v
Business/professional offices	37		Х		Х
Business/professional offices of 2,000 or less square feet of gross building area	Х	37		NZ	
Professional offices		Х		Х	-
Commercial parking lot/parking garage					**
Bus passenger station		**	X		Х
Public utility facilities including substations, pumping stations, and sewer		Х		Х	
treatment facilities					
Including underground & overhead electric and telephone	Х				
Municipal and government uses	Х	Х			
Public open space recreational use	Х				
SPECIAL EXCEPTIONS					
Educational institutions including nursery schools bearing in mind that			Х	Х	Х
excessive numbers of children can be an annoyance in residential areas and in					
commercial areas may pose safety problems					
Motel, hotel, rooming house,		Х	Х		Х
Rooming house	Х				
Bed and breakfast			Х		
Gasoline service station				Х	Х
Gasoline sales at convenience stores	Х				
Place of assembly, including theater		Х	Х	Х	Х
New and used car lots	Х	Х	Х	Х	Х
Gasoline service station and/or repair garage		Х	Х		
Funeral home		Х			
Public Transportation terminal		Х			
Warehousing and storage		Х			
Research laboratories		Х			
Manufacturing operations, provided they conform with Chapter II		Х			
Public utility facilities, including substations, pumping stations, and sewage		1	Х	Х	Х
treatment facilities					
Municipal and government uses					Х
Home Occupations	Х				
Cemeteries	Х				

Existing Commercial Zones in Presque Isle

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

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

	SCZ	ΒZ	RBZ	GDZ	DRBZ
Maximum building coverage	15%	None	None ¹		
Minimum land area per dwelling unit	1 acre		Same as URZ ²		
Minimum land area per developing unit	1 acre	3			
Minimum lot size	1 acre	3	None ²		None
Minimum street frontage	100'	75'	None ²		None
Minimum front yard	30'	30' ³	30'4		None
Minimum side/rear yards	30'	30'5	10'6		None
Maximum building height	35' ⁷	40'7	40'7		75'
Minimum setback from streams and water bodies, wetlands	100'	100'	100'	25'	
Maximum outdoor stored material coverage	20' from PL open	8			
 ² Except for those space standards for residential uses shall Urban Residential Zone; ³ Except for those space standards for residential uses shall Urban Residence Zone UR.Z-1; ⁴ Except that a building setback need not be greater than e immediately adjacent on both sides of the proposed structure ⁵ Except as may be required by the buffer provisions where the side and/or rear yards abut a residential district for 40' shall be required; ⁶ Except as otherwise required by the buffer provisions of where the side and/or rear yards abut a residential zone in 15' or 50% of the building height, whichever is greater, shall accepted by the City in its then-current airport master plant⁸ 1/3 required distances for side, rear, and front yards shall 	l be the s xisting bure; of the (in which the Code which ca all be rea ce surfac ;	ame as uildings Code a case a n and ex se a mi quired; res crea	those for and except minimum cept nimum of ted and		

C. <u>Industrial Use</u>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Industrial Zoning (IZ) in Presque Isle

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

Municipal and governmental uses

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

Coue shan be observed.	
Minimum area of the lot	None
Minimum street frontage	None
Minimum front yard	50 feet
Minimum side and rear yards	30 feet'
Maximum building height	None ²
Minimum setback from streams and water bodies	100 feet
Minimum distances between principal buildings on t	the same lot shall be equivalent to the
taller building.	

¹Except as otherwise required by the buffer provisions of this Code and except where the side and/or rear yards abut a residential district, in which case a minimum of 50 feet or 50% of the building outdoor stored material height, whichever is greater shall be required ² In no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current airport master plan

Light Industrial Zoning (LIZ) in Presque Isle

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

STANDARDS:

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

Maximum building footprint (10,000 square feet) Minimum land area per building (0.5 acre) Minimum street frontage (100 feet) Minimum front yard (30 feet) Minimum side and rear yards (30 feet) Maximum building coverage (50%) Maximum building height (35 feet; in no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current airport master plan) Maximum outdoor stored material coverage (two-thirds required distances for front, side, and

rear yards shall be maintained without material stored thereon)

Minimum Setback from streams and water bodies (100 feet)

Industrial Conditional Zoning (IZ-C) in Presque Isle

Wholesale,	retail, and stora	ge business u	ses		
Research fa	cilities	-			
Accessory ı	ses and buildin	gs			
Alternative	energy generati	on facilities			
Wind Energ	y-Related Non-	Operational 7	Fraining Fac	ilities	

SPECIAL EXCEPTIONS

Municipal and governmental uses School or any other institution of education

STANDARDS:

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

Minimum area of the lot	None
Minimum street frontage	None
Minimum front yard	50 feet
Minimum side and rear yards	30 feet'
Maximum building height	None ²
Minimum setback from streams and water bodies	100 feet
Minimum distances between principal buildings on the sar	ne lot shall be equivalent to the
taller building.	
¹ Except as otherwise required by the buffer provisions of t	his Code and except where the
side and/or rear yards abut a residential district, in which c	ase a minimum of 50 feet or
50% of the building outdoor stored material height, which	
² In no instance shall any structure pierce the imaginary air	
accepted by the City in its then-current airport master plan	

D Agricultural/Forestry Uses

<u>1. Agriculture:</u>

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

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

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

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

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

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

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

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

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

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

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

2. Forestry:

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

The 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 vetering	nary hospital				
School, hospital, municipal building or use	church or any other institution of educational,				
religious, philanthropic, fraternal or social r	nature.				
Mineral exploration / extraction					
Taxidermy Studios (must comply with all a	pplicate state and federal statutes and regulations				

All other commercial uses

STANDARDS:

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

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

Minimum street frontage	200 feet
Minimum front yard	40 feet
Maximum building coverage	15%
Minimum rear and side yards	30 feet1
Maximum building height	35 feet2
Minimum set back from streams and water	100 feet
bodies	

¹Buildings higher than 40 feet shall have side and rear yards not less than 50% of building height. ²In no instance shall any structure pierce the imaginary air space surfaces created and accepted by the City in its then-current airport master plan

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

- a. Sewerage and water shall be provided.
- b. A minimum land area of 10 acres shall be provided.
- c. The maximum net density shall not exceed 1 dwelling unit per net residential acre.

E. Limited or Restricted Uses

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

1. <u>Aircraft Hazard Zone (AHZ)</u>

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

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

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

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

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

2. <u>Resource Protection Zones (RPZ)</u>

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

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

3. <u>Watershed Protection Zones (WPAHZ)</u>

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

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

The major provisions of the Watershed Protection Zone amendment include:

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

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

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

4. Rural Residential Zone – RRZ

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

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

5. Source Water Protection Area (SWPA) Overly Zone

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

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

A. PERMITTED USES

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

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

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

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

C. STANDARDS

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

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

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

Maximum net residential density: 1 dwelling unit - one net residential acre Maximum net retail/commercial density: 1 retail/commercial building – one net retail/commercial acre Minimum land area per dwelling unit - one acre Minimum land area per retail/commercial building - one acre Minimum lot size - one acre Minimum street frontage - 100 feet Minimum front property line - 30 feet Minimum rear and side property lines - 30 feet Maximum building coverage - 15 percent Maximum building height - 35 feet** Maximum outdoor stored material coverage: (Two-thirds required distances for front, side, and rear yards shall be maintained without material stored thereon) Minimum setback from streams and water bodies - 250 feet Minimum setback from wetlands - 100 feet "Use" variances are not permitted in this zone.

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

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

Wetlands

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

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

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

The hydric soil criterion presents the greatest problem for potential development in Presque Isle. Hydric soils occur naturally and are quite prevalent, given the many water bodies found in Aroostook County; however, hydric soils also can result in specific locations from man-made activities, such as the accumulation in low areas of fine soil particles migrating from farming operations. Upland areas in Presque Isle have been officially defined as wetlands despite the absence of wetland vegetation or saturated soils, simply on the basis of the presence of soil conditions that can be characterized as hydric. Developers often are required to invest substantial amounts of time and money to prove, for example, that a collection of fine soil particles at the end of a drainage pipe from a floor drain in a potato packing shed does not constitute a wetland of any value.

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

Floodplains

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

Shoreland Zones

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

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

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

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

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

POPULATION

Introduction

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

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

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

Regional Population

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

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

Regional Population 1990-2034

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

Source: Department of Agriculture, Conservation and Forestry

Presque Isle's Population Trends

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

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

Shifts in Age: 2000-2010

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

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

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

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

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

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

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

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

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

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

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

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

(Source: U.S. Census Data)

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

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

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

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

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

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

The overall trend toward smaller households and families first noted in 1980 continued in 2010. The number of persons per <u>household</u> in Presque Isle declined from 3.30 in 1970 to 2.19 in 2010; the number of persons per <u>family</u> 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%.

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

Educational Attainment of Population Age 25+, 1990 to 2016

Source: US Census, 1990 and 2016

Population by Industry and Occupation

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

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

Occupation by Industry, 2016

Source: 2016 US Census

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

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

TRANSIENT POPULATION:

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

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

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

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

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

Demographic Analysis

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

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

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

ECONOMY:

State Goals:

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

Local Economy:

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

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

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

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

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

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

1. Employment Trends:

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

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

Average Annual Labor Force

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

Source: Maine Department of Labor

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

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

Source: Maine Department of Labor

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

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

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

United States 6.2	5.3 4.9	3.9	
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Source: Maine Department of Labor

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

2. Commuting Patterns/Travel Time to Work:

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

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

3. Border Crossings:

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

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

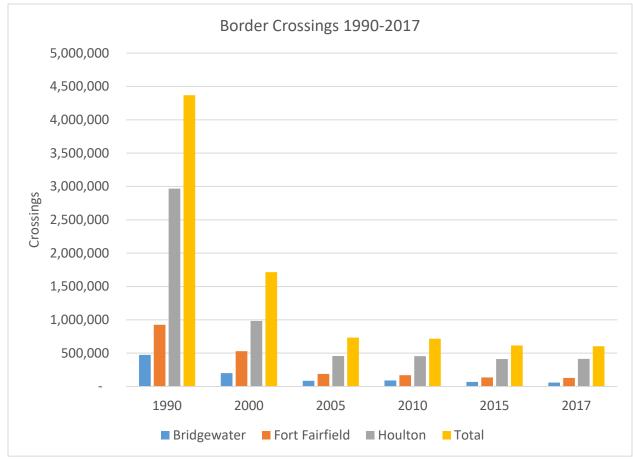
Despite the decrease in cross-border shopping, retail sales figures have remained unexpectedly stable throughout northern Maine. In 1994, a 17% reduction in border crossings yielded only a

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

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

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

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



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

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

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

4. Loring Commerce Center:

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

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

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

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

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

5. Agriculture:

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

6. Forestry:

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

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

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

7. Construction:

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

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

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

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

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

Source Presque Isle Code Office

Economic and Community Development Resources:

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

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

Project-specific citizen advisory committees; The Presque Isle Planning Board; The Presque Isle Zoning Board of Appeals; Its Planning & Development Department staff; The Presque Isle Industrial Council; The Presque Isle Utility District; The Presque Isle Development Fund Trustees; The Central Aroostook Area Chamber of Commerce; The Presque Isle Downtown Revitalization Committee Local commercial lenders; Northern Maine Development Commission; The Maine Development Foundation; The legislative and congressional delegation serving Aroostook County; The Main Department of Economic and Community Development; The University of Maine at Presque Isle; Northern Maine Community College; Aroostook County Action Program; The Maine Department of Transportation, Environmental Protection, Inland Fisheries, and Wildlife; The Finance Authority of Maine; the U.S. Department of Housing & Urban Development, Environmental Protection Agency, Small Business Administration, Fish & Wildlife Service, Economic Development Administration, Commerce; and Agriculture.

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

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

SPECIFIC RECOMMENDATIONS CONCERNING ECONOMY

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

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

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

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

Overview:

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

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

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

Housing Trends

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

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

	1980	1990	2000	2010	
	Housing	Housing	Housing	Housing	% Change
Town	Units	Units	Units	Units	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%

Housing Units Comparison, 1980-2010

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.

	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%

Year of Structure Built

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.

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

Selected Housing Characteristics

Source: U.S. Census

	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

HOUSING UNITS AND TENURE IN PRESQUE ISLE

(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.

	SINGLE	MOBILE	TWO	MULTI
	FAMILY	HOMES	FAMILY	FAMILY
YEAR	HOUSES		HOMES	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%

OCCUPIED HOUSING UNITS BY TYPE OF STRUCTURE

(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.

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

SELECTED CHARACTERISTICS OF HOUSING UNITS IN PRESQUE ISLE

(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 moderateincome 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 moderateincome 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.

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%

Presque Isle Gross Rent

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 Co	onstruction/Bui	ldings			
YEAR	STICK BUILT	MODULAR	MOBILE HOMES		
1990	4	1	5		
1991	5	6	13		
1992	8	1	14		
1993	4	2	14		
1994	7	7	19		
1995	6	14	10		
1996	16	4	18		
1997	12	5	24		
1998	4	9	13		
1999	4	12	22		
2000	4	5	15		
2001	4	8	13		
2002	7	5	11		
2003	5	8	11		
2004	10	11	8		
2005	8	12	8		
2006	8	7	3		
2007	8	1	1		
2008	7	5	4		
2009	6	2	3		
2010	8	0	0		
2011	0	0	1		
2012	3	1	1		
2013	5	1	0		
2014	4	0	0		
2015	0	1	0		
2016	0	0	1		
2017	0	5	0		
2018	0	2	0		

Residential Building Permits New Construction/Buildings

(Source Municipal Code Enforcement Officer)

A. Rental Housing:

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

NAME	ТҮРЕ	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

FEDERALLY ASSISTED ELDERLY AND MULTI-FAMILY RENTAL HOUSING

E = ELDERLY H=HANDICAPPED F=FAMIILY

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

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

Landlords have difficulty raising rental fees to cover overhead expenses, due to the prevailing wage scales in the area;

There is a scarcity of rental units of quality to attract upper-middle to upper-income persons; Rental rates for apartments vary little among the respondents;

Few rental property owners report extensive waiting lists. Waiting lists appear to be unnecessary due to high demand and apparently limited housing resources to meet that demand.

B. Other Housing:

1. Group Homes:

For many years, Presque Isle has been one of the leaders within the state in integrating group homes for persons with disabilities into the general neighborhood mix. There are

currently group homes or transitional living facilities for those with developmental disabilities, mental illness, and behavior problems located throughout the City. Group homes are "permitted uses" in all zones allowing residential use, under the City's *Land Use and Development Code*.

2. "Assisted Living" Housing:

Within the past ten years, "Assisted living" housing has become available within Presque Isle. "Assisted living" housing is a form of non-institutional residential housing consisting of private apartments, in which congregate-type services may be made available by the operator to residents for a fee beyond the basic shelter costs. Medical or mental health services, meals, laundry assistance, or other types of aid appropriate to the needs of the individual resident are among those services that may be provided.

3. Nursing Home:

An 82-bed, fully certified private nursing home is located in Presque Isle. The facility is located adjacent to the Aroostook Medical Center, which ensures residents immediate access to hospital care when needed. The facility also is connected with the "assisted living" facilities.

4. Emergency Shelter:

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

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

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

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

	2012-13		1998		1996	
TOTAL CLIENTS	349		344		367	
TOTAL BEDNIGHTS	16152		3234		3536	
C=Clients / BN=Bed nights	С	BN	С	BN	С	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

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

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

C. Current Issues:

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

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

2. Increasing efforts in the U.S. Congress to eliminate or substantially modify housing subsidies for low to moderate-income persons pose a serious problem for communities with high numbers of subsidized housing units, such as Presque Isle. Without the availability of subsidized housing, many members of the continually growing elderly

segment of the local population, for example, would be at risk. With an already long waiting list for affordable elderly housing units, the Presque Isle Housing Authority would be unable to meet the demand. The City should report its concerns to its congressional representatives, its state legislative delegation, and the Maine State Housing Authority. It should take an active role to ensure its most at-risk populations continue to have housing options.

- 3. Low-cost, Canadian-built, modular housing imports constitute a growing concern for the City. While providing affordable housing, Canadian imports carry a third-party certification of building code compliance that may or may not satisfy locally adopted building codes. Under the regulations of the Maine Manufactured Housing Board, the local code enforcement officer may not evaluate the materials and quality of construction of the housing to ascertain its compliance with local codes. The code enforcement officer must accept at face value a certification issued at the manufacturer's place of business. A new twist on the problem is the use of modular housing units as commercial/retail structures. If a private homeowner is prepared to accept an imported structure as a residence that is a personal decision. Members of the public, entering a place of business, have come to expect that the City, through its code enforcement officer, has determined that the structure is safe to enter. Under the rules of the Manufactured Housing Board, the City is powerless to ensure adopted state and local standards. The City should pursue rule changes at the state level to ensure equal application of standards for residential and retail uses of imported modular housing units.
- 4. Several neighborhoods throughout the City need varying but extensive levels of housing rehabilitation to ensure the availability of clean, safe, and sanitary housing for local residents. The City should undertake a thorough assessment of the various neighborhoods, working with area residents and various state programs, to establish a priority for seeking housing rehabilitation funding assistance.
- 5. Housing subdivisions in any residential zone should utilize public water and sewer.

Analysis

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

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

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

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

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

HOUSING - GOALS, POLICIES, AND OBJECTIVES:

STATE PLANNING GOAL: *To encourage and promote affordable, decent housing opportunities for all Maine Citizens.*

LOCAL GOAL:

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

POLICIES:

- 1. The City of Presque Isle will seek to meet the goals of the <u>Growth Management Act</u> regarding affordable housing.
- 2. Continue to support the efforts of the Presque Isle Housing Authority to address the housing needs of low and very low-income persons;
- 3. Continue to encourage a strong code enforcement program to ensure the health and safety of City residents;
- 4. Continue to encourage the integration of group homes in residential neighborhoods;
- 5. Continue to support the Sister Mary O'Donnell Shelter for the Homeless as a community resource;
- 6. Advocate for the licensing of additional nursing home beds in Aroostook County;
- 7. Continue to monitor Real Estate Transfer Tax Declaration forms for trends in housing prices;
- 8. Continue to support the Maine State Housing Authority's First Time Home Buyers program;
- 9. No rural street or road will consider for acceptance as a public way unless it directly accesses a street or road maintained by the City Public Works Department;

OBJECTIVES:

- 1. Conduct a rental housing survey to determine average rental rates, vacancy rates, and other information deemed appropriate and necessary;
- 2. Review and amend, as necessary and as appropriate, the City's subdivision review criteria;
- 3. Amend the Land Use and Development Code to require developers to prepare two site plans for subdivision coming before the Planning Board. At least one shall present a "clustering" concept;
- 4. Conduct information programs for local rental property owners concerning the availability of City and State loan funds for rental unit rehabilitation;
- 5. Identify target areas and gather preliminary information on neighborhoods that might be eligible for CDBG rehabilitation assistance.

PRESQUE ISLE AREA TRANSPORTATION

State Comprehensive Plan Review Criteria for Transportation

State Goal: To plan for, finance, and develop an efficient system of public transportation facilities and services to accommodate anticipated growth and economic development.

Northern Maine Overview

Roads and Bridges

There are 1125 miles of roadway in northern Maine not including the interstate system. Of that roadway mileage, approximately 35 percent is 50 or more years old. Since the early 1960's new road construction in Maine has been on a steady decline.

The condition of the existing roadways in northern Maine and the rest of the state had deteriorated at an alarming rate in the 1990s. In May 2000, the 119th legislature enacted a law that required the Maine Department of Transportation (Maine DOT) to present annual budgets that will result in the improvements of the rural arterial highway system to modern design standards within 10 years. This represents the most ambitious highway program undertaken by Maine DOT. According to Maine DOT, Region 5 has 205 miles of National Highway System/Principal Arterial mileage of which 16.4 miles (8 percent) are considered deficient. In addition, there are 174 miles of minor arterial (18% deficient), and 488 miles of major collector (32% deficient). Maine DOT estimated that the cost of removing all of the backlog projects in Region 5 could exceed \$87 million. Maine DOT defines deficient as needing to bring the condition of the road to modern safety standards and adequate structural capacity.

Houlton is the northern terminus for the Interstate 95 system in the United States before it connects with the Trans-Canada Highway System (Route 2) in New Brunswick, Canada. Along with the Trans-Canada Highway, all of these routes provide the necessary infrastructure to serve forest products industries, agricultural industries, connect population centers, encourage tourism, and to provide access to and from Canada. These various highways also provide vital connections to the remainder of Maine, New England, and the Atlantic Provinces of Canada.

There are 351 bridges in the northern Maine area. Of the 351 bridges, 74 percent are the responsibility of the state, 15 percent are town, 8 percent are city, and 1 percent is the responsibility of the Maine Forest Service. There are 334 rural bridges and 17 urban bridges. 227 bridges need no improvements at this time, 43 are in need of replacement, 30 need to be widened, and 41 need to be rehabilitated.

Statewide Airports

Maine is broken down for aviation planning purposes into eleven (11) regions in the Maine Aviation Systems Plan (MASP) prepared by the Department of Transportation, Office of Passenger Transportation (2005). Region 11, which covers all of Aroostook County, has four (4) system airports. These airports include: Presque Isle International, Northern Aroostook Regional, Caribou Municipal, and Houlton International. The existing airside facilities at Loring AFB and other smaller privately owned airstrips are not included in the MASP analysis.

Presque Isle International Airport

The Presque Isle International Airport (PQI), located in Presque Isle, is one of only four fully certificated airports in the State operating under Federal Aviation Regulations (FAR) Part 139. The airport has two large paved runways measuring 7,440' x 150' and 6,000 ft. x 100 ft. PQI has been designated an economic development airport and provides Aroostook County with daily commuter flights as well as scheduled flights operated by two (2) overnight freight companies. Principal facilities at the airport include an air terminal building, a general aviation terminal, and hangar facility, a crash rescue, and maintenance building, and an office and hangar complex. NMRA offers a full line of aviation services including air charter, aircraft maintenance, flight instruction, fuel services, aircraft de-icing, and on-call customs and agricultural clearance services. The facility offers a full instrument landing system (ILS) and a variety of additional current technology navigational aids. The airport, although not currently used on a regular basis by larger commercial jet aircraft, has the capacity to handle such craft.

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

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

Overall, the facilities are in excellent condition. In total, Presque Isle expects the Federal Aviation Administration's Airport Improvements Program to fund approximately 95 percent of the planned capital investments. The department is planning the following capital improvements through 2020:

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

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

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

Freight Routes

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

Northern Maine Rail

The State of Maine purchased the Montreal, Maine and Atlantic Railway, LTD (MMA) to avoid its discontinuation and to continue to provide dependable transportation of products into and from the Aroostook region. According to the *Due Diligence Report: Montreal, Maine & Atlantic Railway*, prepared for Maine DOT in 2010, if the State can provide consistent and reliable service, the rail line operations, upon which the forestry industry depends, can be profitable. The Maine DOT has arranged for the Maine Northern Railway to operate what is left of the MMA line.

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

There are approximately 20 miles of rail line in Presque Isle with a crossing located Route 1 and 163. The line accesses the Presque Isle Industrial Park where there was an intermodal facility. The Inter-model facility is currently not in use.

Maine DOT also offers an Industrial Rail Access Program (IRAP) to encourage the development of access to rail. The program is a 50:50 match, with the State providing half and either the rail company or a manufacturer providing the other half of the cost of building spurs. Fort Fairfield participated in the program and though its project was not initially successful when the rail was

owned by MMA, the State took back the line and it appears to be working well under NMR's management. The State is about to announce another 10 projects and there will be other rounds in competition for State funds for this program.

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

Intermodal Facilities

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

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

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

Public Transportation

Bus Station/Bus Stops

At the moment, there is only a singular distance bus service provided by Cyr Bus Line. That bus service stops at a number of locations on it meandering way south. The City and northern Maine, in general, could use a bus company that offers a faster, more convenient, non-stop service to Portland and Boston. A small bus station and one or more designated "bus stops", with canopies, should be considered at the location of the Community Center for the greater convenience of the traveling public.

Somewhere near the Riverside Drive and Chapman Street area might be a good location, as there is ample public parking.

Aroostook Regional Transportation System (ARTS)

Aroostook Regional Transportation System, Inc. (ARTS) was incorporated in 1979 and was certified as a regional transportation corporation, in accordance with the provisions of Title 30 MRSA, Section 4977A, on November 9, 1979. ARTS' corporate headquarters is located in Presque Isle, Maine. ARTS is a private, non-profit agency that brokers and provides transit service to the general public, individuals with disabilities, low income and senior people in Region 1, includes all of Aroostook County, Danforth in Washington County, and Patten/Stacyville in Penobscot County. ARTS has 38years experience providing public, social service, and non-emergency medical transportation through a variety of transportation modes including agency vehicles, volunteers, private car drivers, and prior to the initiation of a brokerage system delivered payments for MaineCare Friends & Family, Waiver Providers, Volunteers, Taxis and a Fixed-Route Provider. ARTS currently maintains on-going contracts with the Maine Departments of Transportation (Maine DOT) and Department Health and Human Services (DHHS) that includes these sub-departments; Child & Family Welfare and MaineCare services as well as local agencies. Under these contracts, ARTS provides transportation services to the seniors, mentally and physically challenged, home and community-based services, as well as the general public.

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

- <u>MaineCare non-emergency transportation services:</u> Services include door-to-door transportation to MaineCare members for medical appointments. ARTS provides this service on referral from Coordinated Transportation Services (CTS). In 2011-2012, ARTS brokered and provided a total of 210,752 trips for MaineCare members in all modes of transportation. Of those, forty-two percent (42%) (88,888 trips) were referred to the nine (9) Home Community Based Services (HCBS) waiver providers. The remaining 121,864 trips were broken down as follows: 72% (87,636 trips) were reimbursement through Friends and Family, 4% (5,580 trips) were volunteer drivers, 10% (12,077 trips) ARTS demand response system, 13% (16,571 trips) were HCBS waiver trips provided by ARTS agency vehicles, and 1% were ad hoc providers/taxi.
- <u>Administration of the volunteer driver program</u>: ARTS has recruited and trained 30 volunteer drivers throughout the region and there is on-going recruitment for volunteer drivers.
- Provides transportation to a variety of riders going to employment opportunities, medical appointments, and educational programs.
- ARTS has provided transportation to Maine DHHS Child and Family Services for 38 years. This service is critical to the well-being of children and their families.
- ARTS has provided school bus transportation for a private school facility for 38 years. This transportation helps children with disabilities receive educational programs.

The Aroostook Regional Transportation System provides general public transportation throughout Aroostook County with its main office located in Presque Isle. Services are provided from each town in the County at least once a week to the nearest commercial center. Services are available to all members of the general public from outlying towns to the commercial center and pick-up services are available in-town to the elderly and handicapped only. Fares are charged to members of the general public and a half fare is charged to the elderly and handicapped. No fare is charged to Medicaid clients going to Medicaid covered services or to the elderly and handicapped going to a medical appointment. Services are provided to individuals with special needs who attend daily work or rehabilitation programs. These daily runs are also available to the general public, but no deviation from the special runs can take place due to time limitations.

Cyr Bus Lines

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

Strategic Investments

In 2006, Maine DOT with assistance from NMDC and the Rural Planning Organization (RPO) identified and prioritized strategic transportation investment needs along transportation corridors of regional significance. The goal is to focus on transportation investments that will benefit the entire region, can begin within the next 10 years, and be part of the Maine Department of Transportation Long Range Plan. Transportation investments may include, but may not be limited to, projects and needs that would not be expected to be funded through traditional transportation funding or programs.

The following four (4) investments were identified by the RPO as being regionally significant and transcend all of the transportation corridors in the region:

- Improve north-south mobility to include projects listed in the Aroostook County Transportation Study (ACTS) Environmental Impact Statement. This investment includes improving mobility on Routes 1 and 161. EIS has identified by-passes around Caribou and Presque Isle as well as the implementation of the corridor management plan between Presque Isle and Caribou.
- Improve and maintain US Rt. 1A from Van Buren, Maine to Mars Hill, Maine as the designated heavy truck route. This designation would require significant investment in time and money, but such a truck route would keep the truck traffic coming through Presque Isle to a minimum. Route 1A already is the "de-facto" heavy truck route serving the upper valley communities.
- Implementation of the Air Service Redevelopment Plan at the Presque Isle International Airport (PQI) which includes seeking regional jet service and improved air service (pricing and increased frequency)
- Improve access to Maine's seaports.

The following investments are specific to the Presque Isle or central Aroostook area and were included in the Long Range Plan.

- Eliminate turning radii issues in Presque Isle. Upgrade all intersections to allow efficient traffic flow and truck traffic to pass efficiently and safely.
- Upgrade all multi-season multi-use trail crossings located in the region to improve safety.

Presque Isle's Road System

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

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

- The Local Road Assistance Program (LRAP), which consists of both the Rural Road Initiative and the Urban Road Initiative, municipalities receive regularly scheduled payments from DOT for capital improvements to local roads and rural State Aid minor collector roads. Since July 1, 2000 funds may be used only for capital improvements. "A Capital improvement" means "any work on a road or bridge that has a life expectancy of 10 years or restores the load-carrying capacity". These funds may be used only for maintenance and improvements of public roads.
- The City of Presque Isle can also utilize The Indian Reservation Roads program available through the U.S. Bureau of Indian Affairs (25 CFR 170.200 Subpart C) to fund certain transportation facilities and services recognized as transportation facilities and services "that support and sustain the transportation needs of the tribes and the traveling public". Local governments, such as the City of Presque Isle can include their roads/facilities into the Indian Reservation Roads Inventory, thus acknowledging that their transportation systems contribute to the transportation network affecting the local tribe(s).

Public roads in Maine are classified by Maine DOT into three functional classifications based on the needs served by those roads. They are arterial, collector, and local roads. Arterial roads are roads that Maine DOT defines as the most important in the state. These are designed to carry significant high-speed long-distance traffic. When improvements or upgrades are necessary to these roads, substantial Federal funding is usually available. Collector roads that collect and distribute ("feed") traffic to arterial roads are called collector roads. As a general rule, they serve

places of lower population density. The State provides routine maintenance to these roads, and the City has the winter responsibility for plowing and sanding the roads and the numbered routes within the Urban Compact Area. Finally, local roads are roads that the Maine DOT defines as all roads not in the first two categories. These roads are maintained by the City for local use and provide service to adjacent land areas and usually carry low volumes of traffic. There are 106.9 miles of local roads in Presque Isle.

Potential Problem Areas

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

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

Several other issues were also identified:

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

Speed Limits

Speed limits have been identified on the Transportation Map located at the end of this section. For the most part speed limits within the urban compact area are 25 mph and increase as one moves away from the more populated area of the community. City officials need to be aware that as development occurs and is encouraged along arterials and major collectors, such as Route 1, 163, 10, and 227 that traffic impacts can have a detrimental impact on the economic

development potential in that area. At the present time, development does not appear to be impacting traffic in other areas.

Bridges

There are 30 structures under this definition, which run the gamut from culverts to major bridges such as the Aroostook River Bridge. The responsibility for maintenance and repair also varies from full State responsibility for major bridges to a shared responsibility between the state and Presque Isle, and full responsibility by the City for the rest. The bridges are in good condition.

Sidewalks

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

Extending sidewalks on Academy Street to Erskine Street.

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

Parking

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

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

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

Gateways

The entrance to a community provides an important first impression to the resident and visitors alike. The City of Presque Isle is currently working to beautify and revitalize its downtown. Presque Isle also has several major transportation corridors located within the community. These corridors are used by visitors to the region and city officials should consider applying for funding to enhance the gateways to Presque Isle. Gateway funding can provide the framework for

making a positive first impression as visitors and residents enter the community. City officials may wish to consider looking at developing gateway projects on Route 1 near the Westfield and Caribou town lines.

<u>Trails</u>

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

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

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

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

Access Management

In the year 2000, the 119th Maine Legislature approved LD 2550, An Act to Ensure Cost-Effective and Safe Highways in Maine. The purpose of the act is to assure the safety of the traveling public and protect highways against the negative impacts of unmanaged drainage. The law is intended to ensure safety, manage highway capacity, conserve state highway investment, and enhance economic productivity related to transportation; and conserve air, water, and land resources. The Access Management Program for Maine includes Access Management Rules and Corridor Planning and Preservation Initiatives. The Act specifically directs MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials". U.S. Route 1 in Presque Isle is considered to be a retrograde arterial.

The following major state corridors in Presque Isle that fall under the rules include:

- Route 1
- Route 163
- Route 10
- Route 227
- Route 167
- Route 164

In addition, the following state aid roads fall under the rules:							
Conant Road	Parsons Road	Craig Road	Mountain Road				
Reach Road	Spragueville Road	Route 205					

I-Industrial Connector Route between Presque Isle and Easton

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

The Preferred Alternative, Alignment Option 7, is a refinement of SDEIS Alignment Option 2 and Tier 1 FEIS Alignment Option 7. The Preferred Alternative is a new 2-lane controlled-access highway extending northeast from Route 1 immediately north of Cambridge Road in Westfield, continuing north for 7.3 miles, crossing the Aroostook River, and reconnecting to Route 1 immediately south of Brewer Road. The total length of the proposed Presque Isle Bypass is 9.8 miles, of which 0.6 miles is in Westfield. The project will provide transportation improvements to travel times and mobility and decrease the volume of through trucks in downtown Presque Isle, while at the same time minimizing environmental and community impacts. Sufficient rightof-way would be acquired to allow the Presque Isle Bypass to be widened to four lanes in the future.

According to the January 2013 Final Environmental Impact Statement, the Presque Isle Bypass, has logical termini and independent utility and satisfies the ACTS Purpose and Need by:

- Improving mobility through reducing travel times for through trips on Route 1 between points north and south of Presque Isle for present and future traffic;
- Improving public safety in Presque Isle through reducing vehicular conflicts caused by an undesirable mix of local/through traffic and car/truck traffic;
- Reducing unsafe speed differentials along Route 1 in Presque Isle;
- Improving safety at five High Crash Locations (HCL); and

• Providing better access to the east side of Presque Isle, particularly the Easton Industrial Area.

The Presque Isle Bypass would address the need for traffic relief (particularly trucks) in downtown Presque Isle; would improve safety at five HCLs; would improve access to the Easton Industrial Area (east of Presque Isle); would improve travel times within and through Presque Isle; and would support the transportation and economic goals of the City of Presque Isle's Comprehensive Plan.

On March 6, 2008, the Presque Isle City Council unanimously voted to support the Alignment Option 7 (referred to as locally-modified 2X) as their preferred alternative. Alignment Option 7 is supported by Maine DOT and the City of Presque Isle.

- Alignment Option 7 would affect the lowest amount of farmland (218 acres), with the lowest impact to farm functions. Farming is the most important industry in Aroostook County and the Presque Isle-Caribou area is the center of farming activities in Aroostook County. Therefore, limiting impacts to farmland not only benefits the specific property owners but the community as a whole.
- Alignment Option 7 would impact 22 acres of wetland, 13.2 acres of which are highvalue wetlands (the same as Alignment Option 4B, which provides fewer transportation benefits). Alignment Option 7 would bisect three high-value wetlands, resulting in habitat fragmentation.
- This alignment option does not affect any Section 4(f) properties.

Alignment Option 7 offered the best balance of improving transportation mobility while limiting to the extent of possible impacts to natural and social environmental resources. While Alignment Option 4B and 6 impact slightly less wetland, they do so at the expense of farmland and structures (some of which are historic structures protected under Section 4(f).

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

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

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

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

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

Conclusions

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

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

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

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

• **Operation with Phase III of Bypass**

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

III-Five Point Intersection Redesign

In October 2012, the City's Planning Board and Planning & Development Office initiated a rezoning of portions of Industrial Street and Parsons Street to facilitate the conversion and designation of this portion of the City's transportation system as a heavy truck route. In concert with the planning work being advanced for the Maysville Street and US Rt. 1 intersection and the first phase of the by-pass, it is anticipated that this major transportation truck route destination will significantly reduce heavy truck and pedestrian conflicts within our downtown. It has been the vision and plan of the City of Presque Isle, for many years, to positively impact the amount of truck traffic that moves through the downtown in an east to west and west to east fashion. With the anticipated opening of the first section of the by-pass, the City intends to create a designated truck route for such traffic. The intention is to create the route from Mechanic Street along Parsons Street to Fort Road. Traffic will then use the constructed by-pass to the Conant Rd. This route will reduce the number of left-turning moments that are currently required by trucks in our downtown area.

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

IV-Transportation Impacts on Downtown Revitalization

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

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

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

After consultation with the City, the study area was defined to run along Main Street from the northern border of the University of Maine campus to Allen Street and be bounded on the west by the Presque Isle Stream and on the East by Second Street. Ultimately, the concepts explored most intensely involved the area from Chapman Street to Allen Street. A focus was given to those options which would reduce the number of left-turn movements and in particular those associated with Maine and State Streets and Main and Academy Streets.

Summary: Presque Isle Downtown Transportation Planning Study-2012

If it was the City's objective to move vehicles along Main Street through the downtown as unencumbered as possible this analysis reveals that the status quo is a competitive option.

However, based on the purpose of this study, the City's objectives as stated previously are as follows:

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

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

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

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

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

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

The obvious negative to extending Academy Street is that it impacts existing businesses and private property. It does not appear to impact national register eligible historic properties as earlier concepts involved. Nevertheless, a negotiated approach is encouraged and the City should consider the many apparent options available for relocation including onto current property held by the City west of the rail tracks to spur the build-out of the downtown.

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

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

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

Mapleton Road to Parsons Road Connector

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

US Route 1 to Skyway Industrial Connector

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

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

Corridor Management/Access Management

The route one corridor management plan was undertaken in 2008 by the Northern Maine Development Commission initiative is also significant to the extent that the leadership for the effort is shared between Maine DOT and the communities of Caribou and Presque Isle. Given the sensitivity of the land-use decisions that must be made, this initiative would be difficult to advance if driven principally by State or State/Federal parties. By emphasizing the importance of local decision-making, this initiative respects the tradition of having land-use planning subject to local control. Nevertheless, since Route 1 is a State highway, there must be a partnership between Maine DOT, Caribou, and Presque Isle and furthermore, there must be FHWA participation since Route 1 at this location is part of the National Highway System. Other key participants must be the landowners along this portion of Route 1 with unique consideration given to the Aroostook Band of Mi'kmaq.

Biennial Capital Work Plan

The Biennial Capital Work Plan is a dynamic document, and projects listed within may change over the next two fiscal years to reflect both the readiness of projects for construction and changes in the fiscal resources available to support Maine's transportation program.

2019/20 Presque Isle Aviation Runway/Taxiway Crack Sealing \$252,350 2019/20 Presque Isle Aviation Apron Reconstruction Safety and infrastructure improvements that may include the construction of the general aviation \$1,030,000

2019/20 Presque Isle Aviation Runway/Taxiway Capital Equipment Purchase \$988,800

2019/20 Presque Isle Aviation Runway/Taxiway Crack Sealing \$252,350

2019/20 HCP 4 Presque Isle Highway Safety and Spot Improvements Large Culvert Rehabilitation McBurnie Road \$55,000

2019/20 Presque Isle Bridge Beam Ends & Bearing Painting Route 1 H.N. Flagg Memorial Bridge (#2189) over the Aroostook River. \$250,000

2019/20 HCP 3 Presque Isle Highway Safety and Spot Improvements Large Culvert Replacement Route 164 Large culvert located 0.16 of a mile south of the Chandler Road. \$200,000

2019 HCP 4 Presque Isle Highway Paving Light Capital Paving Spragueville Road Beginning at Route 1 and extending southwest 1.91 miles. \$69,911

2019/20 Presque Isle Rail Bridge Scour Countermeasures Presque Isle Sub Rail Line Presque Isle Rail Bridge 24.91 (#7805) over Presque Isle Stream. \$110,000

2019/20 Presque Isle Highway Paving 1 1/4" Overlay Route 1 Beginning 0.06 of a mile north of the Westfield town line and extending northerly 5.61 miles. \$2,409,888

2019/20 Presque Isle Highway Construction/ Rehabilitation Highway Rehabilitation Route 10 Beginning 0.30 of a mile east of Egypt Road and extending easterly 0.12 of a mile. \$165,000

Presque Isle should continue to submit any potential future projects to MDOT for inclusion in

the next 2-year plan. Typical projects could include rail crossing improvements, pedestrian enhancements, landscaping, and curbing, or general road surface and structural improvements

Transportation Summary

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

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

RECREATION

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

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

Presque Isle Parks and Recreation Department

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

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

Facilities

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

Sargent Family Community Center

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

The Forum

Opened in 1979, The Forum is a 45,000 square foot facility has a seating capacity for as many as 5,000 people for some events or it can be utilized to accommodate 25,000 square foot of vendor space. Events can range from trade shows to concerts, to conventions or sporting events. During

the winter months, the facility serves as an ice arena. The Forum provides opportunities for the public to enjoy skating and hockey.

Riverside Bicentennial Park

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

The newest highlight of the park is the addition of a new splash pad, opened in the spring of 2018. The only such facility in the north of Bangor, this 3,700 SF water play area will provide area youth with a fun, safe, and refreshing way to keep cool in the summer. Along with this project, the 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 will occur in 2019 and future expansion of equipment is desired.

Efforts are underway to construct additional loops around the community center to connect the various sports fields, pavilion, splash pad, and playground. Construction is anticipated in 2019.

Downing Memorial Park

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

Bishop's Island Ballfield

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

Double Eagle II Park

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

Peace Park

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

Veterans' Park

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

Arnold Brook Lake

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

Gentile Hall Indoor Swimming Pool

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

Action Plan

Staffing

- Add a full-time Outdoor Programmer position. Aroostook County is full of opportunities for outdoor recreation year-round, including activities like camping, hiking, snowshoeing and fishing. This position would oversee trips and such activities to allow families to take advantage of these great opportunities and resources our area provides naturally.
- Add a full-time maintenance position and eliminate the equivalent number of part-time maintenance hours during the year. This would essentially turn multiple part-time positions into one full-time position. The reason to do so is due to the limitations placed on "part-time" status employees. Previously, when The Forum was under its own department, multiple seasonal part-time staff were hired to help during the ice season and let go during the other months. The Recreation Department would do the same and hire multiple seasonal part-time staff, but for the spring and summer seasons. Now that the two are one department the obvious conclusion would be to maintain the same staff year-round. However, due to labor laws, "part-time" staff are not permitted to average over 30 hours without being offered benefits. This creates difficulties in hiring, forces us to hire more staff, and makes it challenging to keep quality staff.
- Recruit local citizens to share special skills to assist with new programs.

Programs

- Develop additional outdoor programming (i.e. camping overnights and field trips)
- Develop additional non-sports activities (i.e. Lego Club and cooking classes).

Facilities

The Forum

- The heating system is in need of replacement. The underground tank is due for removal/replacement.
- Rear parking lot needs paving.
- Locker-rooms should be updated.
- Construct two changing rooms with a collapsible wall dividing the two rooms. This would replace the Youth Hockey changing trailers that are brought in each winter and also provide a meeting space for the non-ice season.

- Rear entrance doors need replacement.
- Replace office windows & flooring.
- Coolant pipe linings should be installed to extend the life of lines.
- The header pipe is original and should be replaced.
- Exterior siding needs paint.

Riverside Bicentennial Park

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

Mantle Lake Park

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

Bishop's Island Ballfield

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

Bike/Walking Path

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

Arnold Brook Lake

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

Peace Park

- Safety is a concern signs should be posted and a crosswalk established to aid children crossing Parsons Street & Central Drive.
- Playground equipment needs replacement.

- An 8-10 vehicle parking area should be constructed to eliminate on-street parking.
- Create a connection to Bike/Walk Path.

Tennis Courts

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

Swimming Opportunities

• Revisit the feasibility of indoor/outdoor swimming opportunities as community conditions and funding prospects change in the future.

NATURAL RESOURCES

Overview:

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

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

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

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

Topography:

Presque Isle is characterized by gentle slopes with an elevation generally between 400 and 700 feet above mean sea level. Higher elevations to the southwest (1213 feet) and the northeast (1085 feet) give the topography a general north/south orientation. The urban area of Presque Isle is located on a lower elevation (430+ feet) than the surrounding terrain (600-700 feet), which suggests a bowl-like setting. The scarcity of wooded areas and the irregularity of slope combine to create an open, rolling landscape.

A significant land feature that has influenced growth in Presque Isle is the preponderance of water bodies, with many of them linked. The connections between Merritt Brook, the Aroostook River, Presque Isle Stream, Arnold Brook, Arnold Brook Lake, and Echo Lake encompass much of the center of the double-township. With the additional segment of Clark Brook and the Prestile Stream, only minor gaps exist in a complete encircling of the core of the community. This physical feature led to the name of Presque Isle, which in French means "*almost an island*".

Geology:

In a publication entitled "<u>The Geology of Northeastern Maine and Neighboring New</u> <u>Brunswick</u>", 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 know ice-flow direction. For the most part, the region is underlain by the cyclically bedded grey slate and metasandstone Seboomook Formation. Some large areas of metamorphosed volcanic rocks appear scattered throughout the region. Metamorphosed sandstone, siltstones, and limestone outcrop near the eastern Maine-New Brunswick border. Additional information on this subject is available through the University of Maine at Presque Isle.

Soils:

Soil survey information can be a valuable tool for municipalities in their planning and land use activities. Soil surveys are developed through extensive fieldwork and represent one of the highest available levels of detail about the landscape in the surveyed community. As useful as soil survey may be, they are most useful when used in conjunction with resource data from other sources. Because the pattern of soils is very complex in some locations, on-site investigations are essential for the precise determinations needed for certain land-use activities.

Soils are the fundamental resource by which the suitability of the land to support a variety of land uses is determined. The United States Department of Agriculture-Soil Conservation Service (USDA-SCS) has mapped the soils found in Presque Isle. The various soil types that occur in Presque Isle have been detailed in the USDA-SCS's Aroostook County Soil Survey – Northeastern Part issued in 1964. Usually, it is assumed that soils are somewhat different in each region. Houlton is located in the southern part of the soil survey area and has soils similar to the surrounding regions. Soil information for Presque Isle's natural resource inventory is from two sources: Soils Survey-Aroostook County, Northeastern Part issued in April 1964 and Soil Survey Data for Growth Management in Aroostook County, Maine, Northeastern Part.

Definitions

Soil Associations – several main patterns of soil types.
Soil Series – soils with profiles that are almost alike.
Soil Types – distinct soils irrespective of slope.
Soil Group – soil series that have many internal features in common.
Phases – distinct soil type including slope.

Soils are listed in two ways in the soil surveys. First, they are listed by name (i.e. Plaisted gravelly loam). Secondly, they are listed as a symbol containing three letters (PgC). The first two letters indicate the soil type (i.e. Pg, Ha, Ma) and the last letter indicates the slope on the map ("A" indicates a 0-2 percent slope, "B" 2-8 percent, "C" 8-15 percent, "D" 15-25 percent, and "E" 25-45 percent). For example, PgC indicates a Plaisted gravelly loam, located on an 8-15 percent slope.

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

Symbol	Туре	Symbol	Туре
Ag	Allagash Fine Sandy Loam	Mm	Mapleton very rocky silt loam
Cd	Canandaigua silt loam	Mn	Mixed alluvial
Cg	Caribou gravelly loam	Мо	Monarda & Burnham silt loam
Со	Conant silt loam	Ра	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
На	Hadley silt loam	Sa	Salmon silt loam
Но	Howland gravelly loam	Sb	Steep rock land
Hv	Howland very stony loam	Sg	Stetson gravelly loam
Ma	Machias gravelly loam	Th	Thorndike shaly silt loam
Mb	Madawaska fine sandy loam	Tk	Thorndike very rocky silt loam
Md	Made land	Tr	Thorndike extremely rocky silt loam
Mh	Mapleton shaly silt loam	Wn	Winooski silt loam

Threats to Farmland

As discussed in the <u>LAND USE</u> 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 <u>LAND USE</u> section of this plan, the only detailed indicator of forestland in Presque Isle is the reported participation of property owners in the *"Tree Growth Program"*. Participation in this program is voluntary and accounts for only 5% of the forested acreage in Presque Isle.

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

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

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

Aspen, or poplar, is the predominant tree species in Presque Isle. Virtually all of the aspen harvested is used for waferboard. The Louisiana Pacific mill in New Limerick and J.M. Huber mill in Easton are mills that purchase aspen for waferboard. Spruce and fir harvested today frequently goes to the J. Paul Levesque mill in Ashland, Domtar Mill in Baileyville, or the Irving mill in St. Leonard, New Brunswick. There are two log home manufacturing companies in southern Aroostook County, Ward Log Homes, Inc., of Houlton, and Katahdin Forest Products in Oakfield, that are purchasers of cedar. Many of the recent timber harvest operations on small woodlots are buffered by agriculture fields or are away from developed areas. Based upon current land-use patterns and resource constraints such as wet soils, steep slopes, and accessibility, development does not appear to be impacting Presque Isle's forest resources.

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

Wetlands

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

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

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

According to the freshwater wetland map prepared by the Maine Department of Environmental Protection in 1989, Presque Isle has eleven (11) non-forested wetlands. *These wetlands range* from 19 to 1436 acres for a total of 2398 acres. All of these wetlands are over 10 acres in size, therefore requiring mandatory protection under the Shoreland Zoning Act, Title 38 MRSA, and Sections 435-488. Prior to the adoption of the Shoreland Zoning Ordinance, wetlands could be encroached upon by timber harvesting to the detriment of ground and surface water quality. Areas within 250 feet of the upland edge of the City's mapped wetlands have been included within the City's Stream Protection District.

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

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

Water Resources

Presque Isle's past, present, and future have been and continue to be closely related to the availability of adequate supplies of usable ground and surface water. Availability of water

remains a major contributor to most economic development opportunities; new residences, new businesses, and new industries all need access to on-demand water supplies in volumes and pressures that address their respective needs.

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

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

Despite having encountered and survived fairly well the numerous threats associated with the extensive population growth and the development that has occurred in Presque Isle and Aroostook County since the mid-1800s, the long-term viability of the waterbodies in the Presque Isle is now in question. Under the pressures of increased levels of point-source and non-point source pollution and continuing development, a strong focus of public concern and action will be necessary to preserve the supply and quality of Presque Isle's water resources into the next century.

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

Aroostook River:

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

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

Aroostook region.

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

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

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

In Presque Isle, just upstream of its confluence with the Presque Isle Stream, the peak discharge of a 100-year flood on the Aroostook River is estimated at 55,000 cubic feet per second (CFS) (IQIOO=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 freeflowing river. There is a low-head dam, owned and operated by Integris, in Caribou. This dam has very little flood storage capacity; therefore it does not have a significant effect on the extreme flows. Integris also owns and operates dams at Scopan Lake and Millinocket Lake, which also have little effect on flood flows. When the flows tend to diminish during the summer months, the flows from these lakes are curtailed, providing no flow augmentation during dry periods.

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

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

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

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

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

In 2002 and again in 2004, the MDEP completed a large water quality monitoring project in the Aroostook River. The following are summary results of MDEP's water quality monitoring efforts in 2004:

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

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

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

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

Gravel pits along the Aroostook River are an aesthetic problem, and they increase the risk of

groundwater and surface water pollution.

There is an inherent conflict between existing state laws that has a direct bearing on Presque Isle. Maine law recognizes the importance of industry and provides for industrial discharges into classified waters, while at the same time requires upgrades in classification when water quality exhibits higher quality. An example of this conflict is the reach of the Aroostook River, which is Class C between the international boundary and its confluence with the Presque Isle Stream. The water quality may exhibit the higher quality of Class B waters because of curtailed production at McCain Foods in Presque Isle and a reduced BOD loading in wastewater pumped from McCain's Easton facility and because of the closure of two wet-process industries in Caribou. Current state laws favor, if not require, an upgrade to Class B; however, with an upgrade to Class B, it is recognized that it would be nearly impossible to license any new industrial discharges which would lower the water quality back to Class C. In this case, the state laws which seek to maintain and enhance water quality would work to the detriment of commerce and industry in Presque Isle.

Presque Isle Stream

Presque Isle Stream is a part of the St. John River watershed and ends in Presque Isle at the confluence with the Aroostook River. Presque Isle Stream is a high priority water body, listed on Maine's 1998 303(d) list as non-attainment for Class B in Mapleton and Presque Isle, due to nutrients from both point and nonpoint sources. Presque Isle Stream encompasses a drainage area of approximately 124,000 acres (194 square miles). It includes about 800 acres of stream beds and lakes, 14,000 acres of farmland, 83,000 acres of forest, 6,000 acres of urban and suburban land, and about 20,000 acres of bottomland, which includes at least 3,000 acres of wetlands. The watershed is about 24 miles long, and it varies from 7 to 12 miles in width. The watershed is unique in that the storage capacity of the watershed, as measured by the surface area of the lakes and ponds, is very small, i.e., less than 1 percent.

Part of Presque Isle, Castle Hill, Chapman, Mapleton, and Westfield are located within the watershed. The balance of the watershed is located in unorganized townships which are administered by the Maine Land Use Regulation Commission (LURC).

Presque Isle Stream and its tributaries are in sub-basins 139R and 140R of the State's Waterbody System. Presque Isle Stream and its tributaries above its confluence with, but not including, the North Branch of the Presque Isle Stream, are Class A. With the possible exception of a small segment of Dockendorff Brook, none of the Class A waters are located in Presque Isle. The North Branch and the Presque Isle Stream and its tributaries below its confluence with the North Branch are Class B.

A one-mile segment of the Presque Isle Stream located below the Presque Isle Sewer District (PISD) outfall fails to meet minimum Class B dissolved oxygen (DO) standards due to nutrient enrichment with phosphorus being the limiting nutrient. The major causes of DO impairment are: attached algae attributed to excessive nutrients from point and nonpoint sources, and point source BOD. TMDLs are proposed for: ammonia-nitrogen (NH3-N), biochemical oxygen demand (BOD) and total phosphorus (TP).

In 2000, MDEP completed a TMDL for Presque Isle Stream. The water quality modeling effort includes the one-mile stretch below the Presque Isle Sanitary District (PISD) outfall and background conditions. At that time, the PISD discharge is diluted 3.3:1 at 7Q10 flow conditions. Water quality data indicate routine non-compliance of class B standards below the PISD outfall despite a well-operated plant, and minor non-compliance of class C criteria for dissolved oxygen (DO). Results of a component analysis of the water quality model prepared by ME DEP "indicated that point source discharges are responsible for about 2/3 of the impact below the PISD outfall. Nonpoint source related diurnal effects from attached algae respiration represent about 1/3 of the impact. As a result, the PISD recently completed an effluent project and now utilized the Aroostook River for its discharge.

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

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

Although there are no known naturally occurring detriments to water quality in Presque Isle, there are man-made sources of pollution affecting Presque Isle Stream. In Presque Isle, there are non-point sources of pollution resulting from activities related to agriculture, forestry, transportation, and development.

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

Prestile Stream:

The Prestile Stream is a minor tributary of the St. John River, crossing the international boundary at Bridgewater. It encompasses a watershed of approximately 110,000 acres (172 square miles) within the United States. The watershed is primarily forested, but there is a significant amount of farmland. The Prestile Stream has one major tributary, which is Young's Brook. Parts of Presque Isle, Easton, Westfield, Mars Hill, Blaine and Bridgewater, and the unorganized township of E Plantation are located within the watershed. From its source to U.S. Route 1A in Mars Hill, the Prestile Stream is Class A while from U.S. Route 1A in Mars Hill to the international boundary; the Prestile Stream is Class B.

Although there are no known naturally occurring detriments to water quality in Presque Isle,

there are man-made sources of pollution affecting the Prestile Stream. Non-point source of pollution resulting from activities related to agriculture. There are potential non-point sources of pollution resulting from activities related to forestry, transportation, and development.

Arnold Brook Lake:

Arnold Brook Lake is a man-made lake, created in 1970 with the construction of a dam on Arnold Brook. The lake was created to provide storage for floodwaters and to provide public recreation. Arnold Brook Lake has a drainage area of 8.12 square miles, and Echo Lake is in its drainage area. The lake has a surface area of 400 acres, with a mean depth of about 7 feet and a maximum depth of about 14 feet and is a Class GPA waterbody.

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

The lake is listed by the DEP as a "*non-attainment*" lake; however, there is no data available on water quality. It has a storage capacity of approximately 2,700 acre-feet of water for recreation and a floodwater storage capacity of approximately 1,600 acre-feet. There are potential non-point sources of pollution resulting from activities related to agriculture, forestry, transportation, and development. There have been periodic outbreaks of the so-called "*swimmer's itch*", believed to be caused by parasites found in the fecal matter of waterfowl on the lake.

Echo Lake:

Echo Lake (Class GPA) is a small lake with a surface area of approximately 90 acres. It has a mean depth of about 5 feet and a maximum depth of about 9 feet. It is a natural lake, but its size has been increased by a dam. Echo Lake is a sub-basin of Arnold Brook Lake, which drains into the Presque Isle Stream.

Echo Lake is used for recreation such as boating, fishing, and swimming. It is managed as a cold-water fishery by the Department of Inland Fisheries and Wildlife. Echo Lake has an aesthetic value as evidenced by the growth of single-family homes in its watershed. In addition, part of its shoreline is in Aroostook State Park where there is a public beach.

Water quality has not been classified according to trophic state, but it is estimated to be in a moderate/sensitive category. This means that a small increase in phosphorus may cause a significant decrease in water quality. In the early 1980s, concern about water quality led to the construction of a domestic wastewater collection and disposal system, with pump station and leaching fields, by the City of Presque Isle. The system, serving fourteen properties on the south shore of Echo Lake, is operated and maintained by the City under licensure by the Maine Department of Environmental Protection.

Although there are no known naturally occurring detriments to water quality in Presque Isle,

there are man-made sources of pollution affecting Echo Lake. There are no known point sources of pollution but non-point sources of pollution resulting from activities related to agriculture and shoreland development have been identified as impacting water quality. There are potential non-point sources of pollution resulting from activities related to forestry and transportation.

Property owners have formed the "Echo Lake Association", for the expressed purpose of identifying and addressing sources of water quality degradation. The Association receives technical and programmatic support from the City of Presque Isle, DEP, and Vital Pathways. Echo Lake is listed by the DEP as a "*non-attainment*" lake. It does not fully meet the state goal of being swimmable because there have been at least two seasons of algal blooms. It may not meet the state goal of fishable because of dissolved oxygen impairment.

Mantle Lake:

Mantle Lake is a man-made lake. It was created in 1887 with the construction of a dam on Kennedy Brook. The creation of the dam provided a water supply for Presque Isle. The lake has a surface area of about 4 acres, and it has a drainage area of less than 2 square miles. For the most part, Mantle Lake is used for fishing by persons younger than 17 and older than 69 and is part of a municipal park.

Although there are no known naturally occurring detriments to water quality in Mantle Lake, there are non-point sources of pollution resulting from activities related to agriculture and development. There are potential non-point sources of pollution resulting from activities related to forestry and transportation. In 2005, the City completed a watershed inventory of Mantle Lake and the surrounding area. This survey identified areas where erosion was occurring as well as potential solutions. In 2006, the City, with the assistance of the Central Aroostook Soil and Water Conservation District and the Maine Department of Environmental Protection completed dredging and dam renovations at the lake. This project increased the water depth from 3-5 feet in most places to up to 16 feet and improves the cold water fisheries habitat. City officials intend to complete Phase 3 of the project by 2008. This includes maintaining the trail system around the lake so to reduce or eliminate erosion issues. City officials have applied for Land for Maine's Future and Project Canopy funds.

Hanson Lake:

Although it is located outside the corporate boundaries of Presque Isle, Hanson Lake in Mapleton is included in this discussion of water resources because it falls within the watershed of the Presque Isle Stream and because part of its drainage area is in Presque Isle. Hanson Lake was created in 1966 as a watershed project with the purpose of improving the water quality and flow in the Presque Isle Stream, the secondary source of Presque Isle's drinking supply. In 2006, the public well field off of the Reach Rd. became the "primary" water supply for the City. Hanson Lake has a maximum depth of 32 feet, a mean depth of 14 feet, and is managed as a coldwater fishery by Inland Fisheries and Wildlife. The lake was created to provide additional spring flood protection for the Chapman Road area of Presque Isle. Hanson Lake activities are jointly coordinated through an inter-local agreement between Presque Isle and Mapleton which has been in effect since the lake's creation. A watershed survey was conducted during the spring of 2001 to determine the extent of the water quality problems and the sources of pollutants. A report summarizing the findings, *2001 Non-Point Source Watershed Survey of the Hanson Lake Watershed*, was developed. The entire watershed was surveyed by local volunteers and an AmeriCorps SERVE/Maine Volunteer Leader in preparation for a federally funded NPS Pollution Watershed Project and/or a Watershed Management Plan.

The purpose of the survey was to identify and prioritize non-point source pollution sites in terms of runoff, erosion, nutrient loading, and sedimentation. The results are designed to be used to help encourage sustainable, or "best management practices" (BMPs) within the watershed by those who utilize its resources and to educate interested individuals about the importance of water quality. The City can also use this report to identify problem areas that need attention and as a base in reviewing existing ordinances.

One of the major findings was the impact of roads and new development on the lake's water quality. The most common problem found was a lack of buffer zones protecting the lake from erosion and stormwater pollutants off camp/home lots and driveways. The report calls for Mapleton's Planning Board to develop more guidelines on new development, making sure permit applications include stormwater and erosion control plans, and that the Planning Board and/or Code Enforcement Officer review these plans before issuing a permit to limit the amount of impact new development will have on water quality. Also that the CEO inspects these BMPs to be sure they are (1) installed (2) being maintained (3) working as planned.

There is a concern that the water quality of the lake may affect or be affected by activities related to the Northern Maine Regional Airport at Presque Isle. These concerns include the cutting and clearing of trees and brush from the approaches to the airport, per FAA regulations.

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

Other Waterbodies in Whole or in Part in Presque Isle:

There are <u>at least</u> eighteen smaller unnamed brooks and <u>at least</u> five larger unnamed brooks located in Presque Isle.

Ground Water

Groundwater, very simply stated, is water found beneath the land surface. It generally is found in one of two types of geological formations: sand and gravel aquifers or fractured bedrock aquifers. Aquifers are rock or soil formations that are capable of storing, transmitting and yielding water to wells and springs.

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

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

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

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

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

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

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

Downtown Presque Isle's water needs are met by the Presque Isle Water and Sewer District which operates both water and wastewater plants. The District operates a water filtration plant and until 2005 all water was taken from Presque Isle Stream. In 2005, deep wells were constructed with approximately 80 percent of the water currently being supplied by these wells.

The Water District plans a complete change over to groundwater. Like the sewage treatment plant, the water plant also is not designed to serve wet processing industries. There is sufficient capacity in the system for current and planned residential and commercial development and no additional major expansions are planned.

District officials have identified the need to develop a wellhead protection ordinance. While the District owns all of the land located within the 200 day time of travel zone and a portion of the land in the 2500 day zone, officials are looking at protecting the area around the larger distance. Both zones have been identified on the Water Resources map located at the end of this section.

As previously noted, all groundwater is vulnerable to contamination, with almost all of the contamination originated from non-point source pollution. The Maine Department of Environmental Protection views leaking underground storage tanks as the greatest threat to groundwater quality in the state. According to the records of the DEP Regional Office in Presque Isle, there are no on-going projects or known groundwater issues relating to underground tanks in 2007.

Landfills:

In 2019, the City the city merged solid waste and recycling operations with Tri-Community Landfill to form a regional entity now called Aroostook Waste Solutions.

Road Salting and Storage:

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

The City maintains its sand-salt supply at the Public Works Department garage. Although the sand-salt supply is stored uncovered at this time, funding has been secured for the construction of an enclosed sand-salt storage shed to be completed by mid-2007. The City's use of sodium chloride is concentrated in the downtown business district, where air quality concerns have prompted a reduction in the amount of sand applied to that area. The salt is supplemented by an application of liquid calcium chloride to lower the melting point. The remainder of the City streets receives sand mixed with only enough salt to keep the sand from freezing.

Application of salt by the City is more likely to affect surface waters than groundwater since most of the melted ice and snow runs into the storm drain system. The paved streets and curbing direct runoff to the storm drains, rather than to areas where it can infiltrate the soil.

The Maine Department of Transportation sand-salt pile is also stored uncovered. This has produced leaching into adjacent lower surface areas, reportedly resulting in the death of some trees in that area. Although near the Presque Isle Stream and the intake for the public water supply, the MDOT sand-pile has had no apparent effect on water quality. Quarterly testing by the Presque Isle Water District at the intake has shown no elevated sodium or chloride levels. MDOT plans to relocate the sand-salt pile to a covered location in the near future.

Septic Systems:

Roughly one out of every four residents in Presque Isle relies on an individual well as a water source and on a septic system to treat its waste. For residences in the current Agriculture/Farming Zone, outside the service area of the Presque Isle Water and Sewer District, the current zoning ordinance for the City requires a minimum land area of 1 acre per dwelling unit and compliance with State Department of Human Services, Division of Health Engineering, standards for septic system design and permitting. There is no data available to describe the extent of groundwater contamination in Presque Isle, if any, that is attributable to faulty septic system design, improper construction, or incorrect citing.

Floodplains

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

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

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

Wildlife Habitat

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

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

including wetlands, fields, fringe areas, and woods. Populations of these important species are influenced by land-use practices in both agricultural and forestlands.

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

This situation is a cause for concern on three (3) levels: 1) it has virtually destroyed the recreational value of the City's Arnold Brook Lake Recreation Area; 2) there is concern that decomposition of the fecal matter will further diminish the oxygen content of the lake, adversely affecting the remaining game fish and allowing propagation of the non-game fish species to the exclusion of brook trout; and 3) there is concern that the value of Arnold Brook Lake as a waterfowl habitat will be compromised. The City, Inland Fisheries and Wildlife, and the Department of Environmental Protection should collectively begin studying this situation and develop options for ensuring the viability of the lake as habitat and as a source of public water.

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

Fisheries

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

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

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

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

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

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

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

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

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

The City of Presque Isle has been an active participant in the Atlantic salmon restoration project. In 1995, the new State Street dam in Presque Isle was completed, equipped with a fishway that would allow salmon and trout to move up and downstream with minimal problems. The addition of the fishway to the dam was seen as integral to the success of any future trout or Atlantic salmon activity in the 19 $\frac{1}{2}$ -mile-long stream and its feeders. It is judged to have 7 miles of suitable spawning area and 10 $\frac{1}{2}$ miles of suitable nursery area. The Presque Isle Stream was noted as early as 1874 for supporting an abundant run of salmon; the City is hoping for a return to that status within the next 20 years.

Unique Natural Areas

Unique natural areas include any occurrences of endangered, threatened, or rare plants, animals, and natural biological communities as identified by the Natural Areas Division of the Maine Department of Conservation.

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

	Common Name	Scientific Name	State Status*	State Rarity Rank	Global Rarity Rank
	Mystery Vertigo	Vertigo paradoxa	SC	SNR	G3G4Q
Animals	Pygmy Snaketail	Ophiogomphus howei	SC	S2S3	G3
Ant	Wood Turtle	Glyptemysinsculpta	SC	S4	G4
	Upland Sandpiper	Bartramia longicauda	Т	S3B	G5
	Alpine Milk-vetch	Astragalus alpinus var. brunetianus	SC	S3	G5T3
	Alpine Sweet-broom	Hedysarum alpinum var. americanum	SC	S3	G5T5?
	Capillary Sedge	Carex capillaris	SC	S2	G5
	Dioecious Sedge	Carex sterilis	SC	S3	G4
	Few-flowered Spikerush	Eleocharisquinqueflora	SC	S2	G5
	Fries' Pondweed	Potamogetonfriesii	Е		G4
	Garber's Sedge	Carex garberi	SC	S2	G5
	Glaucous Rattlesnake Root	Prenanthesracemosa	SC	S3	G5
	Hyssop-leaved Fleabane	Erigeron hyssopifolius	SC	S2	G5
	Longleaf Dropseed	Sporobolus asper	Е		G5
	Mistassini Primrose	Primula mistassinica	SC	S3	G5
s	New England Violet	Viola novae-angliae	SC	S2	G4Q
Plants	Pale Green Orchis	Platanthera flava var. herbiola	SC	S2	G4T4Q

Animals

Plants

	Shining Ladies'-tresses	Spiranthes lucida	Т	S1	G5
	Soft-leaf Muhly	Muhlenbergia richardsonis		S3	G5
	Wild Ginger	Asarum canadense			G5
	Wild Leek	Allium tricoccum	SC	S3	G5
Natural Communities	CircumneutralPond	Circumneutral-alkaline water macrophyte suite		S2	GNR
	Rivershore Outcrop	Bluebell - balsam ragwort shoreline outcrop		S3	G3
Com	Riverside Seep	Circumneutral riverside seep		S2	G2

Endangered: Rare and in danger of being lost from the state in the foreseeable future, or federally listed as endangered.

Threatened: Rare and, with further decline, could become endangered; or federally listed as Threatened.

Special Concern: Rare in Maine, based on available information, but not sufficiently rare to be Threatened or Endangered.

Critically imperiled in Maine because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres).

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

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

S4 Apparently secure in Maine.

S2

G2

Demonstrably secure in Maine.

Critically imperiled globally because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation.

Globally imperiled because of rarity (6–20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.

G3 Globally rare (on the order of 20–100 occurrences).

G4 Apparently secure globally.

Demonstrably secure globally.

Rare natural features such as threatened or endangered plants are among the most fragile of those resources. The City should work with the Maine Natural Areas Program to develop strategies for improving the inventory of rare features, as well as to devise reasonable and effective protective strategies that will enhance the efforts already taken by the City to secure those resources.

Scenic Resources

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

The City, private property owners, the State, and others should begin planning for the development of scenic turnouts, gateway protections, and "*below-the-crest*" development

standards to ensure that the visual beauty of the natural environment, an integral part of Aroostook County's "quality of life", is not lost or forgotten.

PUBLIC FACILITIES AND SERVICES

Overview

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

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

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

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

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

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

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

The ability of the City of Presque Isle to continue to provide its current level of services to the public will be influenced strongly in the next few years by legislative action or lack of action related to property tax relief, by development of an equitable formula for school funding subsidies, and by the removal of unfunded mandates from intergovernmental relationships. Perhaps the most important consideration is the local commitment to continue to provide those services required and desired by our residents. It must weigh carefully its desire to maintain the services it provides against its willingness to adequately fund its public facilities to keep them viable.

Municipal Administration and Services

Municipal Administration

Authority: In 1939, Presque Isle became the first city chartered in Aroostook County by the Maine Legislature. The new governmental structure went into effect on January 1, 1940.

In November of 1993, the first full revision of the City Charter was approved by the voters. The Charter contains six articles, including: the powers of the City; the City Council; elections; administrative officers; financial procedures; and an article that addresses miscellaneous issues, including the transition between the old and new Charters and separability of the various sections of the Charter.

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

The City Council increased from 5 to 7 members;

Councilors' terms increased from 3 to 4 years;

Councilors and other elected officials are now subject to recall;

Ordinances passed by the Council are automatically repealed after four years unless reviewed and repassed;

Similarly, citizen action by initiative or referendum may be substantively altered by the Council only after four years; and

The City's budgetary process is altered somewhat to account for change, to provide more structure, to mandate that a budget be passed before the fiscal year begins, and to develop and maintain an emergency reserve account to be used only to meet unanticipated, extraordinary needs.

City Council Form of Government

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

City Council Appointments

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

Administrative Boards and Committees - Appointed The City Council appoints citizens of the City to the following boards and committees: Board of Assessment Review **Registrar of Voters City Finance Committee** Presque Isle Development Fund Trustees Forum Advisory Committee Library Board of Trustees Planning Board Presque Isle Housing Authority Board **Recreation and Parks Board Registration Appeals Board** Representatives to Industrial Council Board Representatives to Northern Maine Development Commission Board Zoning Board of Appeals Airport Advisory Committee Utility District Trustees Downtown Revitalization Committee Audit Committee

Municipal Services

Presque Isle International Airport

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

Under the direction of the Airport Manager, the staff maintains more than 2 1/2 miles of runways, taxiways, ramps, and safety areas. Airfield maintenance programs include crack sealing, line painting, airfield lighting, loaming, seeding, and mowing, winter snow removal, ice scarifying, and sanding. The airport staff also operates and maintains the airport support equipment, such as trucks, plows, and snow blowers, and the Airport Terminal Building, the General Aviation Terminal Building, commercial hangar and the North End Hangar and Office complex.

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

In February 2000, the Airport adopted a new "*Master Plan*" and "*Airport Layout Plan*" to guide the airport through the next two decades. Consultants examined all aspects of the airport operation to ensure that the public will be served by safe, economical, and efficient airport services. The document, which has been accepted by the City Council, will serve as the basis for

future Federal Aviation Administration funding participation in airport improvement projects. An update to the plan was completed in 2018.

Planning & Development Department

The functions of the Planning & Development Department and Code Enforcement create a department with complementary functions, responsibilities, and staffing. The department has proven cost-effective and productive while allowing each of the offices to address its specific responsibilities under State law and local ordinances. The Planning & Development Office is responsible for a wide range of activities of interest and importance to the City.

The Code Enforcement Office ensures that the minimum levels of public safety, health, and welfare are maintained, as they are affected by land use and development and by building construction and maintenance. The Code Enforcement office is charged with the legal responsibility for administering the City's Land Use and Development Code; all of the City's adopted building, electrical and construction codes, and the State adopted planning and land use statutes pertaining to code enforcement.

Presque Isle Development Fund

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

Assessor's Office

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

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

Finance Department

Functions of the City Finance Office include:

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

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

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

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

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

Presque Isle Fire Department

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

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

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

ambulance transport is required.

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

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

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

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

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

Current Fire Department Apparatus

1. Fire suppression and rescue, rescue includes motor vehicle incidents with entrapment requiring vehicle extrication tools (Jaws of Life). Below grade rescues such as trench rescue, confined space rescue, above ground rescue, water rescue, snowmobile rescue, and ATV rescue to name a few.

2. Emergency Medical transport of the sick and injured, the department operates three advanced life support ambulances and responds to all 911 emergency calls for the City of Presque Isle. The department also provides transfer services for patients who need to be transported to another hospital, nursing home, or rehabilitation facilities.

- 3. Airport Firefighter and rescue, the department maintains 9 firefighters certified in airport firefighting and rescue duties for the Presque Isle International Airport as required under the FAA rules and regulations for a part 139 airport that handles commercial airline services.
- 4. Code Enforcement duties, the department handles the code enforcement for the City, this includes a review of building plans, issuing permits such as building permits, electrical permits, plumbing permits, enforcing Shoreland zoning ordinances, and issuing a certificate of occupancies after inspections. This office also handles the enforcement side of code as well issuing a notice of stop-work orders, if need be to issue summonses for illegal or unpermitted work without proper permits or for unsafe building practices. As well maintains the sewer system at Echo Lake.
- 5. Emergency Management, the Fire Chief is assigned the emergency management function of the City this includes building and reviewing the City's all-hazard plan which is the blueprint the City would follow in the event of a large scale incident which could be a man-made incident or natural disasters. The plan covers how we would respond, mitigate, and return the city back to normal (pre-incident).
- 6. Fire prevention and education, the department provides fire prevention to SAD 1 for children K- 5, we provide home fire safety inspections upon request. Woodstove inspections, however, we only inspect to see that they have been installed to manufactories recommendations. Fire safety programs for the elderly, University, Community College. The department also has certified personal for child safety seat installation and inspection. The department also provides fire extinguisher training to business or any organization in Presque Isle that request them.

Emergency Management Services

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

Police Department

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

The department enjoys a positive working relationship with the Maine State Police, Aroostook County Sheriff's Department, and other local law enforcement agencies. The Presque Isle Police Department covers all criminal and traffic complaints from line to line. Should there be a need for assistance in an emergency situation the Maine State Police or Aroostook County Sheriff's Department will respond.

The Presque Isle Police Department makes available to other local law enforcement agencies the resources of its detention facilities for prisoners awaiting transfer to the

Aroostook County Jail. Without the facility, departments would be forced to take officers and cruisers off patrol for the transfer to Houlton.

Public Works Department

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

A former missile was renovated for use as parking, storage, and maintenance facility. Maintenance and storage capacity was expanded to 28,000 sq. ft. This addresses immediate needs as well as those for the foreseeable future. There is another 8,000 sq. ft. of space at the south end of the building which may be used for future expansion.

Also included in the new Public Works Facility is the construction of a 4,000 sq. ft. salt storage building. Salt is now stored outside, since the demolition of the former storage facility, an aircraft hangar remaining from the days of the Presque Isle Air Force Base. Much of the salt pile is affected by moisture, rendering it useless when needed.

The Public Works Department maintains the City's 40 to 50-year-old storm drain system. The system suffers from a common storm drain system problem; no one knows exactly where the pipes are, where they connect, what size pipe is underground in any particular location, or how deep in the ground the pipe is located. The location of an estimated 75% of the drains is known.

The storm drainage serving Main Street is considered to be among the best in the City, in terms of design and condition. It was installed in 1954 and was documented during construction, making it a glaring exception.

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

It has been recommended that two tasks be undertaken concerning the storm drain system: conduct a city-wide study of the system to learn where and what the system entails, and inspect 100 catch basis a year to ensure that every four years each catch basin in the system is inspected. A GPS/GIS mapping program should be implemented to document the system. Funding and manpower are essential considerations in the budgeting for this activity.

Presque Isle Industrial Council

The Presque Isle Industrial Council, established in 1961 as a quasi-municipal organization with its own charter, is responsible for the development and implementation of economic development programs to attract new business and industry to Presque Isle. The Council also

works with existing businesses and economic development organizations to create new employment opportunities and/or job retention. The Council's primary responsibility is the management and development of Skyway Industrial Park, which includes 400 acres of land and 550,000 square feet of building space. The Industrial Council is governed by a seven-member Board of Directors.

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

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

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

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

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

Mark and Emily Turner Memorial Library & Cultural Center

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

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

In 2016, the Library recorded 6,476 cardholders and a collection of more than 65,000 circulating items. Our workstations were used 26,043 times. Also in 2017, the Library answered 8,853 reference questions and hosted 142 programs. There were 45,602 visits from community members in 2007.

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

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

The library maintains a website and promotes activities and library-related news through several online social media sites. Among programs promoted are programs each month for children of all ages and adults, art exhibits, meeting room space for community groups, community brochures, access to electronic databases through the Maine State Library, reference and reader's advisory services and genealogical information.

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

Often the perception of libraries is that we are a repository of books and that our value and role in the community is to support a community of readers. While readers advisory and a collection of reading material remain a significant focus, the role of libraries has expanded to include implementing sophisticated technology, fostering economic development with small business resources, a critical member of downtowns, a clearinghouse for information, a gathering space, and a cultural center. Communicating our value begins with clearly established strategic objectives and changing misguided perceptions is a challenge facing librarians today. With our accessibility and space issues in our physical location behind us through generous efforts of donors, City Council, and Library Board of Trustees, the focus on our future is maintaining our relevancy.

The perception of many is that in a world of online resources and search engines, the library is

somehow less vital, less necessary, and underutilized. While it is true that interactive games, mobile phone apps, creative do-it-yourself (DIY) spaces, and virtual environments are distinct trends in demand for services, the library is asked to provide online and virtual space as a participant and leader rather than being left behind. We need to embrace the virtual and mobile trends, be prepared to meet new demands for physical space, virtual space, and diversified services.

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

Greater resource sharing, community collaborative efforts, and enhanced promotion and marketing efforts and updated goals and objectives will help the Mark & Emily Turner Memorial Library achieve its Mission and better define its role as a complex and vital organization. Providing the most up to date, efficient, and relevant informational, recreational and cultural services are the key to sustainability and success. Knowing what our patrons want and need requires continuous assessment and feedback from our users; effectively meeting the challenges posed by this information will define the library as an institution and as an expression of community values and interests.

Recreation and Parks Department

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

Resource Management

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

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

Quasi-Municipal Services

Presque Isle Utilities District

The Presque Isle Utilities District was formed in 2013 with a merger of the Presque Isle Sewer

District and the Presque Isle Water District. Both entities existed separately for decades and were re-organized under special Maine law reserved for districts that created operational and regulatory advantages. The District now consists of 2 divisions, water, and sewer. The District is a quasi-municipal, (similar to a municipality) not-for-profit corporation. It is governed by a 7 member Board of Trustees who are appointed to 3-year terms by the Presque Isle City Council.

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

The District generally has 16 employee positions. The main office at 541 Main Street in Presque Isle has a staff of 2 full-time customer account managers and 1 part-time office accountant and payroll clerk. The offices for the District Superintendent and an Assistant Superintendent are also located there. The water treatment facility is located on Reach Road and employs 2 full-time persons. The water distribution system maintenance facility is located on the Chapman Road where 4 persons are dedicated to water distribution concerns which consist of main repairs, service repairs, meter repairs and replacement, meter reading, meter testing, leak detection and pipe locating, backflow device inspection, and fire hydrant and water storage maintenance. The wastewater treatment facility is located on Dyer Street in Presque Isle and treats up to 12 million gallons per day of stormwater and wastewater. There are 5 persons dedicated to that process. Recently, several individuals are being trained in both water and wastewater treatment technology. The District believes that cross-training can lead to future efficiencies as automation and information technology continues to advance.

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

Water Source

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

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

Isle. The aging surface water treatment plant was closed and used for cold storage. It is scheduled for demolition in 2019.

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

Water Treatment Process

The District has built its water treatment facility on the Reach Road adjacent to the 2 production wells. In the 13 years since the site was developed, some upgrading to the process became necessary to reach the level of treatment required under federal surface water treatment rules. The original building was expanded and is now a 120X40 brick structure with many security features. The equipment used for the treatment process is valued at approximately \$5,000,000.00 Water from the wells on the Reach Road is treated to meet or exceed all current standards set by the Safe Drinking Water Act. Primary treatment is achieved with powerful ultraviolet (UV) light reactors. The District operates a total of six reactors and has ample redundancy. The water is also disinfected with Ozone produced on site. Ozone is a reliable disinfectant of drinking water used for many decades.

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

Water Distribution System

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

The Future: Ten Year Asset Management Plans

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

Wastewater Division

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

Collection System

The Presque Isle Utilities District wastewater collection system consists of approximately 51 miles of sewer mains and 3 pumping stations. The sewer mains consist largely of aging vitrified clay (VC) pipe, a small percentage of asbestos cement (AC) and cast iron (CI) pipe, and 30-40 percent modern SDR rated plastic pipe. It is estimated that 50% of the sewer collection system is VC and is in need of replacement or rehabilitation. Because of a chronic amount of inflow and infiltration (I &I) built into the system over many decades, the District has entered into a consent agreement with the Maine Department of Environmental Protection to immediately begin work to reduce the amount of Infiltration and inflow into the sewer collection system. Infiltration is described as relatively clean water which finds its way into the sewer collection of system through deteriorating underground pipes and manholes. Inflow is described as relatively clean water which finds its way into the sewer collection of floor drains, sump pumps, and roof drains. The total volume of infiltration and inflow often far exceeds the amount of regular wastewater which should normally be collected. As a result, the capacity of the wastewater treatment plant is often exceeded.

Wastewater Treatment System

The current treatment facility is located on Dyer Street and was last upgraded in the early 1980s. Its licensed capacity is 5.4 million gallons per day. It provides a high degree of treatment and produces effluent to the Aroostook River which meets or exceeds all regulatory requirements. The plant uses a large oxidation ditch with infused aeration. Two secondary clarifiers complete the process before disinfection and transport. Due to obsolescence, the plant has little automation and requires hands-on attention to many of the mechanisms. Residual sludge produced in the treatment process is injected into District-owned agricultural land as a nutrient and produces cover crops for animal feed.

After all efforts have been made to reduce I&I, it is estimated that the Dyer Street plant capacity will still need to double capacity to ten million gallons per day. This effort is mandatory in order to prevent any future bypass of treatment due to high flows. Preliminary estimates are that a capacity upgrade of this magnitude could cost up to fifteen million dollars.

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Maine School Administrative District No. 1

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

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

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

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

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

The quality of educational programming has been and is the primary concern of the District.

The quality of educational programming has been a primary concern of the District. Recent evaluations of the system produced the following comments:

Presque Isle High School was named as a "*National School of Excellence*" by the U.S. Department of Education in 1991;

Presque Isle High School was named "One of the Best Schools in the Nation" by <u>Redbook</u> <u>Magazine</u> in 1992;

MSAD No. 1 was recognized as "A School System Exceeding the Expectations of Similar Systems" by the Maine Department of Education, 1992; and

Former Maine Commissioner of Education, Leo Martin, stated, "Indicators of educational success continue to show MSAD No. 1 as an outstanding educational institution"

Fiscal Capacity and Capital Investment Plan

Presque Isle's Vision

State Planning Office Goal:

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

Local Goal:

The City's mission was approved by the City Council on August 4, 2003. It states, in part, that it shall be the mission of the City of Presque Isle to maintain it's regional economic, educational, transportation, medical and cultural significance, and to provide a wide range of municipal services. The City is committed to making financial commitments and investments in its public infrastructure to ensure that the City's mission is met.

Introduction

The demands from citizens for an efficient system of public facilities and services continue to grow each year. Not only is this demand from Presque Isle citizens but from non-residents as the City is a Service Center Community. As such, more people work in Presque Isle each day than live and pay taxes to the community. They depend on the various City municipal departments for services. For example, residents and non-residents alike depend on the public works department to ensure that roadways are clear of snow and ice as they travel to, from and through the community.

Over the years the City has maintained a strong economic position. Its finances are audited annually in compliance with applicable State laws. It has not had any significant findings in its audit reports. The City continues to receive the Certificate of Achievement for Excellence in Financial Reporting for its Comprehensive Annual Financial Report (CAFR). The certificate is awarded and presented for excellence in financial reporting by the Government Finance Officers Association of the United States and Canada to government units whose financial reports achieve the highest standards in government accounting and financial reporting.

The City Council has approved appropriate financial policies that include:

- Asset Capitalization Policy
- Disbursement Policy
- Financial Procedures Policy
- Five Year Departmental Fee Schedules
- Investment Policy
- Procurement and Disposal Policy
- Tax Acquired Policy
- Tax Increment Financing District Policy

The City Council reviews and updates these policies on a periodic basis.

As the City looks into the future to meet its mission, it must not only consider what services and investments in its infrastructure to make but how it will finance these financial commitments. This section will describe how this has been effectively accomplished in the past, and how it will continue to do so into the future.

Analysis and Key Issues and Conditions and Trends

The table of the Municipal Revenues and Expenses for the Past Five Years shows that the City's revenues have increased \$936,588.00, or 23.3%, from 2014-2018. The trend analysis shows a steady increase in each of the last five years. There are seven specific revenues that account for approximately 80% of the total revenues. These seven revenues include airport fuels for resale, excise taxes, Industrial Council revenues for building rentals, the Forum, Community Center, EMS Services and revenue sharing. The same table shows expenses have increased by \$2,441,488, or 23.6% for the same period.

In analyzing the trend based on the second table of the Property Tax Distribution for the Past Five Fiscal Years it shows an overall stable tax rate. The tax rate has increased from 25.42 mills in 2014 to 25.82 in 2018 or 1.5% increase. The increase from 2014 - 2018 is well below the cost of living increases. The City's net budget amount has increased from \$7,229,080 in 2014 to \$8,112,864 in 2018 or 12.23%.

In general, tax revenues from new development are sufficient to offset the cost of needed additional services and capital investments. The City continues to grow at a modest and steady rate based on its municipal valuation. Its local assessment, when compared to state valuation, has slipped somewhat in the past two years. The assessed valuation for the past five years is:

Fiscal	Assessed	Valuation	Percentage	State
Year	Valuation	Increase	Increase	Valuation
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	2014	2015	2016	2017	2018
	(2.0.11	101110		122.012	100 501
Assessing	62,041	136,163	125,941	133,013	139,521
Planning & Development	59,716	61,064	63,512	65,649	145,032
Finance	314,929	267,263	287,803	316,200	317,693
Fire Department	888,250	901,161	908,812	1,200,467	1,181,252
General Government	268,087	292,673	275,136	291,589	281,168
Library	319,720	341,878	359,030	368,574	364,563
Police	1,211,318	1,223,408	1,255,226	1,286,249	1,204,114
Public Works	1,673,844	1,618,841	1,551,102	1,593,313	1,734,148
Rec & Parks	780,257	707,300	765,577	849,438	973,284
Resources	146,629	126,906	87,718	71,680	68,917
Solid Waste	315,312	326,835	299,861	268,819	141,411
PI Industrial Council	342,709	347,500	353,740	363,079	380,695
Benefits	1,856,223	1,799,597	1,848,535	1,899,487	1,973,798
Public Safety Bldg	153,604	100,626	156,404	222,217	320,055
Insurances	109,298	123,159	128,383	135,257	142,206
Utilities	559,755	574,191	605,975	599,432	609,815
Debt Service	351,918	334,631	843,194	809,813	911,443

Municipal revenues and expenses for last 5 years (actual)

Echo Lake	3,000	4,500	5,064	5,025	5,089
Unclassifieds	188,477	135,352	140,266	131,457	336,064
Outside Requests	41,600	41,125	60,825	59,000	56,500
Information Technology	48,548	47,462	55,234	55,628	66,325
City Clerk	52,072	53,029	59,830	54,403	59,142
General Assistance	142,869	81,557	29,512	23,161	25,802
Capital Reserves	417,310	1,055,327	1,281,028	1,060,723	1,310,938
Total Expenses	10,307,486	10,701,547	11,547,707	11,863,673	12,748,974
Total Revenues	4,009,621	4,283,495	3,893,609	4,895,105	4,946,209
Difference	6,297,865	6,418,052	7,654,098	6,968,568	7,802,765

* Reserves are shown on what is actually expended from balances carried forward each year for the reserve accounts

City of Presque Isle, Maine Property Tax Distribution, Last Five Years

			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 2015 2016 2017 2018	25.42 25.46 25.68 25.60 25.82	7,891,305 8,016,781	6,152,769 6,240,553 6,210,945	619,294 645,031 665,733	13,982,978 13,960,857 14,776,889 14,893,459 15,079,562	51.49% 53.40% 53.83%	44.07% 42.23% 41.70%	4.44% 4.37% 4.47%	13.14 13.11 13.71 13.78 13.89	11.22 10.85 10.68	1.10 1.13 1.12 1.14 1.25	1,498,532 1,557,154 8,161,852 9,352,056 2,528,542
	5 Year Budget											

Increase 883,784 85,722 127,078 -0.75 0.50 -0.15

145

5 Year				
Percent of				
Increase	12.23%	1.39%	21.05%	

<u>City of Presque Isle, Maine Five Year Capital Improvement Plan FY' 2019 Appendix B</u>

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						
	Upgrade 4 hangars	\$5,066	AP			\$277,333	AP						
	north end of airport												

Re-	PROJECT	Prior		2020		2021		2022					
Re-	e-carpet passenger terminal							2022		2023		2024	
Re-	e-carpet passenger terminal												
						\$30,000	AP						
FA	AA Grants	\$0	FAA	\$5,799,750	FAA	\$973,750	FAA	\$736,250	FAA	\$23,750		\$23,750	FAA
Sta	ate Contribution	\$0	ST	\$152,625	ST	\$25,625	ST	\$19,375	ST	\$625		\$625	ST
Air	rport Fund	<u>\$5,066</u>	AP	<u>\$217,625</u>	AP	<u>\$6,875</u>	AP	<u>\$19,375</u>	AP	<u>\$625</u>	-	<u>\$625</u>	AP
	Total - Airport Total	\$5,066		\$6,170,000		\$1,006,250		\$775,000		\$25,000		\$25,000	
City Hall													
Anr	nnual Computer Updates	N/A	GF	\$12,000	GF	\$12,000	GF	\$12,000	GF	\$12,000		\$12,000	GF
Anı	nnual IT Updates	N/A	GF	\$27,200	GF	\$14,000	GF	\$7,500	GF	\$24,800		\$14,000	GF
Cit	ty Hall Renovations/Moving		GF	\$50,000	GF	\$50,000	GF	\$50,000	GF	\$50,000		\$50,000	GF
												, -	
Veł	chicle for Assessing	<u>\$15,000</u>	GF	<u>\$10,000</u>	GF	<u>\$0</u>	-	<u>\$0</u>	-	<u>\$0</u>			

City of Presque Isle													
Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
	Total - City Hall	<u>\$15,000</u>	GF	<u>\$99,200</u>	GF	<u>\$76,000</u>	GF	<u>\$69,500</u>	GF	<u>\$86,800</u>	-	<u>\$76,000</u>	GF
		-		-		-		-		-	-	-	
Planning & Development				-	-	-	-	-	-	-	-	-	
	Consulting Services	\$30,000	GF	\$10,000	GF	\$10,000	GF	\$10,000	GF				
	Downtown Area Master Plan &	-		\$37,500	GF	\$50,000	GF	\$50,000	GF	\$50,000	GF	-	
	Municipal Comprehensive Plan	-		-	-	-	-	-	-	-	-	-	
		-		-	-	-	-	-	-	-	-	-	
	Dwntwn Economic Dev	-		\$200,000	GF	\$200,000	GF	\$200,000	GF	\$200,000	GF		
	& Infrastructure Improvement	-		-	-	-	-	-	-	-	-	-	
	Poss of Fed or State Funding	-		-	-	-	-	-	-	-	-	-	
	Echo Lake Sewer Improvements	\$8,400	GF	\$56,250	GF	\$56,250	GF	\$56,250	GF	\$56,250	GF		-
		-		<u>\$50,000</u>	GRA	-	-	-	-	-	-	-	-
		-		-	-	-	-	-	-	-	-	-	
	General Fund	\$38,400	GF	\$303,750	GF	\$316,250	GF	\$316,250	GF	\$306,250	GF	\$0	GF
	Grants/Donations	<u>\$0</u>	GRA	<u>\$50,000</u>	GRA	<u>\$0</u>	GRA	<u>\$0</u>	GRA	<u>\$0</u>	-	<u>\$0</u>	
	Total - Planning	\$38,400		\$353,750		\$316,250		\$316,250		\$306,250		\$0	
Industrial Council													
	Building/Capital	\$602,130	GF	\$150,000	GF	\$150,000	GF	\$150,000	GF	\$150,000	GF	\$150,000	GF
	Improvements												
										₩ 4 ■ 0,000			~~~
	Total - Industrial Council	\$602,130		\$150,000		\$150,000		\$150,000		\$150,000		\$150,000	GF

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
FIRE DEPARTMENT													
	Replace Tanker One (1984)	\$240,000	GF	\$100,000	GF	\$100,000	GF	\$100,000	GF	\$100,000	GF		
	Possibility of a Grant exists												
	Scott Air Bottle Replacement	\$30	GF	\$7,000	GF	\$7,000	GF	\$7,000	GF	\$7,000	GF	\$7,000	GF
	on-going												
	Possibility of a Grant exists												
	Turnout gear replacement	\$14,185	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF
	Possibility of a Grant exists												
	Thermal Imaging Camera	\$0		\$14,500	GF	-		-		-	-	-	
		-				-		-		-	-	-	
	SCOTT Air Packs	\$0		\$10,000	GF	\$10,000	GF	\$10,000	GF	\$10,000	GF	\$10,000	GF
	Possibility of a Grant exists												
	Ambulance Replacement	\$50,000		\$75,000	GF	\$75,000	GF	\$75,000	GF	\$75,000		\$75,000	GF
	Program										GF		
	Possibility of a Grant exists												
	EMS Equipment Replacement	\$25,000		\$25,000	GF	\$25,000	GF	\$25,000	GF	\$25,000	GF	\$25,000	GF
	Program												
	Possibility of a Grant exists												
	Replace Pick-Up #4	\$5,000		\$12,000	GF	\$12,000	GF	\$12,000					
	Replace SCBA Air Fill Station	\$0		\$10,000	GF	\$10,000	GF	\$10,000	GF	\$10,000	GF	\$10,000	GF
	Possibility of a Grant exists												

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
	Replace Jaws of Life	\$0		\$15,000	GF	\$15,000	GF	\$15,000	GF	\$15,000	GF		
	Possibility of a Grant exists												
	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	\$30,000	GF	\$30,000	GF	\$30,000	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	
Recreation & Parks													
	Equipment Replacement												
	Program		GF	\$38,000	GF	\$40,000	GF	\$40,000	GF	\$28,000	GF	\$15,000	GF

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
	Forum Improvement												
	Program	\$162,117	GF	\$120,000	GF	\$110,000	GF	\$112,000	GF	\$90,000	GF	\$125,000	GF
	Mantle Lake Improvements	\$7,662	GF	\$64,000	GF	\$55,000	GF	\$30,000	GF	\$40,000	GF	\$20,000	GF
	General Park Improvements	\$0	GF	\$35,000	GF	\$40,000	GF	\$20,000	GF	\$30,000	GF	\$20,000	GF
	Bike Path Paving Program	\$29,720	GF	\$12,000	GF	\$12,000	GF	\$14,000	GF	\$13,000	GF	\$10,000	GF
	Poss of Grants or Local Funding												
Recreation & Parks Total		\$199,499	GF	\$269,000	GF	\$257,000	GF	\$216,000	GF	\$201,000	GF	\$190,000	GF
Public Services Department													
Public Works Division													
	Pavement Maintenance			\$193,064	URIP								
				\$273,092	GF	\$361,058	GF	\$206,383	GF	\$240,445		\$188,692	GF
	Equipment Replacement			\$440,050	GF	\$290,000	GF	\$270,000	GF	\$290,000		\$270,000	GF
	Program												
	Watershed Dam Mtc.	\$25,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF
	Underground storm drainage	\$25,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF	\$5,000	GF
	Spruce Street Connection		GF	\$0	GF	\$0	GF	\$0	GF	\$0	GF	\$0	GF

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
	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	<u>\$432,872</u>		<u>\$43,000</u>	TIF	<u>\$389,935</u>	TIF	<u>\$0</u>	TIF	<u>\$0</u>	-	<u>\$0</u>	TIF
	Total - Public Works	<u>\$482,872</u>	-	<u>\$959,206</u>	-	<u>\$1,244,057</u>	-	<u>\$679,447</u>	-	<u>\$733,509</u>	-	<u>\$661,756</u>	-
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

City of Presque Isle Capital Improvement Project Summary Table													
	PROJECT	Prior		2020		2021		2022		2023		2024	
GF	General Fund	<u>\$1,239,244</u>	GF	<u>\$1,924,592</u>	GF	<u>\$1,825,308</u>	GF	<u>\$1,588,633</u>	GF	<u>\$1,610,995</u>	_	<u>\$1,101,192</u>	GF
		<u>\$1,677,182</u>	-	<u>\$8,380,656</u>	-	<u>\$3,414,557</u>	-	<u>\$2,556,697</u>	-	<u>\$1,829,059</u>	-	<u>\$1,319,256</u>	-
Adjustments													
GF	City Operating Budget		GF	\$1,924,592	GF	\$1,825,308	GF	\$1,588,633	GF	\$1,610,995		\$1,101,192	GF

Legal Notices

NOTICE OF PUBLIC HEARING CITY OF PRESQUE ISLE

NOTICE IS HEREBY given that the Presque Isle City Council will be hold a **PUBLC HEARING** on **January 8, 2020** at **5:00 PM** in the City Council Chambers, City Hall at 12 Second Street, to consider passage of the **2020 Comprehensive Plan**.

The public may attend the public hearing or submit written comments. You can obtain more information by contacting the City Planner's Office at City Hall, 12 Second Street, Presque Isle, ME 04769 or call at 760-2727.

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

Per City Council Thomas C. King City Clerk

Published on January 1, 2020

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM #9

SUBJECT

CONSENT AGENDA: 2019 Minutes

INFORMATION

November 7, 2019 Minutes
 November 20, 2019 Minutes
 December 4, 2019 Minutes

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor ______ to approve minutes from November 7th, 20th and December 4th, 2019.



Presque Isle City Council Meeting

November 7, 2019 3:00 PM Presque Isle City Council Chambers

Call to Order - Roll Call

Present: Chairman M. Chasse, Deputy Chairman K. Freeman, Councilors J. Shaw and R. Smith

Absent: Councilors D. Cyr (Arrived at 3:14 PM), C. Green, and J. Willette (Arrived at 3:10 PM)

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

Pledge of Allegiance

Chairman M. Chasse called the meeting to order at 3:13 PM and led those present in the Pledge of Allegiance.

Consent Agenda

1. Approve Reappointment to the Presque Isle Housing Authority.

BE IT RESOLVED by Councilor R. Smith, seconded by Chairman M. Chasse to approve to reappoint Ralph McPherson to the Presque Isle Housing Authority, term to expire 10/31/2023.

<u>Vote: 6 – 0</u>

Budget Workshop (Capital Reserves)

*All 2020 Budget Requests, including Capital Reserve/Capital Improvement requests can be viewed in the Proposed 2020 Budget:

Click here to be taken to the Proposed 2020 Municipal Budget

- 2. Chris Beaulieu, Parks and Recreation Director presented his request for Capital Reserve/Capital Improvement Funding for the Forum, Mantle Lake Park, Peace Park, and Bike Path.
- 3. Public Services Director Dana Fowler presented the Council with his requests for Solid Waste and Street Lighting.
- 4. Assessing Director Lewis Cousins presented his requests to the Council.
- 5. City Manager Puckett and the Council also discussed funding of Planning and Development, Presque Isle Fire Department (including possible reductions of \$2,500 for a retractable hose reel, \$1,060 for Ambulance equipment, and \$520 for a roof rake), a potential \$4,000 reduction to the Wintergreen Arts Center, and a potential \$1,200 reduction to the Unclassified account.

Executive Session

There was no Executive Session.

Adjournment

Be it Resolved by Chairman M. Chasse, Seconded by Deputy Chairman K. Freeman to adjourn the meeting at 5:45 PM.

<u>Vote 6 – 0</u>

Attested by: _____

Thomas C. King, City Clerk



Presque Isle City Council Meeting

November 20, 2019 5:00 PM Presque Isle City Council Chambers

Call to Order - Roll Call

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

Absent: Councilor D. Cyr

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

Pledge of Allegiance

Chairman M. Chasse called the meeting to order at 5:00 PM and led those present in the Pledge of Allegiance.

New Business

1. Waiver of Foreclosure

City Manager Puckett requests that this be tabled and discussed in Executive Session Pursuant to 1 M.R.S.A. § 405(6)(C).

Councilors agreed to table the matter.

2. Solar Farm

BE IT RESOLVED by Deputy Chairman K. Freeman, seconded by Councilor C. Green to authorize the Executive Director of the Presque Isle Industrial Council to sign two separate Solar Rights Option Agreements with NRS Maine Solar Holdings, LLC for the land located North of Missile Street and West of the railroad tracks at the end of Mechanic Street.

<u>Vote: 6 – 0</u>

Budget Workshop

City Manager Puckett started the workshop advising the Council that he and the Department Heads to date have a budget that is 0.95% increase over the 2019 budget.

Councilors and City Manager Puckett discussed ways of reaching a flat budget.

BE IT RESOLVED by Deputy Chairman M. Chasse, seconded by Chairman M. Chasse to eliminate one Patrol Officer position and change a second Patrol Officer position to the position of Deputy Chief with the expectation that whomever holds this position will work patrol in addition to administrative duties.

<u>Vote: 5 – 1</u> Councilor J. Shaw against.

The Council also discussed funding a Capital Improvement/Reserve request for funding of a new Fire Engine at \$50,000 rather than the original \$100,000 request, but there was not enough support among Councilors to bring forth a formal resolve.

Executive Session

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

<u>Vote: 6 – 0</u>

Councilors exited Executive Session at 7:56 PM

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green to retire and re-hire Public Services Director Dana Fowler.

<u>Vote: 6 – 0</u>

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green to enter into Executive Session at 7:56 PM pursuant to 1 M.R.S.A. § 405(6)(C) to discuss the previously tabled Waivers of Foreclosure.

Councilors exited Executive Session at 8:01 PM.

<u>Vote: 6 – 0</u>

BE IT RESOLVED by Councilor R. Smith, seconded by Councilor C. Green that the City Council authorize the City Treasurer to waive the foreclosure on those properties listed on Attachment A if payment on the 2017 tax lien is not received by the City prior to close of business on November 29, 2019 at 4:30 PM.

<u>Vote: 6 – 0</u>

Adjournment

BE IT RESOLVED by Councilor R. Smith, Seconded by Deputy Chairman to adjourn the meeting at 8:01 PM.

<u>Vote 6 – 0</u>

Attested by: _

Thomas C. King, City Clerk



Presque Isle City Council Meeting

December 4, 2019 6:00 PM Presque Isle City Council Chambers

Call to Order - Roll Call

Present: Chairman M. Chasse, Deputy Chairman K. Freeman, Councilors C. Green and J. Willette

Absent: Councilors D. Cyr, J. Shaw (arrived at 6:10 PM), and R. Smith

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

Pledge of Allegiance

Chairman M. Chasse called the meeting to order at 6:00 PM and led those present in the Pledge of Allegiance.

Public Hearing

1. 2020 Municipal Budget (Second Hearing)

Citizen Comments

Galen Weibley, the City's new Director of Economic and Community Development was introduced to the Council. Mr. Weibley spoke of his previous experience and education and of his excitement at working for the City.

Consent Agenda

- 2. Minutes from October 8th, 30th, and November 6th, 2019
- 3. Approve 2019 Warrants #43 #47, totaling \$1,358,368.02

BE IT RESOLVED by Deputy Chairman K. Freeman, seconded by Councilor C. Green to approve the Minutes from October 8th, 30th, and November 6th and 2019 Warrants #43 - #47 totaling \$1,358,368.02.

<u>Vote: 4 – 0</u>

4. Approve Return of Votes Cast for November 5, 2019

BE IT RESOLVED by Deputy Chairman K. Freeman, seconded by Councilor C. Green to approve the Return of Votes Cast for November 5, 2019.

<u>Vote: 4 – 0</u>

5. Approve Drug Forfeiture

BE IT RESOLVED by Deputy Chairman K. Freeman, seconded by Chairman M. Chasse to authorize Chairman M. Chasse to sign the Approval of Transfer.

Vote: 4 – 0

New Business

6. Ordinances due to "Sunset Provision"

Informational only. The ordinances will be renewed, if appropriate, at the January 8, 2020 Council Meeting.

- 7. Approve IT Bids
- 8. Approve Legal Services Bids

City Manager Puckett advised the Council that there were several bids each received for the two categories. Eric Warren from Greenmark IT and Robert Sowers from Oak Leaf Systems both spoke to the Council regarding their respective qualifications and abilities to provide a high level of service to the City.

Ultimately Councilors decided to postpone awarding bids until a committee could more thoroughly review the bids and bring their recommendations back to the Council. Councilors Green and Shaw will assist with the Legal Services committee and Councilors Chasse and Cyr will assist with the IT Services committee.

9. 2019 Comprehensive Plan

Discussion only. The plan was presented to the Councilors to review and digest and a Public Hearing on the Comprehensive Plan will be held at the January 8, 2020 City Council Meeting.

10. Schedule a Public Hearing for Proposed Revisions to the Land Use and Development Code under Chapter 1, Section V – Definitions, to add "Transportation Terminal".

BE IT RESOLVED by Deputy Chairman K. Freeman, seconded by Councilor J. Shaw to schedule a public hearing to review the proposed changes to the Land Use and Development Code.

<u>Vote: 5 – 0</u>

Budget Workshop

Councilors discussed and adjusted the proposed budget with input from Department heads and ultimately produced a 2020 budget that everyone was comfortable with and that, as written, maintains a mil rate of 24.99. (See attached summary.)

Be it resolved by councilor C. Green and seconded by Councilor J. Shaw to accept the 2020 City Budget appropriations by department as shown above. Total appropriations of \$14,451,011 less total revenue of \$7,182,883 for a net spending budget of \$7,268,128 from the General Fund.

And for the Airport Fund total expenses of \$2,387,942 less total revenue of \$2,601,759 for a net appropriation from the General Fund of \$-213,817.

<u>Vote: 5 – 0</u>

Manager's Report

The annual Holiday Light Parade will be held this coming Saturday at 7:00 PM, starting at UMPI and ending on North Street.

Announcements

The next regular meeting of the Presque Isle City Council will be held January 8, 2020 at 5:00 PM in the Council Chambers at Presque Isle City Hall.

Executive Session

There was no Executive Session called for.

Adjournment

BE IT RESOLVED by Councilor C. Green, seconded by Deputy Chairman K. Freeman to adjourn the meeting at 6:59 PM.

<u>Vote 5 – 0</u>

Attested by:

Thomas C. King, City Clerk

CITY OF PRESQUE ISLE GENERAL FUND 2020 BUDGET SUMMARY

			020 Budget ober 02, 2019	Adjustments	20	20 Budget Nov 06, 2019	Ad	ljustments	2020 Budget Final	
001	ASSESSING	\$	171,109	-	\$	171,109		19,659	190,768	
002	PLANNING & DEVELOPMENT		164,124	-		164,124		-	164,124	
003	FINANCE DEPARTMENT		362,382	-	- 362,382		-		362,382	
004	FIRE DEPARTMENT		1,407,726	-		1,407,726	5,535.00		1,413,261	
006	GENERAL GOVERNMENT		327,679	(646)	327,03		(7,077)		319,956	
007	LIBRARY		396,382	1,301		397,683		-	397,683	
800	POLICE DEPARTMENT		1,321,758	1,321,758 (600) 1,3		1,321,158	26,523		1,347,681	
009	PUBLIC WORKS		1,979,113	1,762	1,762 1,980,875		14,208		1,995,083	
010	RECREATION & PARKS	1		(895)		1,072,409		(11,250)	1,061,159	
011	RESOURCE MANAGEMENT		82,636	(500)		82,136		-	82,136	
012	SOLID WASTE		471,836	(6,000)		465,836		(3,310)	462,526	
013	INDUSTRIAL COUNCIL		407,786	-		407,786		-	407,786	
014	EMPLOYEE BENEFITS		2,413,310	843		2,414,153		(64,757)	2,349,396	
015	PUBLIC SAFETY BUILDING		326,242	1,256		327,498		-	327,498	
016	INSURANCES		168,812	(8,900)		159,912		-	159,912	
017	017 UTILITIES		618,058	(10,000)		608,058		-	608,058	
018	018 DEBT SERVICE		927,134	- 927,13		927,134			927,134	
019	ECHO LAKE		7,215	-		7,215		-	7,215	
020	UNCLASSIFIEDS		270,444	-		270,444		(1,200)	269,244	
021	OUTSIDE REQUESTS		57,950	-		57,950		(4,000)	53,950	
023	INFORMATION TECHNOLOGY		69,760			69,760		(3,375)	66,385	
025	CITY CLERK		65,106	-		65,106		-	65,106	
026	GENERAL ASSISTANCE		25,250	-		25,250		-	25,250	
	CAPITAL RESERVE APPROPRIATION		1,353,119			1,353,119		34,200	1,387,319	
EXPENSES \$		14,468,234	\$ (22,379.68)	\$	14,445,854	\$	5,157	\$ 14,451,011		
LESS: TOTAL REVENUE		7,040,061	3,900.00		7,043,961		138,922	7,182,883		
NET SPENDING BUDGET		\$	7,428,173	<u>\$ (26,279.68</u>)	\$	7,401,893	<u>\$</u>	(133,765)	<u> </u>	

AIRPORT FUND	
TOTAL EXPENSES	2,387,942
TOTAL REVENUE	 (2,601,759)
NET APPROPRIATION	\$ (213,817)

Be it resolved by councilor ______ and seconded by Councilor ______ to accept the 2020 City Budget appropriations by department as shown above. Total appropriations of <u>\$14,451,011</u> less total revenue of <u>\$7,182,883</u> for a net spending budget of <u>\$7,268,128</u> from the General Fund.

And for the Airport Fund total expenses of \$2,387,942 less total revenue of \$2,601,759 for a net appropriation from the General Fund of \$-213,817.

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 10

SUBJECT

CONSENT AGENDA: 2018 Warrants #48 - #52, totaling \$ 2,971,259.05

INFORMATION

1) Warrant #48	\$ 216,069.66
2) Warrant #49	\$ 273,685.83
3) Warrant #50	\$ 681,187.44
4) Warrant #51	\$ 1,657,651.48
5) Warrant #52	\$142,664.64

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____ to approve 2018 Warrant #48 - #52, totaling \$2,971,259.05.

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 11

SUBJECT

CONSENT AGENDA: Approve Solid Waste Haulers Licenses

INFORMATION

- 1) Gil's Sanitation, Inc. Application
- 2) McNeal's Trucking Application
- 3) Pine Tree Waste Application
- 4) Star City Sanitation, Inc. Application

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor ______ to approve the Solid Waste Haulers licenses for Star City Sanitation, McNeal's Trucking, Gil's Sanitation, Inc. & Pine Tree Waste.

CITY OF PRESQUE ISLE APPLICATION FOR SOLID WASTE COLLECTOR LICENSE
Name of Applicant Tom G. Berube D/B/A Gil's Sanitation Inc.
Address PO Box 1057 Tel: 207-769-0711
Presque Isle, ME. 04769
Type and Make of Vehicle Registration Number Weight Capacity
1 H, Rearload Packer (#14) 704-455 54,000 Peterbuilt, Rearload (#12) 1A-6821 54,000
Total Number of Vehicles: 2 FEE: \$100.00 Per Vehicle: \$200.00
Schedule of Rates:N/A
Areas To Be Serviced: <u>All Areas</u>

All Solid Waste Collectors must comply with Chapter 42 of the Solid Waste Ordinance and any other special conditions, if any, as determined by the Presque Isle City Council.

Condition #1: Corrugated cardboard shall be kept separate from the solid waste and delivered to a recycling facility.

Condition #2: Payment for all invoiced fees shall be received by the City within 60 days of invoice date or the City Council may suspend or revoke the Solid Waste Collector License.

Condition #3: Loads containing waste from more than one municipality must have an individual scale weight for each municipalities waste.

Date Approved by City Council

CIT	Y OF PRESQUE ISLE	
APPLICATION FOR S		
Name of Applicant Jack H	erbert D/B/A_/	<u>Meal's Trucking</u> , Inc 551-4983
Address 73 Solman	St. Tel:	551-4983
Caribon ME	E 04736	
Type and Make of Vehicle	Registration Number	Weight Capacity
4300 INTL	CO 179716	34,000
Total Number of Vehicles: l	FEE: \$100.00 Per V	ehicle: 100.00
Schedule of Rates:		
Areas To Be Serviced:	putrates with city	
	/	

All Solid Waste Collectors must comply with Chapter 42 of the Solid Waste Ordinance and any other special conditions, if any, as determined by the Presque Isle City Council.

Condition #1: Corrugated cardboard shall be kept separate from the solid waste and delivered to a recycling facility.

Condition #2: Payment for all invoiced fees shall be received by the City within 60 days of invoice date or the City Council may suspend or revoke the Solid Waste Collector License.

Condition #3: Loads containing waste from more than one municipality must have an individual scale weight for each municipalities waste.

Condition #4: License is limited to construction and demolition debris only using semi-trailers and roll-off containers.

Date Approved by City Council

CITY OF PRESQUE ISLE APPLICATION FOR SOLID WASTE COLLECTOR LICENSE

Name of Applicant <u>Pinc tree Waste</u> D/B/A
Address PO Box 528 Tel: 532-6804
Houlton Mc 04730
Type and Make of Vehicle Registration Number Weight Capacity
2013 International Trator 861-349 100,000 165 2016 Mark Roll OFF 1 B-5356 78,000 165
Total Number of Vehicles: 2 FEE: \$100.00 Per Vehicle: 200.00
Schedule of Rates: Depends on Job and where we Haul Debris
Areas To Be Serviced: Presque Islet Member Communities

All Solid Waste Collectors must comply with Chapter 42 of the Solid Waste Ordinance and any other special conditions, if any, as determined by the Presque Isle City Council.

Condition #1: Corrugated cardboard shall be kept separate from the solid waste and delivered to a recycling facility.

Condition #2: Payment for all invoiced fees shall be received by the City within 60 days of invoice date or the City Council may suspend or revoke the Solid Waste Collector License.

Condition #3: Loads containing waste from more than one municipality must have an individual scale weight for each municipalities waste.

Condition #4: License is limited to construction and demolition debris only using semitrailers and roll-off containers.

Date Approved by City Council

CITY OF PRESQUE ISLE APPLICATION FOR SOLID WASTE COLLECTOR LICENSE

Name of Applicant <u>Edgan</u>	LeBiance D/B/A Sta	- City Sonitation, Inc
Name of Applicant $\underline{\mathcal{E}}_{Qare}$ $\underline{\mathcal{I}}_{\mathcal{A}}$. Address $\underline{\mathcal{P}}_{\mathcal{A}}$ $\underline{\mathcal{I}}_{\mathcal{A}}$ $\underline{\mathcal{I}}_{\mathcal{A}}$ $\underline{\mathcal{I}}_{\mathcal{A}}$	Tel:	207-76 416 92
Presque Isle, Me		
Type and Make of Vehicle	Registration Number	Weight Capacity
62-Joternationel 07. Joternationel 91. Joternationel 88 Freeghtlener 16- Juie gutlener 09 - Freeghtlener	<u>181-002</u> <u>444-455</u> <u>1310:942</u> <u>2091-739</u> <u>1549C+0+8/0HHCL2678</u> <u>1-5vaccvb559HAL4279</u>	32,000 54,000 32,000 54,000 34,000 34,000
Total Number of Vehicles:	FEE: \$100.00 Per Veh	icle: <u>(666</u>
Schedule of Rates:		
Areas To Be Serviced: Presque	Isle, Mapleton, Castled	1:11, Washburn
All Solid Waste Collectors must	comply with Chapter 12 of t	he Solid Waste Ordinance and

All Solid Waste Collectors must comply with Chapter 42 of the Solid Waste Ordinance and any other special conditions, if any, as determined by the Presque Isle City Council.

Condition #1: Corrugated cardboard shall be kept separate from the solid waste and delivered to a recycling facility.

Condition #2: Payment for all invoiced fees shall be received by the City within 60 days of invoice date or the City Council may suspend or revoke the Solid Waste Collector License.

Condition #3: Loads containing waste from more than one municipality must have an individual scale weight for each municipalities waste.

Date Approved by City Council

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 12

SUBJECT

ORGANIZATION: Approve Policy on Treasurer's Disbursement Warrants for Employee Wages and Benefits

INFORMATION

1) Copy of Warrant

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor ______ to approve the Policy on Treasurer's Disbursement Warrants for Employee Wages and Benefits.

CITY OF PRESQUE ISLE

POLICY ON TREASURER'S DISBURSEMENT WARRANTS FOR EMPLOYEE WAGES AND BENEFITS

Purpose. This policy allows designated municipal officers (City Councilors), acting on behalf of the full board of municipal officers, to review, approve, and sign municipal Treasurer's disbursement warrants, for wages and benefits only.

This policy is additional to, not in lieu of, majority power. Nothing in this policy is intended to replace the authority of the full board of municipal officers, acting by majority vote, to act on any treasurer's warrant, including warrants for wages and benefits.

Delegation of authority. Pursuant to 30-A, M.R.S.A, § 5603(2)(A)(1), the following authority is granted with respect to treasurer's disbursement warrants **for municipal employees wages and benefits only.**

Current municipal officers. The municipal officers in office at the time of execution of this policy are: Emily Smith, Michael Chasse, Natilee Graves, Craig Green, Kevin Freeman, Leigh Smith, and Randy Smith. Any one of the municipal officers named above, acting alone, may review, approve, and sign such warrants.

Effective date. This policy becomes effective on the date indicated below.

Copies. The Chair of the municipal officers will furnish copies of this policy to the City Clerk and to the municipal Treasurer.

Lapse. This policy lapses one year after its effective date, if not sooner amended or cancelled.

Renewal. This policy may be renewed at any time before its lapse. Thereafter, it may be readopted at any time. Any renewal is valid for one year from its effective date, unless a sooner date of expiration is specified.

Reminder. The Treasurer shall remind the municipal officers to consider renewing this policy annually before it lapses.

Original. The original of this policy shall be maintained on file by the City Clerk.

Adopted: January 8, 2020

Michael Chasse

Douglas Cyr

Craig Green

Kevin Freeman

Jacob Shaw

Randy Smith

Jeffrey Willette

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 13

SUBJECT

CONSENT AGENDA: Approve Municipal Officer's Policy on Disbursement of Municipal Education Costs

INFORMATION

1) Copy of Warrant

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor ______ to approve the Municipal Officer's Policy on Disbursement of Municipal Education Costs.

CITY OF PRESQUE ISLE

MUNICIPAL OFFICERS' POLICY ON DISBURSEMENT OF MUNICIPAL EDUCATION COSTS

Pursuant to 20-A M.R.S.A. § 1500(1) and 30-A M.R.S.A. § 5603(2)(A)(2), the Municipal Treasurer is hereby authorized to disburse funds to pay municipal education costs when the Treasurer has been presented with a disbursement warrant signed by the School Superintendent and approved by a majority of the school board, or by all of the members of any finance committee appointed or duly elected by the school board.

Before disbursing any funds on such a warrant, however, the municipal Treasurer shall satisfy himself or herself that the warrant is indeed signed by at least a majority of the school board or by all of the members of any finance committee appointed or elected by the school board. The Treasurer may accept as such satisfaction a written and signed certification of the pertinent fact from the School Superintendent, or, if the warrant itself indicates the fact (as, for example, by bearing the statement "being at least a majority of the school board" or "being all of the members of the school board's finance committee" beneath the signatures appearing on the warrant), then the Treasurer may rely on the representation of the warrant without further inquiry. The Treasurer shall not, however, pay any item on a warrant if payment of that item would result in an overdraft, and shall report his refusal to honor the item in writing to the Superintendent and to the municipal officers promptly.

The City Manager shall file a copy of this policy with the City Clerk and provide a copy to the municipal Treasurer, and shall ensure that this policy is brought to the attention of the municipal officers annually for consideration of renewal. The City Clerk shall, after approval by the municipal officers of any meeting in which they have voted a renewal of this policy, attest to such renewal by endorsing the policy below, and shall then file a copy of the policy bearing that renewal endorsement in the City Clerk's files and shall deliver a copy to the municipal Treasurer.

Adopted: January 8, 2020

Michael Chasse

Douglas Cyr

Craig Green

Kevin Freeman

Jacob Shaw

Randy Smith

Jeffrey Willette

Attest:

Thomas C. King, City Clerk

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 14

SUBJECT

CONSENT AGENDA: Ex-Officio Appointment to Boards and Committees

INFORMATION

REQUESTED ACTION

Please see next page for resolutions.

AIRPORT ADVISORY BOARD

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint **MARTIN PUCKETT**, **TOM POWERS** and **SCOTT WARDWELL** as Ex-Officio non-voting members for a one year term to the Airport Advisory Board, term to expire on December 31, 2020.

LIBRARY COMMITTEE

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint **SONJA EYLER** and **BRADLEY TURNER** as Ex-Officio non-voting members for a one year term to the Library Committee, term to expire on December 31, 2020.

PRESQUE ISLE DEVELOPMENT FUND BOARD OF TRUSTEES

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint **MARTIN PUCKETT** as an Ex-Officio non-voting member for a one year term to the Presque Isle Development Fund Board of Trustees, term to expire on December 31, 2020.

PRESQUE ISLE INDUSTRIAL COUNCIL BOARD OF DIRECTORS

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to nominate **MARTIN PUCKETT** as an Ex-Officio non-voting member for a one year term to the Presque Isle Industrial Council Board of Directors, term to expire on December 31, 2020.

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 15

SUBJECT

OLD BUSINESS: Approve IT Service Bid

INFORMATION

1) Bids

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____, to approve ______ as the IT Service provider.



City of Presque Isle, Maine

The Office of City Clerk Thomas C. King Email: tking@presqueisleme.us

IT Services Bid Opening December 4, 2019 @ 1:00 PM

- 1. Precision Innovations.....\$12,720.00 per year // \$75 per hour after 20 hours.
- 2. Greenmark IT.....\$30,720 per year
- 3. Oak Leaf Systems.....\$1300 per month / over 20 hours = \$65 per hour.
- 4. Reboot\$2,420 per month

Present: Martin Puckett, City Manager, Brad Turner, Finance Director, Thomas King, City Clerk Eric Warren, Greenmark IT, Sharon Demerchant, Deputy Finance Director

Attest: Thomas C. King, City Clerk

Presque Isle, ME 04769-2459 Phone: 207.760.2720 This institution is an equal opportunity employer.

Fax 207.764.2521

Request for IT Services For City of Presque Isle November 15, 2019

This is a Request for Proposal for IT Management Services/Computer Support and Maintenance for the City of Presque Isle.

Purpose: The City is soliciting proposals from vendors who are interested in providing cost-effective, quality **IT support**, maintenance, hardware repair, software services, infrastructure maintenance, etc. for the City of Presque Isle at the lowest reasonable cost.

General Requirements:

The Vendor would be expected to provide troubleshooting and support services to Presque Isle's existing computers, firewall devices and City Hall's six servers. Support Services would also include setup and configuration, file and printer access, Internet access, e-mail, general network support, and general computer support. Additional services must include consulting for equipment/services, troubleshooting and support for connectivity to City Hall servers using the City's Virtual Private Network (VPN) for the following locations: Police Dept, Fire Dept, Rec and Parks Dept, Forum, Airport, Public Works Dept. and the Library.

Service:

Timely service response and fast turnaround for necessary maintenance and repair is expected. Time out of service must be kept to a minimum.

Background:

For many years the City has been under an annual contract that provided IT Services. Cost was a monthly fee which included 20 hours of computer and network support services, and a set hourly fee thereafter. Most generally the City stays under the 20 hours per month. This has been a very satisfactory experience for the City, however to stay competitive we are encouraged to put services out to bid every few years. The City has many offices and buildings around Presque Isle that require IT Services from City Hall, the Airport, Public Safety Building, Library, the Forum, the Community Center and Public Works Facilities.

Proposal Terms and Submission

The City of Presque Isle anticipates entering into an annual contract for IT Services beginning on January 1, 2020.

Bids are to include the number of years of company operations, a brief overview of all employees with years of experience, current client list, and experience of providing municipal IT support.

The City reserves the right to reject any and all proposals and to waive minor irregularities in any proposal. The City reserves the right to request clarification of information submitted and to request additional information on any proposal.

Proposals must be submitted in a sealed envelope clearly marked RFP – IT Services no later than 12 noon on Wednesday December 4th, 2019. No e-mail or faxed RFP will be accepted. Bids will be opened at 1pm Wednesday December 4th, 2019

If you have any questions, please call Bradley Turner at 760-2717 or e-mail bturner@presqueisleme.us

Proposals may be mailed or hand delivered to:

City of Presque Isle Attn: Bradley Turner 12 Second Street Presque Isle, ME 04769

Sincerely,

Bradley Turner, Finance Director, City of Presque Isle



Proposal Submission City of Presque Isle – IT Services for 2020

Introduction

Oak Leaf Systems has provided IT services for the City of Presque Isle since the late 90's as one of a number of vendors, up until 2010. In 2010, at the direction of then-City Manager James Bennett, the network took on a major overhaul with multiple servers and new services to better serve both internal City Office staff and staff located at external departments throughout the City. Since that time, we have been under contract with the City to provide technical support services for the entire City. We worked with Mr. Bennett to develop the current network infrastructure, and have worked to streamline operations ever since. In recent years, we're started to dial back some of the systems as they became unnecessary due to shifts in the City's needs, and we continue to do so in order to maintain an efficient network, while continuing to provide robust service delivery from those systems that remain in place. Likewise, we also look for ways to reduce system replacement costs, and other ways in which we can save the City financially, without limiting the capabilities demanded by the operations City Staff rely on.

More recently, in 2016 we took on the systems at Public Safety which were formerly managed by internal staff (Sgt. Erick Erickson, now retired). During this process we were trained up on IMC – software used by the Police and Fire Departments for tracking officers, calls, records management and Criminal History Information lookups from Maine State Police systems. Once trained on the systems in place at Public Safety, we've been able to maintain the additional systems with only a minor increase in contracted hours. We also maintain 2-factor authentication systems for mobile units, allowing patrol officers to perform drivers license and vehicle registration information lookups in real-time. As required by law, we continuously maintain our individual Criminal Justice Information Systems Certifications, which are necessary for interacting with systems that have access to secure Law Enforcement Systems at any level.

In 2015 we revisited our Contract with the City as part of their previous RFP for IT Services. We drastically reduced our contract cost at that time, and have maintained the contract at the same hourly rate for the past 3 years, even as our own operational costs continue to increase. We're proud of the work we've done for the City, and look forward to continuing our relationship.

Number of years in operation

Oak Leaf System, Inc. was incorporated in August of 1998, and has remained in continuous operation for more than 21 years.

Employees

Oak Leaf Systems has two dedicated employees who handle operations for the City of Presque Isle.

Bryce Goupille is a Presque Isle native and currently resides in, and works from Presque Isle. He is Oak Leaf's dedicated primary Presque Isle technical support provider. 90% of his work is for the City of Presque Isle and he is located within 10 minutes of all City offices, to insure near-immediate response to calls requiring on-site service. Bryce is a graduate of NMCC's 2-year computer program and was hired by Oak Leaf Systems prior to his graduation in 2016. He has proficiencies with Trio systems and servers, IMC servers and workstations for Public Safety departments, VPN hardware, virus and malware remediation, and has a wide breadth of experience with maintaining computer systems operations – both hardware and software.

Robert Sowers is owner and President of Oak Leaf Systems, Inc. Robert has worked in IT since 1995, specializing in network infrastructure, internet security, SQL database administration and support organization management, and has consulted for a number of Fortune 500 companies, such as Liberty Mutual Insurance in Portsmouth, NH and Fidelity Investments in Merrimack, NH prior to moving from NH to Aroostook County Maine. Robert is also proficient with IMC, VPNs, LAN and WAN networks and Trio systems since they made their debut in Aroostook County in 2005.

Municipal Government Experience

City of Presque Isle

Oak Leaf Systems has provided support for the City of Presque Isle's City Office since 1999, initially providing computer technical support, then Trio support starting in 2005 when the City migrated away from their aging MUNIS system. In 2010 we became the City's primary support provider for all departments, managing a number of servers, printers and copiers, desktop and laptop computers, managed antivirus, Email and Office 365 subscriptions, Wide Area Networks and VPN services and backup services.

Contact: Martin Puckett

City of Caribou

Oak Leaf Systems has provided support services for the City of Caribou since 2005, when the City migrated away from MUNIS, to Trio. For Caribou, we manage their in-house Trio and File servers, as well as their Police Department's FileMaker server, Ambulance Billing Respond server, as well as printers and copiers, desktop and laptop computers, managed antivirus, Office 365 subscriptions and VPN services.

Contact: Dennis Marker - citymanager@cariboumaine.org - 493-3324

County of Aroostook

Oak Leaf Systems has provided telephone, network, Wide Area Network, VPN and computer support for the County since 2006. Since then, we have provided support for two FileMaker servers, State Police connectivity, Maine Crash Reporting and OpenFox services for the Sheriff's Department. We support video conferencing and network services in the Aroostook County Jail, interfacing with Maine Court systems throughout the state. We also provide network support for the District Attorney's offices in

Houlton, Presque Isle and Caribou, and the Deeds offices in Houlton and Ft. Kent. Finally, we provide technical support in Caribou for the County Administrator, Unorganized Territory Services Director and Financial Operations and their MUNIS server.

Contact: Bryan Jandreau – bryan.jandreau@aroostook.me.us – 493-3318

Mapleton, Castle Hill and Chapman

Oak Leaf Systems has provided services to migrate computer systems for the Town Office when their primary provider was unable to provide staff to perform the work.

Contact – Joseph Conant – jconant@mapleton.me – 764-3754

Client List

Our current list of notable clients are as follows:

City of Presque Isle

City of Caribou

County of Aroostook

Caribou Utilities District

Northern Maine Development Commission

Felch & Co, CPA

Van Buren Light & Power

STATEMENT OF BIDDER'S QUALIFICATIONS (If desired, the bidder may submit additional information.)

	1. Name of Bidder: <u>Oak Leaf Systems, Inc.</u>
	Bidder is: Corporation (X) Partnership () Individual ()
	2. Permanent Main Office Address: <u>128 Sweden St.</u>
	Suite 4
	Caribou, ME 04736
3.	Federal ID Number (Employer's ID No.): <u>04-3346501</u>
4.	When organized: August 5, 1998
4.	If a corporation, where incorporated? <u>Maine</u>
5.	How many years have you been engaged in business under your present firm or trade name?
	The Undersigned hereby authorize and requests any person, firm, or corporation to furnish any
	information requested by the Sponsor in verification of the recitals comprising this Statement of the Bidder's Qualifications.
A (1 1	Name of Bidder: <u>Oak Leaf Systems, Inc</u>
Attest	By: Robert Sowers
	Title: President

Dated: 11/26/19

BID FORM

Deadline: 12:00 PM Thursday, November 21, 2019

Submit to: City Clerk

12 Second Street

Presque Isle, ME 04769-2459

Company name:	Oak Leaf Systems, Inc.	

Address: PO Box 846 Caribou, ME 04736

(207)498-2510 (phone or fax)

Telephone/Fax:

The following bid is submitted in response to the Request for Proposals for IT Services for a period of 1 year.

<u>Preferred Bid</u>: Monthly Fee (including a maximum number of hours of monthly service) Any hourly fee if maximum number of hours of service per month is met

\$1300 Per Month for 20 Hours of support. Additional hours to be billed at the same rate of \$65 per hour.

Signature:

Printed Name: Robert Sowers

Date: 11/26/19

By affixing my signature I certify that I have the authority to submit and bid and further certify that this bid meets or exceeds all requirements of the bid.

CITY OF PRESQUE ISLE, MAINE IT MANAGEMENT SERVICES/COMPUTER SUPPORT and MAINTENANCE REQUEST FOR PROPOSALS STATEMENT OF BIDDER'S QUALIFICATIONS (If desired, the bidder may submit additional information.)

Name of Bidder: Precision Innovations

Bidder is: Corporation (X) Partnership () Individual ()

Permanent Main Office Address: 1100 Central, Suite A, Presque Isle, ME 04769

Federal ID Number (Employer's ID No.): 82-3073092

When organized: 2017

If a corporation, where incorporated? Maine

How many years have you been engaged in business under your present firm or trade name?

Three years, and over fifteen years in the IT industry.

The Undersigned hereby authorize and requests any person, firm, or corporation to furnish any information requested by the Sponsor in verification of the recitals comprising this Statement of the Bidder's Qualifications.

Name of Bidder: Douglas Cuffman. Attest By: Douglas Cuffman Title: President Dated: December 3, 2019

BID FORM

Deadline: 12:00 PM Thursday, November 21, 2019

Submit to: City Clerk 12 Second Street, Presque Isle, ME 04769-2459

Company name: Precision Innovations

Address: 1100 Central, Suite A, Presque Isle, ME 04769

Telephone/Fax: 207-760-7347

The following bid is submitted in response to the Request for Proposals for IT Services for a period of 1 year.

Preferred Bid: Monthly Fee (including a maximum number of hours of monthly service) Any hourly fee if maximum number of hours of service per month is met

Proposed monthly fee: \$1,060.00, which includes up to twenty hours of service per month, at an annual budget of \$12,720.00. Any effort requiring more than twenty hours per month would be billed hourly at \$75.00 hour (hourly fee discounted at 25%).

Alternate Bid:

No alternate bid proposed at this time,

Signature:

Poughos hilfman

Printed Name: Douglas Cuffman

Date: December 4, 2019

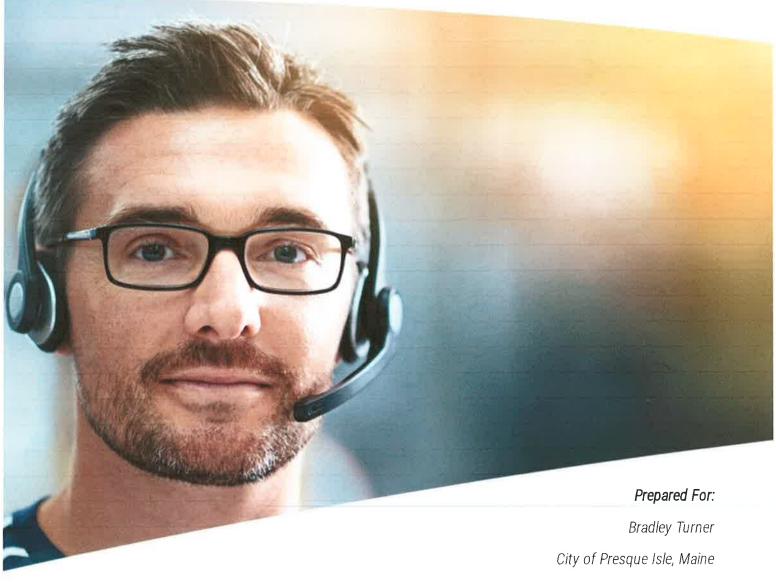
By affixing my signature I certify that I have the authority to submit and bid and further certify that this bid meets or exceeds all requirements of the bid.

PrecisionInnovations

Proposal for the City of Presque Isle, Maine

Annual IT Management Services/Computer Support & Maintenance

2020



From:

Precision Innovations

info@precisioninnovations.us



Precision Innovationsis a local small business located conveniently in the Skyway Industrial Park, at 1100 Central Drive in Presque Isle, Maine. We are a top provider of expert IT consulting services, a Google Enterprise Partner and reseller of many types of computer hardware. We have over 15 years of experience in serving as IT consultants and a long list of satisfied customers, including local Maine businesses such as LLBean, Smith's Farm, Presque Isle Industrial Council, County Super Spuds, Mainely Mexican Restaurant, and many others. In addition, Precision Innovations offers expertise in network administration, intranet operations, browser-based productivity tools, and cybersecurity.

We will be happy to provide additional references upon request.

We know and understand the IT industry and technology, and our mission is to put our expertise to work in your business or organization to provide positive benefits and a great return on in your investment in our services.

Douglas Cuffman

After several positions in user experience design (UX) and business management, Doug found that IT consulting is the niche for him. With years of experience working with both the corporate level and local business clients, Doug is looking to continually extend his portfolio to companies looking to improve efficiency with their IT infrastructure and user support. As President of Precision Innovations, Douglas supports technology implementation in several verticals, including corporate and government IT support, precision agriculture, healthcare, legal and financial services, and eCommerce.

Related Education: Certified Google G Suite Administrator, Bachelors from the University of Cambridge, United Kingdom, Videographer, Commercial Drone Pilot, User Experience Expert

Experience: Currently works as an IT Solutions Engineer for a number of Fortune 500 companies and has worked as a user experience designer and web designer for over fifteen years.

Philosophy: Available technologies have brought a huge amount of potential for companies of all sizes. However, there are also a lot of companies struggling with existing platforms or choosing the platform bestsuited for their needs. You need a professional who will provide what you need, but will also make sure that you don't spend needlessly on things that you don't need.

Daniel Livesey

Daniel's expertise lies in problem-solving and finding solutions that meet the needs of our clients in the IT networking vertical. He provides many years of experience to our clients, helping them both maintain and achieve specific technology goals.

Getting Started

If selected as your IT services vendor, our first step would be to assess your current platforms, processes and to work towards implementing enhancements & changes that truly benefit your staff and department as a whole while cutting costs and focusing on reducing actual budgetary spending.

The benefits of the assessment:

- Identify key inefficiencies resulting in wasted time and expenses
- Identify critical bottlenecks that are limiters to growth
- View a snapshot of your current technology infrastructure, processes, and staff
- Identify gaps in industry-accepted IT management best practices
- Provide a clear and actionable roadmap for your IT department based on budget and needs

The IT assessment is performed by:

- Meeting with you to learn the basics of your business, strategy, and goals
- Reviewing your existing technology systems and infrastructure
- Performing interviews with key stakeholders and employees
- Using best in class industry techniques (TPS, Agile) to review your business and its operations.
- We provide a detailed Recommendation Report and Executive Presentation tailored to your organization

Consulting Description

Core Services

Precision Innovations will provide troubleshooting and support services to Presque Isle's existing computers, firewall devices, and City Hall's six servers. Support Services would also include setup and configuration, file and printer access, Internet access, e-mail, general network support, and general computer support.

Additional services will include consulting for equipment/services, troubleshooting and support for connectivity to City Hall servers using the City's Virtual Private Network (VPN) for the Police Dept, Fire Dept, Rec and Parks Dept, Forum, Airport, Public Works Dept. and the Library.

Timely service response and fast turnaround for necessary maintenance and repair can be fully expected.

Time out of service will be kept to a minimum.

In addition, Precision Innovations will work with stakeholders to find ways to further cut costs, increase efficiency and maintain best in class technologies for City workers.

The IT consulting engagement will move through several phases. Every organization is unique, including its IT needs, capabilities, and objectives. As a provider, we do not offer canned services; every engagement is custom designed to meet the organization's specific requirements and goals. However, most engagements do follow a similar process that is described below.

Additional Services

Appraisal and Planning

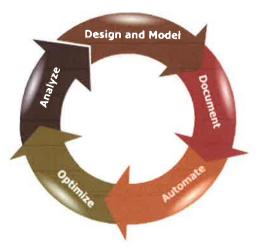
At no additional cost to the City of Presque Isle, the current state and desired state of IT performance, security, or other areas that are the focus of the engagement will be accessed, and a course for moving from the current state to the desired state is determined as appropriate.

Objectives and Schedule

Once ultimate goals are determined then intermediate objectives and the timeline for reaching them are established.

Execution and Metrics

Activities to reach objectives and goals are defined and carried out, including metrics to gauge the success of particular activities in reaching the goal or goals. The consultancy engagement services can involve, but



not limited to:

- Developing a strategy
- Advising and overseeing activities to improve effectiveness and efficiency
- Present and train industry best practices
- Software planning
- Hardware/ software integration
- Design and development services

Review and Closure

At the end or the engagement term, the success of the engagement will be reviewed and any final sign-off completed. This will include recommendations for future direction for the organization's IT development and improvement.



Monthly IT Support Services

Title/Description	Cost	Unit	Qty	Subtotal
Hardware & Network Support	\$53.00	/hour	240	\$12,720



Troubleshooting and support services to Presque Isle's existing computers, firewall devices and City Hall's six servers, including:

- A) File and printer access
- B) Internet access
- C) Email configuration
- D) General network support
- E) General computer support
- F) General user support and training

Additional services will include consulting for equipment/services, troubleshooting and support for connectivity to City Hall servers using the City's Virtual Private Network (VPN) for the Police Dept, Fire Dept, Rec and Parks Dept, Forum, Airport, Public Works Dept. and the Library.

Additional	al IT Consulting as Requested	\$100.00	/hour	1	\$100
0	Any additional effort requested and pre-apprairs as-needed basis.	oved by pro	oject stakeh	Discount (25%) olders on an	(\$25)

Grand Total: \$75

Recurring: \$12,720 / Year

Request for IT Services For City of Presque Isle November 15, 2019

This is a Request for Proposal for IT Management Services/Computer Support and Maintenance for the City of Presque Isle.

Purpose: The City is soliciting proposals from vendors who are interested in providing cost-effective, quality IT support, maintenance, hardware repair, software services, infrastructure maintenance, etc. for the City of Presque Isle at the lowest reasonable cost.

General Requirements:

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Service:

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Background:

For many years the City has been under an annual contract that provided IT Services. Cost was a monthly fee which included 20 hours of computer and network support services, and a set hourly fee thereafter. Most generally the City stays under the 20 hours per month. This has been a very satisfactory experience for the City, however to stay competitive we are encouraged to put services out to bid every few years. The City has many offices and buildings around Presque Isle that require IT Services from City Hall, the Airport, Public Safety Building, Library, the Forum, the Community Center and Public Works Facilities.

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The City of Presque Isle anticipates entering into an annual contract for IT Services beginning on January 1, 2020.

Bids are to include the number of years of company operations, a brief overview of all employees with years of experience, current client list, and experience of providing municipal IT support.

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If you have any questions, please call Bradley Turner at 760-2717 or e-mail burner@presqueisleme.us

Proposals may be mailed or hand delivered to:

City of Presque Isle Attn: Bradley Turner 12 Second Street Presque Isle, ME 04769

Sincerely,

Bradley Turner, Finance Director, City of Presque Isle

STATEMENT OF BIDDER'S QUALIFICATIONS (If desired, the bidder may submit additional information.)

1. Name of Bidder: Green Mark IT, LLC Bidder is: Corporation () Partnership 🕅 Individual () 99 Fart Fairfield Road 2. Permanent Main Office Address: Swite 6 Presque Isle ME 04769 Federal ID Number (Employer's ID No.): 27-3543901 3. When organized: 20(1) 4. If a corporation, where incorporated? Maine 4. How many years have you been engaged in business under your present firm or trade name? 5.

The Undersigned hereby authorize and requests any person, firm, or corporation to furnish any information requested by the Sponsor in verification of the recitals comprising this Statement of the Bidder's Qualifications.

Name of	Bidder: Eric R. Warren
Ву:	
Title:	CEO

Attest

12/4 Dated:

BID FORM

Deadline: 12:00 PM Thursday, November 21, 2019

Submit to: City Clerk

12 Second Street

Presque Isle, ME 04769-2459

Greenmark IT. LLC Company name: Fort Fairfield Road, Snite 6 Address: 207-764-1834 Telephone/Fax:

The following bid is submitted in response to the Request for Proposals for IT Services for a period of 1 year.

<u>Preferred Bid</u>: Monthly Fee (including a maximum number of hours of monthly service) Any hourly fee if maximum number of hours of service per month is met

Alternate Bid: Managed 11 IT Services Proposal iez 11 Signature:

Printed Name: _ Eric R. Warren

12 Date:

By affixing my signature I certify that I have the authority to submit and bid and further certify that this bid meets or exceeds all requirements of the bid.

City of Presque Isle

Managed IT Services Proposal



12/3/2019

Brad Turner City of Presque Isle 12 Second Street Presque Isle, ME 04769

Dear Brad:

Here is the quote you requested.

Within this proposal, you will find the following:

- Information about our company
- What are Managed Services
- What's Included
- Additional services we offer
- Solution summary
- References

If you have any questions or concerns about this proposal, please feel free to contact me and let me know.

Best Regards,

i R. Man

Eric R. Warren, CEO Greenmark IT, LLC eric@greenmarkit.com 207-764-1834

Managed IT Services Proposal

About Us

Greenmark IT founder Eric Warren started his IT career in 1996 as an IT technician for Aroostook Internet and Netherland Office Products. He moved up the ranks and was promoted to IT Manager in 2003.

Eric eventually grew frustrated with the demands of supporting a retail office products operation in addition to a computer department and an ISP. He eventually resigned his position and created Greenmark IT, which opened on October 28, 2010.

In 2012, Greenmark started to offer Managed IT Services, a modern method of providing IT products and services to clients where everything is included for one monthly price. Greenmark currently has over 500 seats covered



under managed services contracts with customers in Maine, Florida, Georgia, South Carolina, and California.

What Are Managed Services

Managed Services is the practice of outsourcing your IT operations for the purposes of improving operations and stabilizing costs.

Managed Services vs Break-Fix

If your network isn't under a Managed Services Contract, you are employing the Break-Fix method of maintenance. Simply put; something breaks, your IT provider fixes it and sends you a bill.

If your network is being maintained by Break-Fix, your IT provider doesn't make a profit unless something breaks. What incentive do they have to do things correctly the first time? With Managed Services, where you pay a fixed rate every month, your IT provider is proactively maintaining your IT infrastructure to ensure that nothing breaks so that they can keep their profit. Only one of these methods favors the customer.

Additional Downsides of the Break-Fix Method

Employing the Break-Fix method of maintenance has several other downsides.

Because nothing is fixed until it is broken, the customer is affected by downtime. Downtime costs money because production is lost.

Additionally, the Break-Fix mentality prevents a business from being competitive with their competition due to lack of planning for the future. Because your business is always dealing with problems that are occurring "now", you're already behind the curve. Businesses that are serviced by a Managed Services company meet with their provider on a regular basis to plan and budget for equipment upgrades, engineer projects, and review statistics allowing the owner(s) to make informed decisions.

Why Greenmark IT Managed Services Is Your Best Choice

Our Managed Services program includes all the IT services you need, allowing you to stop worrying and get back to business.

Greenmark IT - We're your IT department.

What's Included

The following products and services are included in our Managed Services offering.

Layered Security

Our own special mix of security products designed to protect you against today's threats. We employ firewalls, Intrusion Prevention, breach detection, DNS filtering, content filtering, antivirus, antimalware, and artificial intelligence threat detection.

Backup & Disaster Recovery

Our Backup & Disaster Recovery solution not only backs up your files to the cloud but also allows us to completely recover your computing environment to new hardware should the worst of disasters occur.

Microsoft Office 365

Modern workers can't be productive without Word, Excel, and Outlook. Office 365 apps on your computer and in the cloud, are always up to date and ready to get down to business.

Microsoft Exchange

Your business can't look professional if you're still using a hotmail.com address. Microsoft Exchange is email on steroids; fully synchronized email folders, calendars, and contacts across all your devices along with easy to configure out-of-office auto replies. We include enterprise-grade spam, virus, and phishing protection, and even HIPAA-compliant email encryption when required. All delivered with your own custom .com, .net., or .org domain name.

Mobile Device Management

Mobile devices can be a security risk. Our mobile management platform allows devices to be wiped remotely if they are lost or stolen.

Domain Name Management

Greenmark IT will manage your domain name, ensuring it never falls into the wrong hands or gets redirected to malicious destinations.

Website Hosting

Every business needs a website! Greenmark IT Managed Services includes web hosting, making it easier for us to monitor your web presence and keep it secure.

Remote Support

Over 96% of the problem tickets we work on are resolved remotely. Our secure remote access software allows us to fix your issues and get you back to work, lightning-quick.

Onsite Support

Sometimes there is no substitute for having a professional come to you. Our Managed Services contracts include on-site labor, protecting you from expensive, unexpected bills.

Ticketing

All requests for support are logged in our online ticketing system, ensuring that all issues are responded to in a timely manner.

24/7 Monitoring

Greenmark IT Managed Services deploys monitoring hardware & software to alert us to potential issues and service outages. If an outage occurs after business hours, we will be alerted and can resolve the issue before your business opens the next day.

Documentation

All the information about your network including users, passwords, policies, and procedures will be documented in our secure portal. This allows all our technicians to be able to quickly provide answers and problem resolution whenever you reach out for help.

Proactive Maintenance

Your IT infrastructure needs maintenance and patching, ideally before issues arise. Greenmark Managed Services puts a host of automated maintenance mechanisms into place that keep your PC's, servers, and network running at 100%.

Reporting

How do you know your Managed Services provider is keeping your network safe and maintained? Weekly reports along with monthly summaries show exactly how your IT infrastructure is doing.

Vendor Management

Greenmark IT will manage communications with your Internet Service Provider, phone provider, and line-of-business app provider whenever required.

Managed IT Services Proposal

Warranty Management

We will keep track of all your IT equipment, and suggest budgeting for replacements as they reach the end of their useful life.

Virtual CIO

Your Virtual CIO (Chief Information Officer) is your single point of contact responsible for meeting with you on a regular basis to discuss how things are going, how they could be better, and to plan for and implement changes that benefit your business.

Additional Services

We offer the following add-ons to our Managed Services plans for an additional price.

- VOIP Communications Bring the power of flexible, reliable phone communications to your business at a price your local phone company can't match.
- Email Archiving Archive all email with advanced policies and unlimited storage, ensuring your employees can't delete or alter important information.
- Video Conferencing This valuable tool can help you shrink travel budgets and accomplish more in less time.
- Compliance We can resolve your compliance issues with our HIPAA, PCI, and SOX add-ons.

Managed IT Services Proposal

Solution Summary

QTY	Description	Unit Price	Total Price
6	Managed Services - 1 Server - 1 MO	\$100.00	\$600.00
56	Managed Services - 1 User - 1 MO	\$35.00	\$1,960.00

Total Monthly Fee: \$2,560.00

* Pricing is based on current hardware, software, and support licensing costs and is reflective of the current number of users. Pricing may increase automatically on January 1st each calendar year with a maximum annual increase of 5% each year to cover changes in vendor costs.

Specifically excluded from this subscription unless otherwise provided as part of the agreement:

- The cost of any parts, equipment or shipping charges of any kind
- The cost of any additional software, licensing, or software renewal/upgrade fees of any kind
- The cost of any 3rd party vendor/manufacturer support or incident fees of any kind
- Failure due to acts of God, building modifications, accidents, fire, power failures, Client misuse or other adverse environmental conditions or factors
- Backup of local workstation data
- Network cable installation and testing of network cables
- Any pre-existing condition, as may be noted by Greenmark IT or the Client

References

Many local businesses are already using our Managed IT Services offering. Feel free to reach out to any of the companies below for a reference.

Thompson-Hamel, LLC

Thompson-Hamel, LLC is a full-service financial firm that offers estate planning, life and disability insurance, retirement planning, annuities, long term care insurance, college savings plans, and payroll processing services. They have two locations that we service; Presque Isle and Bangor, Maine.

Bryan Thompson, CEO bthompson@thompsonhamelllc.com

99 Fort Fairfield Road Suite 3 Presque Isle, ME 04769 207-764-3302

Currier & Trask, P.A.

Currier & Trask is the largest law firm north of Bangor, with a total of 5 attorneys practicing general law. Their Presque Isle and Houlton locations also provide real estate title services.

Sherry Chamberland, Manager & Paralegal sherry@norstartitle.com

55 North Street, Suite B Presque Isle, ME 04769 207-764-2840

Central Aroostook Association

Central Aroostook Association offers Home & Community supports, case management, day programming, and residential homes for adults and children with developmental disabilities.

Carl Michaud, COO cmichaud@centralaroostookassociation.com

21 Lombard Street Presque Isle, ME 04769 207-764-0134

CITY OF PRESQUE ISLE, MAINE IT MANAGEMENT SERVICES/COMPUTER SUPPORT and MAINTENANCE REQUEST FOR PROPOSALS

Sealed Proposals are being accepted for an annual contract for IT Services for the City of Presque Isle's.

Proposals will be received by the City of Presque Isle, Presque Isle, Maine at the City Clerk's office, 12 Second Street, until 12 noon on Wednesday, December 4, 2019. All bids must be in a sealed envelope clearly marked "RFP IT Services Proposal".

RFP Packages can be obtained on the City website at <u>www.presqueisleme.gov</u>. or from the Finance Department at 12 Second Street, Presque Isle, ME.

The City of Presque Isle is an Equal Opportunity Employer.

GREENMARK [IT]

12/4/2019

Eric Greenmark IT, LLC 99 Fort Fairfield Road, Suite 6 Presque Isle, ME 04769

Brad Turner 12 Second Street Presque Isle, ME 04769

Mr. Turner:

In the month of July of this year, I visited all the city departments and met with as many managers as I could to determine the state of your IT Infrastructure.

What I found were Patriots. Employees that go above and beyond and out of their way to keep the City of Presque Isle running for the citizens and businesses that call this place their home.

I also found several deficiencies that should be easily resolved, but simply aren't being addressed:

- Phone systems that are so unreliable that users rely on handheld radios instead.
- Files that disappear from servers.
- Servers that go offline without warning for unscheduled maintenance.
- Passwords that are changed without warning, locking users out of the systems they need to do their duties.
- An email system that is so difficult to use, that it takes 30 minutes or more to attach a document to an email and send it.
- WIFI access points that aren't working.
- Internet routers that need reboots so constantly, they are connected to timers.
- Users that must come into work at 6 am to get their work done before the servers become overloaded at 8 am.

In my opinion, these issues exist because your IT provider is working under the break-fix model, and there isn't adequate budget to pay them to fix everything.

There is another way to provide IT services where all these problems could be resolved without breaking the budget. Greenmark IT excels at providing Managed IT Services, where all the services you need to run your IT infrastructure including labor are provided for one set price per month.

GREENMARK

With that said, I'd like to share my understanding of what the City of Presque Isle is currently paying for IT services, and contrast that to my offering to show how the two services compare. From the publicly accessible budget information from your website, I found the following yearly expenditures:

Expense	Description	Price
Town Square Media	Website	\$2400
Web Domain Renewal	Domain Registrar	\$125
Web Hosting – Airport	Airport Website	\$600
IT Support	Yearly Contract	\$15600
IT Support	Overage	\$5000
Managed AV – Servers	Antivirus	\$1296
Managed AV – Workstations	Antivirus	\$2688
Comprehensive Antispam	Spam Filtering	\$2101
Microsoft Exchange	Email	\$3585
	Total	\$33395

Although the total IT budget is shown in the documents on the website to be \$51,745, that figure includes items such as Trio software fees that my company cannot provide. The figure \$33,395 is what I feel to be an accurate representation of what you are currently paying for labor and services.

My proposal comes in at \$30,720 per year. Although that only saves \$2675 per year, my proposal includes all the services you are currently receiving, with some huge advantages:

- All labor is included, with no overages
- Microsoft Office licensing is included, reducing the cost of each new PC by \$300 or more.

Furthermore, the budget documents I reviewed from the website indicated that there are significant savings that can be realized with projects that Greenmark IT can assist with:

 Internet Service at several buildings are far more expensive than necessary; faster options are available at much lower pricing.



- Significant savings can be realized by switching phone service to a Voice Over IP system in conjunction with an ITSP.
- The server replacement schedule adopted by the city is far too aggressive; servers are replaced every three years when 8 years is the industry standard and is easily attainable.

In conclusion, Greenmark IT's Managed IT Services proposal contained in this bid package will provide far better service levels than you are currently experiencing and existing issues will be resolved for a price a little less than you are paying now, with the opportunity to save even more money in the future as we tackle the money-saving projects I mentioned above.

I sincerely look forward to working with The City of Presque Isle in the new year. Please feel free to reach out to me at 207-764-1834 or <u>eric@greenmarkit.com</u> if you have any questions or concerns.

Sincerely,

12m

Eric CEO Greenmark IT, LLC

Request for IT Services For City of Presque Isle November 15, 2019

This is a Request for Proposal for IT Management Services/Computer Support and Maintenance for the City of Presque Isle.

Purpose: The City is soliciting proposals from vendors who are interested in providing cost-effective, quality IT support, maintenance, hardware repair, software services, infrastructure maintenance, etc. for the City of Presque Isle at the lowest reasonable cost.

General Requirements:

The Vendor would be expected to provide troubleshooting and support services to Presque Isle's existing computers, firewall devices and City Hall's six servers. Support Services would also include setup and configuration, file and printer access, Internet access, e-mail, general network support, and general computer support. Additional services must include consulting for equipment/services, troubleshooting and support for connectivity to City Hall servers using the City's Virtual Private Network (VPN) for the following locations: Police Dept, Fire Dept, Rec and Parks Dept, Forum, Airport, Public Works Dept. and the Library.

Service:

Timely service response and fast turnaround for necessary maintenance and repair is expected. Time out of service must be kept to a minimum.

Background:

For many years the City has been under an annual contract that provided IT Services. Cost was a monthly fee which included 20 hours of computer and network support services, and a set hourly fee thereafter. Most generally the City stays under the 20 hours per month. This has been a very satisfactory experience for the City, however to stay competitive we are encouraged to put services out to bid every few years. The City has many offices and buildings around Presque Isle that require IT Services from City Hall, the Airport, Public Safety Building, Library, the Forum, the Community Center and Public Works Facilities.

Proposal Terms and Submission

The City of Presque Isle anticipates entering into an annual contract for IT Services beginning on January 1, 2020.

Bids are to include the number of years of company operations, a brief overview of all employees with years of experience, current client list, and experience of providing municipal IT support.

The City reserves the right to reject any and all proposals and to waive minor irregularities in any proposal. The City reserves the right to request clarification of information submitted and to request additional information on any proposal.

Proposals must be submitted in a sealed envelope clearly marked RFP -- IT Services no later than 12 noon on Wednesday December 4th, 2019. No e-mail or faxed RFP will be accepted. Bids will be opened at 1pm Wednesday December 4th, 2019

If you have any questions, please call Bradley Turner at 760-2717 or e-mail burner@presqueisleme.us

Proposals may be mailed or hand delivered to:

City of Presque Isle Attn: Bradley Turner 12 Second Street Presque Isle, ME 04769

Sincerely,

Bradley Turner, Finance Director, City of Presque Isle

STATEMENT OF BIDDER'S QUALIFICATIONS (If desired, the bidder may submit additional information.)

1. Name of Bidder:Reboot Information	on Technologies
Bidder is: Corporation (x) Partnershi	p()Individual()
2. Permanent Main Office Address:	56 Parsons St

Presque Isle, ME 04769

- 3. Federal ID Number (Employer's ID No.): 47-1560826
- 4. When organized: 2015
- 4. If a corporation, where incorporated? <u>Maine</u>
- 5. How many years have you been engaged in business under your present firm or trade name?

The Undersigned hereby authorize and requests any person, firm, or corporation to furnish any information requested by the Sponsor in verification of the recitals comprising this Statement of the Bidder's Qualifications.

Name of Bidder: ______Falcon Transportation, LLC DBA Reboot information Technologies

By: Dan MacFarline

Title: IT Manager

Attest

Dated: 12/03/2019

BID FORM

Deadline: 12:00 PM Thursday, November 21, 2019

Submit to: City Clerk

12 Second Street

Presque Isle, ME 04769-2459

Company name:	Reboot information Technologies

Address: 56 parsons St Presque Isle, ME 04769

Telephone/Fax: 207-554-5110

The following bid is submitted in response to the Request for Proposals for IT Services for a period of 1 year.

<u>Preferred Bid</u>: Monthly Fee (including a maximum number of hours of monthly service) Any hourly fee if maximum number of hours of service per month is met

Alternate Bid:

Pin Mactini Signature:

Printed Name: Dan MacFarline

Date: 12/03/2019

By affixing my signature I certify that I have the authority to submit and bid and further certify that this bid meets or exceeds all requirements of the bid.

City of Presque Isle Proposal for IT



Reboot Information Technologies 26 Parson St Presque Isle, Maine (207) 554-5110 Valid until 2/25/2019

Who we are

Reboot Information Technologies is a division of Falcon Transportation LLC. Reboot IT was conceived while Dan MacFarline, Dan Butts and Dan Godin were attending Northern Maine Community College together. Dan MacFarline and Dan Butts graduated from NMCC with degrees in Computer Information Technology in 2010, while Dan Godin graduated with a degree in Business Administration in 2011. After college each Dan set off on their professional journey.

Dan Macfarline began his IT career working at Staples while in college as their resident tech from 2008-2010. After graduating from college in 2010, Dan began working for Netherland Products as an IT Administrator and in 2011 Dan was promoted to IT Manager. In late 2011 Dan was recruited by Northern Business Products as an IT Administrator. Dan's dedication to the customer and great quality of service lead him to receive an offer from one of his clients to become their in house IT professional in 2016, that client was Bruce Sargent of Falcon Transportation LLC. In 2018 Reboot IT was created as a subsidiary of Falcon Transportation with the clients that Dan MacFarline was already working with in his role as IT Manager at Falcon Transportation.

Dan Butts began his IT journey after college by working as a copier technician beginning in 2010 for Office Max in Caribou. Dan used this time to develop his business relationships and customer service acumen. In 2012, Dan was recruited by Northern Business Products to work in their new copier division. Dan worked a dual role while with Northern Business in both copiers and IT, working in IT as needed and learning valuable skills for his next endeavor. In 2017 Dan Butts was recruited by Dan MacFarline work at Falcon Transportation. Dan Butts's move to Falcon became necessary as Dan MacFarline continued to attract local customers through word of mouth. The two Dans continued to gain business organically for a few years. Late in 2018 Reboot was founded as part of Falcon Transportation to better differentiate what we were really about.

During the founding of Reboot IT Dan Godin was hired to help with customer acquisition and business development. Dan Godin came to reboot with a background in leadership in several different organizations including Walmart (2009-2012), RH Foster Energy (2012-2014) and US Cellular (2014-current). The addition of Dan Godin has enabled Dan MacFarline and Dan Butts to focus on their customer base and bring in additional technological products to offer our customers. We will look over the next few years to expand to Bangor and later Portland to ensure we can bring the same quality of service to the entire state in which we live.

Ken Prescott Jr. joined Reboot IT in 2019 as our client base continued to grow. Ken worked in the manufacturing industry for 25 years before making the move to further his education. After graduating college with a degree in Information Technology in 2011, Ken began working at WAGM as a network technician and was later promoted to IT manager. In October 2012 Ken began working at Katahdin Trust as a technical support assistant where he remained until being recruited by Reboot IT in early 2019.

An abbreviated version will be included in appendix 2.

Experience with municipal IT

Reboot IT currently provides all of the IT and telecommunication services for the Town of Fort Fairfield, this includes all of the emergency services, library and town hall. We were able to successfully transition Fort Fairfield in May 2019 and can provide references to the quality of service they have been receiving. We also provide support to many other multi-department businesses.

Current Client List

Appendix 1

Our mission is to encourage growth for our clients by providing industry leading IT and telecommunication products while being hosted and serviced locally.

Managed IT is a service Reboot IT offers it includes backup services, antivirus, configuration and any other maintenance to the equipment covered. We become your IT department and will cover any needs you may have all under a standard monthly cost option that does not fluctuate due to the amount of service needed. Just call and we will be able to help weather in person or remotely 24/7/365.

Proposal

Reboot IT will offer managed IT services for all of the 121 systems currently in use by the City of Presque Isle for \$2420 per month. This includes file-level cloud data backup, managed antivirus, remote ticketing support, and on-site support for all computers and devices connected to the network when needed. This also includes the service and maintenance on network equipment required to utilize these systems. With this service we will never charge a service rate for the maintenance or replacing of equipment. Equipment will need to be purchased by the City of Presque Isle when replacements are necessary. Reboot IT will also consult on all items electronic in the event it is needed, for example web design. If we do not provide the service we will advise you through the process. Reboot IT will also learn any internal systems to be prepared to maintain the systems and assist users, for example any email server/hosted email products. Reboot IT will become your IT department and will be available 24/7/365, with 3 local technicians we are never far.

Appendix 1

Customer list

Falcon Transportation
Hardings Law Office
Highway Tire
Mapleton Oil
Northern Lanes Bowling
Northern Prosthetics
The Northern Lighthouse
The Total Look Salon
University Of Maine Presque Isle (Research Farm)
County Ag and Turf Supply
Northern Maine Realty
City Drug/Ashland Drug
Aroostook Trusses
Save-A-Lot
Northern Maine Dental
Progressive Realty
Town Of Fort Fairfield
The County Federal Credit Union
Personal Services of Aroostook

Appendix 2

Abbreviated Employee Experience

Daniel MacFarline-IT Manager

Associate of Applied Science Computer Science- NMCC 2010 Resident Tech- Staples 2008-2010 Help Desk tier 1-2- Aroostook Internet/Netherland Office Products 2010 Network Administrator- Netherland Office Products 2011 Network Admin/Technician- Northern Business Products 2011-2016 Network Admin/IT Manager- Falcon Transportation 2016-present IT Manager- Reboot IT 2018-present

Daniel Butts- Network Administrator

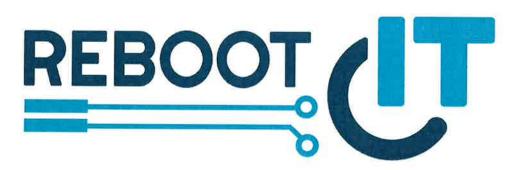
Associate of Applied Science Computer Science- NMCC 2010 Copier Technician- Officemax 2010-2012 Copier Technician/IT-Northern Business Products 2012-2017 Network Administrator- Falcon Transportation 2017-present Network Administrator- Reboot IT 2018-present

Daniel Godin- Business Development Manager

Associate of Applied Science Business Administration- NMCC 2011 Assistant Manager-Walmart 2009-2012 Store Manager- RH Foster Energy 2012-2014 Store Manager- US Cellular 2014-present Business Development Manager- 2018-present

Ken Prescott- IT Specialist

Associate of Applied Science Computer Science- NMCC 2011. Network Engineer/IT Manager- WAGM 2011-2012 Technical Support Assistant- Katahdin Trust Company 2012-2019 IT Specialist- Reboot IT 2019-present City of Presque Isle Proposal for IT



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Northern Maine Dental
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PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 16

SUBJECT

OLD BUSINESS: Approve Legal Service Bid

INFORMATION

1) Bids

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor _____, to approve ______ as the legal service provider.

BE IT RESOLVED by Councilor_____, seconded by Councilor_____to appoint ______as the City Attorney per Article 4.10 of the City Charter.



City of Presque Isle, Maine

The Office of City Clerk Thomas C. King Email: tking@presqueisleme.us

Legal Services Bid Opening December 4, 2019 @ 1:00 PM

- 1. Ashby Law Office.....\$175 per hour / \$80 for paralegal hours
- 2. Phillips, Olore, Dunleavy & York Law Office\$150 per hour
- Currier and Trask Law Office.....\$175 \$200 per hour / \$90 per hour for paralegal hours

Present: Martin Puckett, City Manager, Brad Turner, Finance Director, Thomas King, City Clerk, Sharon Demerchant, Eric Warren, Greenmark IT

Attest: Thomas C. King, City

Presque Isle, ME 04769-2459 Phone: 207.760.2720 This institution is an equal opportunity employer.

Fax 207.764.2521

PHILLIPS, OLORE, DUNLAVEY & YORK, P.A

Attorneys at Law

November 20, 2019

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

Re: Bid Proposal

Dear Martin:

Enclosed herewith please find our completed Bid Proposal along with our Firm Resume which includes a list of municipal references.

As further information regarding our firm's proposal, we offer that in the event of the inability or absence of our Attorney to act as the appointed City Attorney, we offer a copy of our Business Continuity Plan. The firm will not bill for internal discussions between the firm's attorney and its paralegals.

If conflicts of interest arise which prevent representation of the City in a certain matter, counsel will notify the City Manager and suggest appropriate referrals.

If, after you have reviewed the enclosed information you find you need additional documentation, please do not hesitate to contact our office.

Very-trul BREN YOR

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Enc.

Proposal Form

In order to facilitate comparison of competing proposals, the City respectfully requests proposers to answer the following questions. Please feel free to attach additional sheets where the information requested is more extensive than the space provided.

Contact Information

Name of proposing firm: Phillips, Olore, Dunlavey & York, P.A.

Mailing Address: 754 Main Street, Suite C, Presque Isle, Maine 04769

Physical Address: Same as Mailing Address

Telephone Number: 207-769-2361

E-mail Address: byork@podlegal.com and hwood@podlegal.com

Name of lawyer/ firm proposed as Attorney: Brent A. York, Esquire

Estimated percentage of time proposed Town Attorney spends on municipal legal affairs: 15%

E-Business

Can you provide ordinances and documents in Microsoft Word and Excel format? Yes

Can you transmit documents over the Internet using e-mail? Yes

Do you use e-mail in the regular conduct of your business? Yes

Professional Liability Insurance

Insurance Carrier: Imperium Insurance Company

Limits: \$1,000,000.00/\$3,000,000.00

Financial Considerations

Proposed Cost per Hour:

Town Attorney: \$150.00

Associate Attorney (if any): N/A

Paralegal: N/A

Others: N/A

Travel

How will your firm bill for travel time?

Attorneys' rates:	No Charge	
Mileage rate	No Charge	
Attachments:		

Please attach the following:

- Outline of the size and experience of the law firm
- Resumes of legal staff with whom we will be working
- An explanation of how your firm envisions the legal transfer of authority and responsibility in the absence or inability to act of the appointed City Attorney
- An explanation of how the City will be billed for consultations between two attorneys who are both members of your legal firm.
- Listing of municipal clients and other references (with addresses and telephone numbers).

FIRM RESUME

FROM: Phillips, Olore, Dunlavey & York, P.A. P.O. Box 1087 Presque Isle, ME 04769-1087

RE: Bid Proposal for City of Presque Isle

DATED: November 20, 2019

Phillips, Olore, Dunlavey & York, P.A., was established in 1926 by Charles Daggett in Presque Isle. Carl Welch later joined as a partner, and in 1945 Wendell Phillips came on board. Hugo A. Olore, Jr., joined the firm in 1953; David A. Dunlavey joined in 1980; and Mr. York joined the firm in 1992. Throughout its history, the firm has maintained the tradition of offering premier legal services to clients in Maine as well as throughout the United States and Canada.

WENDELL L. PHILLIPS - (1913-1972)

HUGO A. OLORE, JR., - RETIRED

DAVID A. DUNLAVEY - RETIRED

BRENT A. YORK, (Owner/Managing Attorney) was born in Fort Fairfield, Maine, in July 22, 1959, and was admitted to the Bar in 1989. He is a member of the Maine State and American Bar Associations. His areas of practice include Municipal Law, Civil Litigation; Personal Injury Law; Bankruptcy; Estate Planning; and Real Estate Law (including but not limited to default-related services involving foreclosures).

Our firm has been involved with municipal related services for more than 38 years and represents a wide variety of clients. We take pride in the professionalism shown by our staff and the quality of the work performed. Our services include, but are not limited to reviewing and drafting contracts/agreements/leases, and land use litigation – enforcement.

Our firm also performs services related to estate planning, real estate services, probate and corporate services to a wide variety of clients.

Attorneys of the Firm: Brent A. York, Esq. - Owner/Managing Attorney

Paralegals of the Firm:

Holly Marie Wood $-\frac{hwood@podlegal.com}{(Office Manager/Paralegal)} - began working with the firm in June of 1979 and has worked in all areas of practice for the firm.$

Ashlee Scully (Paralegal) – <u>ascully@podlegal.com</u> – began working with the firm in May of 2010 and has worked with all municipal clients of the firm, as well as managing our foreclosure/collection/eviction departments.

Telephone Number: 207-769-2361 Fax Number: 207-769-2381 EMAIL: <u>podlegal@podlegal.com</u> Website: podlegalme.com

Postal Address:	Phillips, Olore, Dunlavey & York, P.A. 754 Main Street, Suite C Presque Isle, ME 04769
Physical Address:	Phillips, Olore, Dunlavey & York, P.A. 754 Main Street, Suite C

Phillips, Olore, Dunlavey & York, P.A./Federal ID No.: 01-0353815

REFERENCES:

Donna Turner, Town Manager, 1287 Main Street, Washburn, Maine 04786 Telephone No.: 207-455-8485

Cyr Martin, Town Manager, 17 Bridgham, Ashland, Maine 04732 Telephone No.: 207-435-2311

Dale Emery, Board of Assessors, Town of Winterville Plantation, Maine 04739 Telephone No.: 207-444-6460

Presque Isle, ME 04769

Martin Puckett, City Manager, City of Presque Isle, 12 Second Street, Presque Isle, Maine 04769 – Telephone No.: 207-760-2700

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Disaster Recovery Plan

Business Continuity Plan

FOR:

Phillips, Olore, Dunlavey & York, PA 754 Main Street, Suite C Presque Isle, ME 04769

Implemented: October 3, 2014

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IMPORTANT CONTACT NUMBERS

Police/Fire Department/Medical Emergency 911

Name of Law Firm: Phillips, Olore, Dunlavey & York, PA

Physical Location: 754 Main Street, Suite C, Presque Isle, Maine 04769

Hospital : The Aroostook Medical Center (TAMC) – 207-768-4457

Police Station : Presque Isle Police Department – 207-764-4476

Power Company : Emera Maine – 207-760-2300

Telephone Company : North Woods Communications – 207-764-8001 OTT Communications - 207-688-8876

IT Support: Eric Warren, Greenmark IT – 207-764-1834

SECTION 1: General Planning Parameters

This section outlines the Purpose and Scope of the BCP Planning Effort.

1.1 Purpose

This Business Continuity Plan (BCP) contains planning procedures and guidance to ensure the uninterrupted performance of the essential functions of the Firm during the disruption of normal business operations that last 24 hours or longer.

1.2 Applicability and Scope

This Plan covers the full spectrum of potential threats, crises and emergencies – natural, pandemic and man-made, that may potentially affect the Firm's essential operations. Response to <u>temporary</u> events or business interruptions of <u>less than 24</u> hours duration is not within the scope of this Business Continuity Plan. If there is a possibility of immediate injury to any of the Firm's staff or other persons in the Firm's office, immediate emergency response and building evacuation procedures should be

implemented as detained in the Occupancy Emergency Plan (OEP). A copy of the OEP may be attached as an Appendix.

1.3 References

This Plan was developed to be compliant with corporate policy and best practices in continuity planning.

1.4 Planning Assumptions

Planning Assumptions are established based on the mission of the Firm and the result of the Business Impact Analysis.

1.5 Business Continuity Plan Maintenance

The firm President is responsible for the current and accuracy of this Plan and the BCP related data regarding its mission essential recovery requirements, functions, resources, vital records and personnel. This includes ensuring that all the information contained on the flash memory drive given to each person in the office, is kept up-to-date. President has a duplicate flash drive in his office, which is updated at least quarterly.

The firm President will review this plan and associated data at least <u>quarterly</u> and make changes as appropriate regarding key organizational structure, personnel, resources, vital records, work location or other data that impacts the implementation of this plan. Changes to this BCP are documented and attached to this Plan.

The Firm will review its Business Impact Analysis (BIA) data <u>quarterly</u> and update it as necessary. Individuals identified by President as having functional knowledge of particular processes are responsible for currency and accuracy of the BIA data, and other related data in the BCP.

Section 2: Concept of Operations

This section outlines the BCP Organizational Structure and Framework for Planning.

2.1 Objective

The objective of this plan is to ensure that the capacity exists for Phillips, Olore, Dunlavey & York, P.A. to continue performing its essential functions during an emergency or disruption lasting longer than 24 hours.

2.2 Essential Functions

The Firm's essential functions are listed in the **Essential Process List** of this plan and are sorted in order of priority according to the recovery time objectives specified by the respective departments of the Firm. In the event of a business interruption lasting longer than 24 hours after BCP activation, the Firm's essential functions will be recovered in accordance with the priority given to them. The **BCP Activation Checklist** of this plan, details the steps to be taken in response to a business interruption, and towards resuming the Firm's essential business processes.

Essential Processes	Recovery Time Objective (RTO)
Docket/Litigation	2 hours
IT System and Components	24 hours
Payroll	24 hours
AR/AP	24 hours
Client records/maintenance	24 hours

2.3 Order of Succession

The Order of Succession list below provides the order and protocol of succession for the leadership of the Firm. Succession will take place only when the President is unavailable or a higher authority directs the succession.

Business Function	Primary	Alternate
Docket/Litigation	Brent A. York, Esq.	Ashlee Scully
Accounting/Payroll	Holly Marie Wood	Ashlee Scully
Personnel Notification	Brent A. York, Esq.	Holly Marie Wood
Business Recovery Mgmt	Brent A. York, Esq.	Holly Marie Wood
Third Party Vendors	Brent A. York, Esq.	Holly Marie Wood

2.4 Delegation of Authority

In case of a disruptive event, the President or designated successor maintains authority to delegate authority with or without the need for succession. The Firm's leadership will be responsible for such functions as business recovery management, staff notifications, coordination, oversight and reporting up the Firm's chain of command for management and planning for resumption of normal operations.

2.5 Alternate Operating Facilities

The Firm may also choose a virtual office as its alternate recovery site.

Alternate sites serve as recovery locations at which the Firm's key personnel can continue to carry out the essential processes after a business interruption lasting longer than 24 hours. The Firm has chosen three sites regarding the below scenarios, to wit:

- 1) The disruption has affected only the building in which the Firm is housed;
- 2) The disruption has affected the building and those around the Firm; and
- 3) The disruption has left inaccessible the geographic region in which the Firm is located.

Alternate Operating Facilities, below, list the name, location and technological capabilities of each of the chosen facilities.

Location Name	Address	Description of Space Available	Technology Capabilities	Resources Necessary
Private Facility	251 East Ridge Road, Mars Hill, ME 04758	1500 sq. ft.	Full	Flash Drives; software; hard copies; and computers
Virtual Office/Telework Video Conferencing	n/a		Full	Flash Drives; software; hard copies and computers
Law Firm of O'Donnell, Lee, McCowan & Phillips, LLC	112 Silver Street, Waterville, Maine 04901	Law Office	Full	Flash Drives; software; hard copies and computers

2.6 Continuity Communications

In the event of a disruption of the normal business operation of the Firm, all personnel shall be contacted via telephone call.

2.7 Vital Records and Databases

Vital hard copy and electronic records, files and databases are needed to perform essential business processes at the alternate recovery site, conduct key business operations while the BCP is activated, and to reconstitute normal operations after the event. The Firm has identified its essential vital records and data and their locations in the **Vital Records List** below, This list includes information on how to access these records while at the alternate site, including via flash drive or hardcopy both provided to essential personnel beforehand.

RECORD NAME	ACTION
Docket/Calendar	Access by Flash Drive; hard copy and
	cloud storage

Client Files	Access by Flash Drive; hard copy and cloud storage
Accounting Records	Access by Flash Drive; hard copy and cloud storage
Personnel Files	Access by Flash Drive; hard copy and cloud storage
Insurance Records	Access by Flash Drive; hard copy and cloud storage
Client Contacts	Access by Flash Drive; hard copy and cloud storage
Third Party Vendor Records	Access by Flash Drive; hard copy and cloud storage

2.8 Human Capital

The Firm's President/Managing Attorney is the Human Capital Liaison. As such, he is responsible for accounting for all Firm personnel and updating them on, among other things, 1) Business Continuity Plan status (activation, relocation and reconstitution); 2) human capital management element, including pay leave, payroll, benefits and telework. The **Employee Contact List** below includes the names and contact information for all Firm staff. The President/Managing Attorney should note the status of each staff member, including their availability for work.

NAME	HOME	CELL
Brent A. York – EMT Leader	207-227-2299	207-227-2299
Holly Marie Wood	207-429-8129	207-227-9824
Ashlee Scully	207-227-4238	207-227-4238
All part of the "Emergency		
Management Team" (EMT)		

In the event of the loss of personnel during a natural disaster, man-made event or pandemic disaster, all employees are "cross trained" so these staff can back each other up, and potentially handle multiple roles.

2.9 Devolution of Control

Devolution involves the transfer of responsibilities for essential functions from the original efforts to another law office for an extended period of time. Devolution would most likely be put into play when the entire geographic region has been rendered inaccessible by a disaster. The decision to transfer these responsibilities will be made by the Firm's President/Managing Attorney. Indicate the name and address of the firm/office to which control will be transferred, and the procedures by which this transfer till take place. Michael F. Phillips, Jr., Esq., Law Office of O'Donnell, Lee, McCowan & Phillips, LLC; 12 Silver Street, Waterville, Maine 04901.

2.10 Office Relocation Kits

Essential personnel (those responsible for continuing essential processes) should have Office Relocation Kits containing those items considered necessary for their successful relocation and resuming of the critical functions. These may include:

- 1. Employee Contact List
- 2. Calendar/Docket
- 3. Flash drives with backup data from employee's office PC and vital records

The documents and data included in this kit, whether hardcopy or electronic, is updated by the Firm's Office Manager, quarterly.

Section 3: Activation and Implementation

This section outlines the BCP Framework for Plan Activation and Implementation

3.1 BCP Activation and Response (Phase I)

The Firm's use of the prescribed instructions listed in the **BCP Activation Checklist**, located at the end of this Section, will vary because approaches to business interruptions will depend on the damage/impact of the Firm's critical operations and work site. The **BCP Activation Checklist** provides steps by step instructions to notify and direct affected Firm personnel involved in the various phases of an emergency response, BCP activation, recovery of business processes, essential personnel relocation to the alternate recovery site, and emergency team participation.

3.1.1 BCP Activation

The President of the Firm or designated representative will determine BCP activation for Phillips, Olore, Dunlavey & York, P.A. based on available information of the event or threats and/or local official recommendations.

3.1.2 Personnel Notification

The Firm will use the Employee Contact List of this Plan as the primary method of informing its personnel of Business Continuity Plan activation and any special instructions. This contact list contains each employee's name and home and/or cell phone number. On-call and standby personnel will be instructed to either telework or remain at home to await further instructions. NOTE: This contact list contains restricted personnel information that should be handled and protected with considerable care.

Other methods to inform impacted personnel of BCP activation include the following:

- A. Public Address System
- B. Email System
- C. Verbal announcements at the work site

3.1.3 Relocation

Following the notification of the BCP activation, the Firm's leadership will initiate the notification to relocate to the designated alternate recovery site to continue the Firm's essential functions.

3.2 Alternate Facility Operations (Phase II)

This phase begins with the Firm's essential personnel arrive at the designated alternate recovery site to continue their business unit operations until emergency operations can be terminated. Management will resolve day-to-day issues to ensure support capabilities continue at the alternate site for mission essential operations.

3.2.1 Arrival at Alternate Facility

Upon arrival at the alternate facility, the Firm's relocation personnel will immediately begin to retrieve pre-positioned information and data, activate specialized systems or equipment, establish critical communications, execute the Firm's mission essential functions, and evaluate the implications of the emergency situation at hand.

3.3 Reconstitution (Phase III)

BCP Phase III begins when the President of the Firm confirms that the emergency situation has ended and is unlikely to recur.

3.3.1 Alternate Facility Operations Termination

During this period, the Firm will develop a time-phased schedule to transfer functions, personnel, equipment and records from the alternate facility to the restored facility. Once essential functions are transferred to the restored facility, the Firm's operations at the alternate facility will cease.

3.3.2 After Action Report

Following a return to normal operations, the Firm will develop an "After Action Report" containing a discussion of lessons learned and issued to be considered for incorporation into the Business Continuity Plan training program and/or as a revision to the BCP.

Step	ACTION	Completed	CONTACT(S)/ COMMENTS
1.0	BCP ACTIVATION DECISION	Y/N	
	1.1 EMT receives notice of BCP activation, which would result in the activation of the Business Continuity Plan (BCP) in <u>three</u> phases: Phase I – BCP Activation and Response Phase II – Alternate Facility Operations		
2.0	Phase III - Recovery / Reconstitution PHASE I - BCP ACTIVATION AND RESPONSE	Y/N	
21	Use Employee Contact List to inform Department Recovery Team and essential personnel of the BCP activation and provide instructions to relocate to an alternate recovery site at a specified time or to telework. if possible REF: Employee Contact List		
	REF: Essential Processes List		

Business Continuity Planning Checklist

2.2	Use Employee Contact List to inform <u>non-mission essential</u> and <u>support</u> <u>employees</u> concerning their status (e.g. temporary release from work, stand-by, telework, return to duty), and provide them with any special instructions (e.g. when and where to return to work), if necessary. REF: Employee Contact List		e)
3.0	PHASE II. ALTERNATE FACILITY DECISION	Y/N	
31	Provide instructions to Recovery Team and essential personnel on the appropriate alternate facility, given the Level of Disruption. REF: Essential Processes List		
4.0	ALTERNATE RECOVERY FACILITY PREPARATION	Y/N	
4.1	Confirm that alternate site or virtual office is suitably equipped with data systems, communications, and other technology necessary for resumption of essential functions.		-
5.0	RELOCATION TO ALTERNATE RECOVERY FACILITY	Y/N	-
5.1	Department Recovery Team and essential personnel meet at their designated alternate work sites or alternate recovery facility(ies) to restore their impacted essential business operations. REF: Essential Processes List		

	REF: Vital Records	-	
6.0	ALTERNATE RECOVERY FACILITY OPERATIONS		
6.1	EMT Leader will coordinate with staff to resume operations at the alternate site		
6.2	For events that occur towards the end of the month. consider the implications for Payroll. Accounts Payable, and Financial Statement Preparation		14
7.0	PHASE III - RECOVERY / RECONSTITUTION	Y/N	
7.1	Return to Primary Worksite		
7.1.1	Develop schedule to return temporary work operations, personnel, records, and equipment from alternate recovery site back to primary work site.		-
7.1.2	Continue mission essential operations at the alternate work site until the affected primary site has been returned to its original state including required office infrastructure support, equipment and resources. Sample Company network access, and telecommunications capabilities.		
7.1.3	When the primary worksite is habitable and operable acquire, install, check and bring all business functions to operational status.		

7.1.4	Report progress and validate transfer of mission essential operations to the primary work site.	
7.1.5	IF personnel were only able to manually (versus electronically) perform their administrative processes during the business disruption, they will now electronically enter the data that was previously done manually.	
8.0	POST BCP EVENT ACTIONS	
8.1	Coordinate feedback to review BCP activities during the disruptive event, evaluate effectiveness, and identify improvement areas.	
8.2	Provide feedback for After Action Report (AAR) to the Emergency Management Team.	
8.3	Update BCP plans as necessary based on lessons learned.	

Section 4: Tests, Training and Exercises

This section contains BCP Framework for Plan Testing, Training and Exercises

Firm employees with BCP responsibilities (emergency team members, mission essential personnel and department recovery personnel) must understand their role in BCP execution and their relationship to the organization's BCP responsibilities. Quarterly BCP refresher training sessions will be provided to all current and new personnel. The Firm will accomplish quarterly evaluations of its BCP recovery processes and procedures and will document the results of those evaluations. **Testing, Training Exercise Program** below provides a timetable by which this plan, and various elements of this plan are tested and exercised.

Senior Management will review, update as may be required and approve the BCP annually.

Test, Exercise or Training	Timetable Comments		Actual Dates Tested or Exercised			
Business Impact Analysis	Quarterly					
Plan Revision	Annually					
Update Vital Data and Records	Quarterly					
Update Employee Contact List	Quarterly					
Training Session	Annually	= =				

Testing. Training Exercise Program

Section 5: Review and Revision Log

- 10/06/2015 Plan reviewed by Management Change made to Add this Section 5 to track reviews and revisions
- 10/07/2015 Plan revised to remove employees no longer associated with the firm Changes made to Sections 2.3 and 2.8.
- 10/11/2016 Plan reviewed and revised as to employees associated with the firm Changes made to Sections 2.3 and 2.8 and updated "Important Contact Numbers"
- 12/20/2016 Updating Contact Numbers and Employees
- 02/24/2017 Updating Contact Numbers and Employees and including "EMT" Information; and to amend policy to include wording regarding loss of employees under Section 2.8 and to include Third Party Vendor Records as part of the vital business of the firm. Management reviewed and approved.

02/28/2017 Section 4 amended to include language regarding an annual review by 03/07/2018 BCP reviewed and approved by management. 01/07/2019 BCP reviewed and approved by management.

Ashby Law Office

11 Park Street • Presque Isle, Maine 04769 • jashby@ashbylawoffice.com • (207)760-1400

December 3, 2019

City Clerk Presque Isle City Hall 12 Second St. Presque Isle, ME 04769

RE: Proposal for City Attorney

Greetings,

My name is Jefferson T. Ashby of Ashby Law Office here in Presque Isle. I write to submit my proposal to become City Attorney for the City of Presque Isle.

The mailing and physical address of my firm is 11 Park St., Presque Isle ME 04746. My telephone number is 207-760-1400, and I can be reached by cell at 207-768-9043. My email address is jashby@ashbylawoffice.com.

I can provide ordinances and documents in Microsoft Word and Excel format. I can transmit documents over the internet using email. I use email in the regular conduct of my business.

I attach proof of coverage for professional liability insurance. The limits are indicated in the attachment.

My usual rate of pay is \$175 per hour. I bill out my paralegal, Diane Gramlich, at \$80 per hour. I would need to understand the extent to which the city would require my services before I quote a reduced rate, but everything is negotiable.

I generally do bill travel time at a reduced rate. I assume there is a municipal mileage rate and agree to use same for any mileage I may charge.

My firm is small – one attorney and one experienced paralegal. I anticipate an expansion, to add a paralegal first and then new counsel in the near future. For now, though, my firm's limited size may present a challenge when issues of my unavailability and/or conflicts come up. I suggest, though, that I will generally be available for consultation even when away from the office. Issues of conflict are generally dealt with through referral to local colleagues on a contract basis, and to that end it's helpful that I have strong positive relationships with nearly all members of the local bar.

Ashby Law Office

11 Park Street • Presque Isle, Maine 04769 • jashby@ashbylawoffice.com • (207)760-1400

I have practiced law in the City of Presque Isle for over 27 years. I attach my resume, which tells the story of my work experience. I believe that I have the experience necessary to give the City nimble, quality and informed legal services for its many municipal legal needs.

By way of example only, my experience as Chair of the Fort Fairfield Planning Board gave me insight about how municipal government works, and that position caused me to become quite familiar with planning, zoning, wetland and comprehensive plan regulation.

I have litigated municipal tax cases to the Maine Supreme Court. I spent 15 years working for Pine Tree Legal Assistance, Inc. where we focused on benefits, general assistance and landlord tenant law. I spent nearly 2 years at our local hospital as its Compliance Officer.

Having worked mostly for applicants for municipal services and not for the municipalities themselves, I do not have any municipal client references per se. However, I have worked extensively with Tony Levesque, the Code Enforcement Officer of Fort Fairfield, and with George Howe, CEO of our city. I encourage you to contact either of these men to inquire about this application.

I think the City needs an attorney who is quick to respond to requests for assistance, who is comfortable in public forums including litigation, and who cares about the welfare of Presque Isle and its citizens.

I hope you agree that I'm a strong candidate for that position. Thank you for the opportunity to submit this proposal, and please call if you have questions or concerns.

Sincerely Jefferson Ashby JTA/dlg

JEFFERSON T. ASHBY Ashby Law Office 11 Park Street Presque Isle, Maine 04769 (207)768-9043

Education:

University of Maine School of Law Portland, Maine

Juris Doctorate, 1992 Dean's List, 1990

Bowdoin College

Brunswick, Maine BA, with majors in Economics, English, 1989 *Cum laude*, James Bowdoin Scholar University of Copenhagen Copenhagen, Denmark Study abroad, 1992

Fort Fairfield High School

Fort Fairfield, Maine Diploma, 1985 Valedictorian

Work Experience:

Ashby Law Office – September 2018 to present

Attorney at Law, solo general practitioner. Areas of expertise include family, criminal and personal injury law.

The Aroostook Medical Center - Feb. 2017 to September 2018

Director, Compliance, Privacy; Risk Management Officer. Member, Executive Leadership. Duties include monitoring and ensuring hospital's compliance with the many regulations that govern the delivery of healthcare, working with administration and staff to reduce or eliminate instances of institutional risk and loss, contributing as a member of hospital leadership team to administrative decision-making.

Pine Tree Legal Assistance, Inc. - 2002 to 2017

Managing Attorney at Presque Isle office of non-profit statewide firm providing legal services to indigent clients. Duties include membership and participation in management team of statewide not-for profit private legal services provider, as well as management of local office and personnel. In addition to management, full caseload duties include trial and non-litigation services in many areas of practice. Emphasis on housing, public benefits, Social Security disability and domestic violence cases.

Director, Native American Unit – 2016 to 2017 Director of statewide unit of attorney and staff personnel to serve the emergent civil legal needs of Maine's Native American populations from

the five bands and tribes located throughout the state. Duties include the development of policies and protocols to administer the unit, direct supervision of staff, staff evaluations, client outreach, the development of client-facing publications and client education material, and direct casework.

Hardings Law Offices - 1992 to 2002

Associate in law firm offering a full range of legal services. Concentration in the following areas of law: Trial practice involving all areas of civil litigation, real estate, family matters, business organization, workers' comp, bankruptcy, and criminal law.

Husson University - 1999 to present

Adjunct Instructor, Husson University, Presque Isle, Maine. Over 50 classes taught include undergraduate and masters level Business Law, Public Policy and Corporate Strategy, Global Strategic Management, and Change Management.

University of Maine at Presque Isle - 2017 to present

Adjunct Instructor, University of Maine at Presque Isle. Classes taught include Business Law I and II, survey courses at the undergraduate level.

Public Service:

Maine Human Rights Commission Commissioner, 2019-present

Aroostook County Action Program Member, Board of Directors, 2015 to present

Presque Isle Area Chamber of Commerce Member, Board of Directors, 1994 to 2001, 2019

University of Maine at Presque Isle Board of Visitors Member, 2006 to 2017

Fort Fairfield Planning Board Member, 1994 to 2015

Chairman, 2006 to 2015

Maine Civil Liberties Union Member, Board of Directors, December 2001 to 2011

Emergency Management Services, Region V Member, Board of Directors, 1996 to present



HOME OFFICE ADDRESS: 111 N. Higgins, Suite 600 Missoula, MT 59802 **PHONE:** (800) 367-2577

MAILING ADDRESS: PO Box 9169 Missoula, MT 59807-9169

POLICY DECLARATIONS

NOTICE: THE POLICY IS A CLAIMS MADE AND REPORTED POLICY. NO COVERAGE EXISTS UNDER THE POLICY FOR A CLAIM WHICH IS FIRST MADE AGAINST THE INSURED OR FIRST REPORTED TO THE COMPANY BEFORE OR AFTER THE POLICY PERIOD OR ANY APPLICABLE EXTENDED REPORTING PERIOD. PLEASE READ THE ENTIRE POLICY CAREFULLY.

- POLICY NUMBER: ALPS23692-1
- Item 1 Named Insured: Ashby Law Office Address: 11 Park Street Presque Isle, ME 04769
- Item 2 Retroactive Coverage Date: 10/08/2018
- Item 3 Name of Each Insured Attorney:

Ashby, Jefferson T.

Item 4 – Policy Period:

	Effective Date and Tin Expiration Date and T		at 12:01 AM at the address stated in Item 1. at 12:01 AM at the address stated in Item 1.
Item 5 – Limit of Liability:	\$500,000 \$1,000,000	Each Claim* Aggregate	
Item 6 – Deductible:	\$5,000	Each Claim*	
ltem 7 – Annual Premium:	\$853		

Item 8 ~ Endorsements attached at inception of the policy form LPL PREFERRED (01-18):

Signature Page

ME Amendatory

* Important Notice: All Claims that arise out of or in connection with the same Professional Services or Related Professional Services, whenever made and without regard to the number of Claims, claimants, or implicated Insureds, shall be treated as a single Claim.

All current and previously submitted application forms delivered to the Company are made a part of the Policy. The Named Insured may obtain a copy of all application forms by submitting a written request to the Company.

Haren Gleason

Countersigned by:_

Authorized Representative

Date: September 11, 2019

Proposal Form

In order to facilitate comparison of competing proposals, the City respectfully requests proposers to answer the following questions. Please feel free to attach additional sheets where the information requested is more extensive than the space provided.

Contact Information

Name of proposing firm: Currier & Trask, P.A. (d/b/a Currier, Trask & Dunleavy)					
Mailing Address: 55 North Street, Presque Isle, ME 04769					
Physical Address:55 North Street, Presque Isle, ME_04769					
Telephone Number:(207) 764-4193					
E-mail Address:rcurrier@curriertrask.com					
Name of lawyer/ firm proposed as Attorney: <u>Richard L. Currier, Esq.</u>					
Estimated percentage of time proposed Town Attorney spends on municipal legal affairs: 5%	<u>-10%</u>				
E-Business					
Can you provide ordinances and documents in Microsoft Word and Excel format?Yes					
Can you transmit documents over the Internet using e-mail? Yes					
Do you use e-mail in the regular conduct of your business? <u>Yes</u>					
Professional Liability Insurance					
Insurance Carrier: ALPS (See Attached)					
Limits:\$1,000,000.00					
Financial Considerations					
Proposed Cost per Hour:					
Town Attorney: Richard L. Currier, Esg \$200.00 Per Hour					
Associate Attorney (if any):\$175.00 - \$190.00 Per Hour					
Paralegal:\$90.00 Per Hour (As Needed)					
Others: N/A					

Travel

How will your firm bill for travel time?

Attorneys' rates:	Hourly Rate		
		£	
Mileage rate	\$.50 Per Mile	3	

Attachments:

Please attach the following:

- Outline of the size and experience of the law firm
- Resumes of legal staff with whom we will be working
- An explanation of how your firm envisions the legal transfer of authority and responsibility in the absence or inability to act of the appointed City Attorney
- An explanation of how the City will be billed for consultations between two attorneys who are both members of your legal firm.
- Listing of municipal clients and other references (with addresses and telephone numbers).

See Attached.

A.

Richard L. Currier, Esq. – Maine Bar No. 2245 CURRIER, TRASK & DUNLEAVY 55 North Street Presque Isle, Maine 04769 (207) 764-4193 E-Mail: rcurrier@curriertrask.com

ATTACHMENT

Size and Experience of Firm:

Visit our website: www.curriertrask.com - see attached.

> Resumes: see attached.

In the absence of the City Attorney, Attorney Norman G. Trask, Esq. will assign matters to other Attorneys in the firm, including James M. Dunleavy, Esq. and Jessica R. Currier, Esq.

- Consultations between Attorneys in the firm will be billed only by the City Attorney, at his customary rate.
- Other Municipal Clients:

Attorney Richard L. Currier:

- Town of Easton James P. Gardner, Jr., Town Manager P.O. Box 127 Easton, ME 04740 (207) 488-6652 E-Mail: eastontownmanager@gmail.com
- Town of Fort Fairfield Andrea L. Powers, MPA, Town Manager 18 Community Center Drive Fort Fairfield, ME 04742 (207) 472-3800 E-Mail: townmanager@fortfairfield.org
- 3. Town of Mars Hill David D. Cyr, Town Manager P.O. Box 449
 Mars Hill, ME 04758 (207) 429-8421
 E-Mail: manager@marshillto.com
- 4. Presque Isle Utilities District Frank S. Kearney, Sr., Superintendent P.O. Box 470 Presque Isle, ME 04769 (207) 762-5061 E-Mail: frank@piutilities.com

- 5. Mars Hill Utilities District Robert Lento, Superintendent P.O. Box 342 (207) 425-2620 E-Mail: *district@ainop.com*
- Mapleton Sewer District Gilles St. Pierre, Superintendent P.O. Box 500 103 Pulcifur Road Mapleton, ME 04757 (207) 764-3754 E-Mail: grstp2016@gmail.com
- 7. Town of Westmanland Patricia Anderson, Clerk/Treasurer
 1157 Westmanland Road Westmanland, ME 04783 (207) 896-3019 E-Mail: westmanlandclerk@gmail.com
- Town of Grand Isle Debra Gendreau, Town Clerk 366 Main Street P.O. Box 197 Grand Isle, ME 04746 (207) 895-3420 E-Mail: giclerk1@gmail.com

Attorney Jessica R. Currier:

- 9. Town of Blaine Janet Bradbury, Town Manager P.O. Box 190 Blaine, ME 04734 (207) 425-2611 E-Mail: townofblaine@pwless.net
- 10. Town of Ludlow
 Diane Hines, Town Manager
 P.O. Box 487
 Houlton, ME 04730
 (207) 532-7743
 E-Mail: townofludlow@gmail.com

11. Town of Reed Plantation Diane Hines, Town Manager P.O. Box 10 Wytopitlock, ME 04497 (207) 456-7546 E-Mail: reedplantation@gmail.com



HOME OFFICE ADDRESS: 111 N. Higgins, Suite 600 Missoula, MT 59802 PHONE: (800) 367-2577

MAILING ADDRESS: PO Box 9169 Missoula, MT 59807-9169

POLICY DECLARATIONS

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POLICY NUMBER: ALPS13055- 11

Item 1 – Named Insured: Currier & Trask, P.A. Address: 55 North Street Presque Isle, ME 04769

Item 2 - Retroactive Coverage Date: 09/01/1976

Item 3 - Name of Each Insured Attorney:

See Attached

Item 4 - Policy Period:

	Effective Date and Tin Expiration Date and T		at 12:01 AM at the address stated in Item 1. at 12:01 AM at the address stated in Item 1.
Item 5 – Limit of Liability:	\$1,000,000 \$1,000,000	Each Claim* Aggregate	
Item 6 – Deductible:	\$5,000	Each Claim*	
Item 7 – Annual Premium:	\$14,896		

Item 8 - Endorsements attached at inception of the policy form LPI. PREFERRED (01-18):

Signature Page Additional Insured(s) ME Amendatory Excluded Matter(s) Prior Acts Coverage Endorsement

* Important Notice: All Claims that arise out of or in connection with the same Professional Services or Related Professional Services, whenever made and without regard to the number of Claims, claimants, or implicated insureds, shall be treated as a single Claim.

All current and previously submitted application forms delivered to the Company are made a part of the Policy. The Named Insured may obtain a copy of all application forms by submitting a written request to the Company.

Karen Gleason Countersigned by:

Authorized Representative

Date: April 25, 2019



ATTORNEY ROSTER

ALPS

Currier, Jessica R. Currier, Richard L. Dunleavy, James M. Jordan, Phillip K. Trask, Norman G.



ABOUT THE FIRM

Currier & Trask, P.A. is a law firm with an office in Presque Isle, Maine. In August, 2013, Currier & Trask expanded its practice, merging with Attorney Philip K. Jordan in Houlton to form Currier, Trask & Jordan; creating a total of five attorneys working at the two locations. Attorneys Richard L. Currier, Norman G. Trask, and James M. Dunleavy work primarily in Presque Isle, but frequently meet with clients in Houlton, as well. Attorneys Philip K. Jordan and Jessica R. Currier primarily work in the Houlton office.

We are a general practice law firm, offering legal services at its two locations to meet the needs of the residents of Aroostook County. At Currier & Trask, P.A. and Currier, Trask, & Jordan, we pride ourselves on the diversity of our practice. We each have varied practices and are able to competently handle a wide range of legal matters within the firm. We represent a variety of individuals, family owned businesses, banks, credit unions, insurance carriers and other corporate clients in a variety of practice areas, including civil litigation, real estate, workers' compensation, personal injury, Social Security disability, corporate, family law, probate matters and criminal law.

The firm also operates a real estate title business, NorStar Title Company, at the Presque Isle location that handles residential and commercial real estate transactions. The dedication and experience brought to the practice by the five attorneys, combined with very experienced support staff, enable us to provide clients with excellent service and quality work product.

Over the years, we have been recognized for our pro bono service in 1994, 1999, 2000, 2004, 2005 and 2006. In 2005, Currier & Trask, P.A. received the Lewis Vafiades Pro Bono Award, in recognition of the firm's "exceptional commitment to provide equal access to justice for the people of Maine". Currier & Trask, P.A. received the distinction of being named a Tier 1 "Best Law Firm" in two practice areas by US News-Best Lawyers® from 2014 to the present. Currier & Trask is the only law firm in Aroostook County to be awarded this prestigious honor.



Richard L. Currier

Richard "Rick" Currier graduated from Presque Isle High School in 1973. He attended the University of Southern Maine and graduated summa cum laude with a B.A. in History in 1977. He attended the University of Maine School of Law and received his J.D. in 1980.

Mr. Currier has been practicing in Aroostook County since 1980. He has litigated hundreds of cases in the Superior and District Courts. Mr. Currier is a licensed Title Insurance Agent, and a Dedimus Justice. Mr. Currier practiced solo from 1986 until forming Currier & Trask, P.A. in 1988 with Norman Trask.

Mr. Currier is a member of the Maine State Bar Association and is a member of the Family Law Section, the Real Estate Title Section and the Municipal Law Section. Attorney Currier is a member of the Aroostook County Bar Association.

Attorney Currier is rated "BV-Distinguished", signifying "very high legal ability and ethical standards", by Martindale-Hubbell.

Email: rcurrier@curriertrask.com



Norman G. Trask

Norman "Norm" Trask graduated from Maranacook High School in Readfield, Maine in 1981. He attended the University of Maine at Presque Isle, graduating cum laude, earning a B.A. in History in 1985. Mr. Trask then entered the University of Maine School of Law, receiving his J.D. in 1988. Upon graduation, he joined Richard Currier and formed Currier & Trask, P.A. The two have enjoyed a successful association since 1988.

Mr. Trask enjoys a busy litigation practice which focuses on workers' compensation, social security disability and personal injury, as well as employment law cases and civil litigation. Mr. Trask is a very experienced litigator in these areas of practice and has presented at seminars and CLE meetings.

Mr. Trask is a member of the Maine State Bar Association, and is a member of the Workers Compensation section. He is also a member of the Aroostook County Bar Association, the Maine Trial Lawyers Association, and the National Organization of Social Security Claimants' Representatives (NOSSCR).

He served as a Commissioner on the Maine State Harness Racing Commission from 1999-2007. Mr. Trask is licensed by the USTA and MHRC as an Associate Judge. He serves on the Foundation of the University at Presque Isle, and was elected to the Executive Committee in 2013. He is active in community athletics and previously coached the Easton Little League team and Easton youth basketball programs.

Mr. Trask was presented with a "Katahdin Counsel" Award by the Maine Supreme Judicial Court in 2015, 2016, and 2017 in recognition of his pro bono work. Mr. Trask has been recognized with the Maine State Bar Association's individual pro bono award in 1994, 1999, 2000 and 2006.

Mr. Trask became a lifetime member of the Million Dollar Advocates Forum in 2009 in recognition of his proficiency in personal injury litigation.

In 2013, Norm was selected by his peers for membership in "The Best Lawyers in America" in the fields of workers compensation and personal injury law. He was again selected for membership in "Best Lawyers" in 2014, 2015, 2016, 2017, and 2018.

Attorney Trask was recognized in the 2014, 2015, 2016, 2017, and 2018 editions of "New England Super Lawyers" for proficiency in workers compensation law – one of only twelve lawyers in the State of Maine to receive this distinction.

Attorney Trask is rated "BV-Distinguished", signifying "very high legal ability and ethical standards", by Martindale-Hubbell.

Email: ntrask@curriertrask.com



James M. Dunleavy

James M. "Jim" Dunleavy graduated from Presque Isle High School in 1989. He attended the University of Maine at Orono and graduated with a B.A. in Political Science in 1993. He attended law school at the University of Maine School of Law receiving his J.D. in 1996. He is a member of the bar in both Maine and the United States Virgin Islands (St. Thomas, St. Croix & St. John). He has maintained inactive status as a member of the United States Virgin Islands bar while employed as an associate attorney with Dunleavy Law Offices, P.A. in Presque Isle, Maine at all times subsequent to October of 1996. He began an association with Currier & Trask, P.A. in Presque Isle, Maine beginning March 28, 2011.

Jim's practice has included representation of clients in the areas of Criminal Law, all areas of Family Law (Divorce, Parental Rights & Responsibilities, Guardianships, Child Protection, etc.), Workers' Compensation, Personal Injury, Social Security Disability and Supplemental Security Income.

At times between October 2002 and February 2009, Jim has served as an adjunct instructor for Husson College providing instruction in the areas of Criminal Law, Family Law, Paralegal Internship and the Legal and Ethical Environment of Business.

Jim resides in Presque Isle with his wife, Julianne and their two children. He is a member of the Anah Temple Shrine and is active in local athletics, serving as a head referee for the Aroostook Football League.

Email: jdunleavy@curriertrask.com



Philip K. Jordan

Philip "Phil" Jordan graduated from Presque Isle High School in 1960. He attended the University of Maine at Orono and graduated with a B.A. in Science, Agriculture and Resource Economics in 1969. He attended law school at the University of Maine School of Law, and received his J.D. in 1972. Upon graduation, he moved to Houlton where he has practiced for over 45 years. In August of 2013, he merged his firm with Currier & Trask to form Currier, Trask, & Jordan.

Mr. Jordan enjoys a busy real estate, foreclosure and probate practice. He is a licensed Title Insurance Agent and member of the Aroostook County Bar Association.

Mr. Jordan is rated "BV", signifying very high legal ability and ethical standards, by Martindale-Hubbell.

Email: pjordan@curriertrask.com



Jessica R. Currier

Jessica R. Currier graduated from Presque Isle High School in 2005. She attended St. Michael's College in Colchester, Vermont and graduated cum laude with a B.A. in Political Science and Religious Studies in 2008. Ms. Currier attended law school at the University of Maine School of Law, and received her J.D. in 2013. Upon graduation from law school, she joined Currier & Trask, P.A. Ms. Currier is a licensed Title Insurance Agent and a member of the Aroostook County Bar Association.

Email: jcurrier@curriertrask.com

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PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 17

SUBJECT

NEW BUSINESS: Tax Acquired Properties

INFORMATION

1) Memo from Brad Turner, dated December 17, 2019

REQUESTED ACTION

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

ORPORATED

City of Presque Isle, Maine

Finance Department From the desk of: Bradley Turner Email: bturner@presqueisleme.us

MEMORANDUM

TO:	Presque Isle City Council
FROM:	Bradley Turner, Finance Director
DATE:	December 17, 2019
RE:	Tax Acquired Properties

On Friday, November 29, 2019 at the close of business the automatic foreclosure took place on properties with 2017 unpaid taxes. A listing of the new tax acquired properties is now provided to the City Council.

After receipt of this listing, the City Council has 21 days to determine if any of the tax acquired properties are to be retained for municipal use or if they are to be disposed of in accordance with Section 5 (Disposition of Tax Acquired Property) of the City's Policy for Tax Acquired Properties.

Under the provisions of this Policy, the City Council may direct the Treasurer to offer the property for resale back to the prior owner(s) if they make arrangements to pay all past taxes due, accrued interest, costs associated with the lien and foreclosure process, and a \$150 administrative fee.

Because we cannot make any arrangements either to prepare the property for sale or for accepting payments until this decision is made, it is my recommendation that the former owners be allowed 30 days to make arrangements to repurchase their properties. If no payment arrangement is made we can put out to bid at a later date.

BE IT RESOLVED BY Councilor _______and seconded by Councilor ______ that the City Council authorize the City Treasurer to contact the prior owners of the properties acquired at the November 29, 2019 automatic foreclosure of the 2017 tax liens, per the Policy for Tax Acquired Property to make acceptable arrangements for repurchasing the property from the City by paying all taxes, costs, administrative fee, and interest due the City if they wish to regain title of their former property. CITY OF PRESQUE ISLE TAX ACQUIRED PROPERTIES -- 2017 TAX LIENS MATURITY DATE: 11/29/19

					MATURITY	MATURITY DATE: 11/29/19		
[axpayer(s]	Tax Account Number	Property	2017 Tax Lien	2018 Tax Lien	2019 Taxes	Property Assessed Value (Land & Bldg)	Description	Background Details
B J B CORP	636-RE	23 Park Street	\$ 1,904.97	\$ 1,798.44	\$ 1,561.88	\$ 62,500	Old mulit-family w/separate garage on .19 acre lot (Vacant w/No Trespassing sign, built in 1900)	Taxpayer said upgrades to bring old building up to code are too costly, and so he is abandoning property to the City.
Wynn, Lucas R.	445-RE	6 Turner Street	\$ 1,784.43	\$ 1,684.26	\$ 1,459.42	\$ 58,400	SF residence on .13 acre lot	Taxpayer is incarcerated @ Bolduc Correctional Facility w/parole in January 2020; he will likely come in to make payment arrangements upon his release; the house was inherited from his father in 2016.
aeidinger, Ann M. (n/k/a Ann Marie Howe)	3445-RE	237 Parkhurst Siding Rd	\$ 1,016.26	\$ 948.68	\$ 787.19	\$ 31,500	1983 Oxford mobile home on 7.5 acre lot	Property is being sub-leased w/option to buy by Eric Kimball, who now resides in mobile home, taxpayer is in default on mortgage, no communication from mortgage who lives in fL and other parties state he
Grass, Joyce H.	3831-RE	463 Caribou Rd	\$ 634.39	\$ 595.31	\$ 482.31	\$ 19,300	1966 Atlas mobile home on 1.0 acre lot (Vacant)	1966 Atlas mobile home on 1.0 Taxpayer died in 2002; Keegan Glidden (grandson) is heirand has 1st option to acquire property which ends on 01/30/20; if heir doesn't exercie option, owner of adjacent property is interest in purchasing the lot from City; 2016 tax lien was waived foreclosure (\$671.11).
Stevens, Helen J.	36-RE	9 Water Street	\$ 1,284.62	\$ 1,210.81	\$ 1,034.59	\$ 61,400	SF residence on .18 acre lot (Vacant)	Taxpayer died October 2019; Matthew Stevens (son) is handling her affairs and represented by Atty Grant; ME state may have a claim against property for nursing home care, which is not yet of record.

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 18

SUBJECT

NEW BUSINESS: Airport EAS Bids

INFORMATION

- 1) Request for Proposal
- 2) Southern Airways EAS Proposal
- 3) Silver Airways EAS Proposal
- 4) United Airlines EAS Proposal
- 5) EAS Bid Information

REQUESTED ACTION

Recommendation made at meeting.



UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY WASHINGTON, D.C.

Issued by the Department of Transportation on the 14th day of November, 2019

Essential Air Service at

PRESQUE ISLE, MAINE

DOT-OST-2000-8012

Under 49 U.S.C. § 41731 et seq.

ORDER REQUESTING PROPOSALS

Summary

By this Order, the U.S. Department of Transportation (the Department) is requesting proposals from air carriers interested in providing Essential Air Service (EAS) at Presque Isle, Maine, for a new contract term beginning July 1, 2020, with or without subsidy. Air carriers should file their proposals no later than December 18, 2019.¹

Background

By Order 2018-3-18, issued on March 20, 2018, the Department selected United Airlines, Inc. to provide EAS at Presque Isle with 12 nonstop round trips per week to Newark Liberty International Airport using 50-seat regional jet aircraft for the two-year contract term from July 1, 2018, through June 30, 2020, for an annual subsidy of \$4,780,955.

The complete public file for EAS at Presque Isle may be accessed online through the Federal Dockets Management System at <u>www.regulations.gov</u> by entering docket number DOT-OST-2000-8012 in the "Search for Rules, Comments, Adjudications, or Supporting Documents" field.

¹ Air carriers should not expect the Department to grant an extension to the due date for proposals. If for some *rare* and *exceptional* circumstance an extension request is made, the Department expects the request *well in advance* of the due date for proposals. However, air carriers should understand the Department is under no obligation to grant an extension.

Request for Proposals

The Department is requesting proposals from air carriers interested in providing EAS at Presque Isle with subsidy support if necessary, for a new contract period beginning July 1, 2020. Air carriers should file their proposals no later than December 18, 2019. The proposals will then be uploaded to <u>www.regulations.gov</u>, thereby making them public. Shortly afterwards, the Department will send the proposals to the community and ask them to submit their final comments. The Department will give full consideration to all proposals that are timely filed.²

The Department expects clear, well-documented proposals that will facilitate their evaluation by the community and the EAS team.³ Air carrier proposals should be submitted to the Department with all materials merged into a single document. In addition, proposals should be formatted to be viewed online. In order to evaluate air carrier proposals, the Department requires that air carriers adequately describe the service being proposed and the annual amount of subsidy being requested. The Department requests that proposals include information concerning proposed schedules, projected block hours, and financial data supporting subsidy requests including information on their projected expenses and revenues. Lastly, the Department expects that air carriers will have completed due diligence regarding any community-specific operational requirements. Air carriers should prepare their proposals with every expectation that, should they be selected by the Department, they will be able to commence full EAS as described in their proposal on the first day of the new contract term.

Interested air carriers should prepare their proposals with the understanding that their initial proposals will represent their *final* and *only* proposals. However, the Department retains the discretion to negotiate proposals with air carriers when it deems it desirable; in such cases, the Department will give all applicants the same opportunity. The Department also retains the discretion to reject outright all unreasonable or unrealistic proposals and re-solicit a new round of proposals. However, negotiation and rejection are only occasional exceptions to the rule.

Proposals should provide sufficient capacity to accommodate historical levels of traffic, with service to a large- or medium-hub airport that provides numerous connecting opportunities to the national air transportation system. In order to assist air carriers in developing traffic and revenue projections for their proposals, the Department has provided a summary of historical passengers

 $^{^{2}}$ Air carriers should not expect the Department to accept late filings. In cases where a carrier proposes to provide EAS without subsidy and we determine that basic EAS, as required by 49 U.S.C. § 41732, can be reliably provided without such compensation, the Department typically will not proceed with the air carrier selection case. Instead, the Department will simply rely on that air carrier's subsidy-free service as proposed.

³ In selecting a carrier to provide subsidized EAS for an eligible place not in Alaska, 49 U.S.C. § 41733(c)(1) directs the Department to consider five factors: (a) service reliability; (b) contractual and marketing arrangements with a larger carrier at the hub; (c) interline arrangements with a larger carrier at the hub; (d) the preferences of the actual and potential users of the EAS, giving substantial weight to the views of the elected officials representing the users; and (e) whether the carrier has included a plan in its proposal to market its service to the community. In addition, the Continuing Appropriations Act, 2020, and Health Extenders Act of 2019, Pub. L. 116-59, provides that when selecting a carrier to provide EAS, the Department may consider the relative subsidy requirements, thus codifying a factor that we have considered since the inception of the program. Interested carriers should also be aware that the general provisions governing Essential Air Service will be included in the selection Order as part of our authorization of subsidy for the selected service. Appendix C of this Order contains those general provisions.

in Appendix B.⁴ The Department expects proposals that are consistent with what the community currently receives; specifically, 12 round trips per week using 30-50 passenger aircraft. The Department will consider additional frequencies for air carriers proposing service using 8-/9-passenger aircraft.

Air carriers are also welcome to propose more than one service option, if they choose. They also need not limit themselves to these requirements if they envision other, potentially more attractive service possibilities -- different hubs or length of contract, for example -- with subsidy requirements that remain competitive.

Community Comments

The community and State are welcome to submit comments at any time. The Department encourages interested air carriers to contact the community *before* they submit their proposals so that they can tailor them to the community's needs, as they will not be able to amend them after the due date. As noted earlier, the Department will provide a summary of the proposals to the civic parties shortly after the deadline for carrier proposals, and ask them to submit their final comments.

Other Carrier Requirements

The Department is responsible for implementing various federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.⁵ Consequently, all air carriers receiving subsidy for EAS must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those air carriers whose subsidies exceed \$100,000 over the life of the contract must also certify that they are in compliance with the regulations governing lobbying activities. Because the Department is prohibited from paying subsidy to air carriers that do not submit these documents, all air carriers that plan to submit proposals involving subsidy should be aware that the selected airline will be required to complete the required certifications. Interested air carriers requiring more detailed information regarding these requirements should contact the Office of Aviation Analysis at (202) 366-5903.⁶

This Order is issued under authority delegated in 49 CFR 1.25a(b)(6)(ii)(D) and re-delegated to the Director, Office of Aviation Analysis.

⁴ Source: Bureau of Transportation Statistics, Schedule T-100.

⁵ The regulations applicable to these areas are: (1) 49 CFR Part 20 – New restrictions on lobbying; (2) 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of title VI of the Civil Rights Act of 1964; 49 CFR Part 27 – Nondiscrimination on the basis of disability in programs and activities receiving or benefiting from federal financial assistance; and 14 CFR Part 382 – Nondiscrimination on the basis of disability in air travel; and (3) 2 CFR Part 1200 – Government-wide debarment and suspension (non-procurement) and government-wide requirements for drug-free workplace (grants).

⁶ The certifications are available online under "Reports and Publications" at <u>http://www.transportation.gov/office-policy/aviation-policy/essential-air-service-reports</u>.

ACCORDINGLY,

1. The Department requests that air carriers interested in providing Essential Air Service at Presque Isle, Maine, submit their proposals, with or without subsidy, no later than December 18, 2019. The proposals should be e-mailed to: <u>michael.f.martin@dot.gov</u> with the title "Proposal to Provide EAS at Presque Isle, Maine";⁷

2. This docket will remain open until further Order of the Department; and

3. The Department will serve copies of this Order on the Airport Director at Presque Isle International Airport, the City Manager of Presque Isle, Maine, and the courtesy distribution list for requests for proposals for EAS communities.

By:

TODD M. HOMAN

Director Office of Aviation Analysis

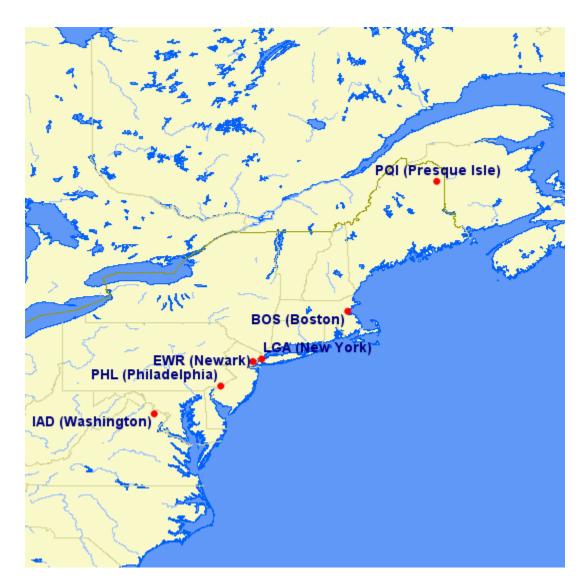
(SEAL)

An electronic version of this document is available online at <u>www.regulations.gov</u>.

⁷ Questions regarding filings in response to this Order may be directed to Michael Martin at (202) 366-6494 or michael.f.martin@dot.gov.

Appendix A

AREA MAP



Maps generated by the Great Circle Mapper - copyright © Karl L. Swartz.

			,	<u>Total</u>	Enplanements
Year	<u>Quarter</u>	Deplanements	Enplanements	<u>Traffic</u>	per Day
2016	4	3,003	3,032	6,035	38.2
2017	1	2,437	2,655	5,092	33.1
2017	2	3,466	3,214	6,680	42.8
2017	3	<u>3,835</u>	<u>3,839</u>	<u>7,674</u>	<u>48.6</u>
Annual Totals		12,741	12,740	25,481	40.7
2017	4	2,900	3,023	5,923	37.5
2018	1	2,404	2,539	4,943	32.1
2018	2	2,227	2,090	4,317	27.7
2018	3	<u>3,267</u>	<u>3,162</u>	<u>6,429</u>	<u>40.7</u>
Annual Totals		10,798	10,814	21,612	34.5
2018	4	2,786	2,992	5,778	36.6
2019	1	2,168	2,461	4,629	30.1
2019	2	3,594	3,326	6,920	44.4
2019	3	<u>4,155</u>	<u>4,311</u>	<u>8,466</u>	<u>53.6</u>
Annual Totals		12,703	13,090	25,793	41.2

Passenger Traffic at Presque Isle, Maine 2016-2019

Example of General Terms and Conditions for Essential Air Service

The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate Order, including the service plans outlined in the Order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with the Order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the Order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be ensured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

If the Department unilaterally, either partially or complete, terminates or reduces payments for service or changes service requirements at a specific location provided for under this Order, then, at the end of the period for which the Department does make payments in the stipulated amounts or at the stipulated service levels, the carrier may cease to provide service to that specific location without regard to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the Department and carrier do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

Funds may not be available for performance under this Order beyond [DATE]. The Government's obligation for performance under this Order beyond [DATE], is subject to the availability of funds from which payment for services can be made. No legal liability on the part of the Government for any payment may arise for performance under this Order beyond [DATE], until funds are made available to the Department for performance. If sufficient funds are not made available for performance beyond [DATE], the Department will provide notice in writing to the carrier.

All claims for payment, including any amended claims, must be submitted within 90 days of the last day of the month for which compensation is being claimed. For example, claims for service provided in July must be filed by October 31st; August claims must be submitted by November 30th, and so on.

ESSENTIAL AIR SERVICE AT Presque Isle, Maine

UNDER 49 U.S.C. § 41731 ET SEQ. BY ORDER 2019-11-11 | DOT-OST -2000-8012

Proposal to Provide Subsidized Essential Air Service

By Order 2019-11-11, the Department requested proposals from carriers interested in providing Essential Air Service to Presque Isle, Maine. Pursuant to that Order, Southern Airways Express LLC ("Southern") cordially submits this proposal.

Correspondence with regard to this document should be addressed to:

R. Stan Little CHAIRMAN & CEO

101 North Riverside Drive; Suite 211 Pompano Beach, Florida 33062

(901) 672-7820 s.little@iflysouthern.com

America's Most Reliable Commuter Airline

SOUTHERN







Southern Airways Express hereby offers a proposal to become the air service provider at the Presque Isle International Airport. The proposal is for a period of two years.

The Southern Story

Southern Airways was born out of necessity. When Delta Air Lines de-hubbed Memphis, a vacuum in air travel was created in the Mid-South. Most of the popular non-stop destinations that residents of the metro area had enjoyed for years were no longer offered. Southern took flight in 2013 and became the preferred method of travel for leisure travelers commuting to the Florida Gulf Coast and for some of the area's most affluent business travelers. Providing affordable, high-touch, first class, charter-style service to passengers who had given-up on short-haul air travel (and instead turned to the automobile) became the model upon which Southern built its reputation. In short, Southern Airways has a proven track record of putting people on airplanes.

Southern Airways acquired Sun Air Express in 2016 and quickly began to transform the two air service providers into one dynamic airline. Sun Air Express operated Essential Air Service routes in and around the

WAYS EXPRES

Commonwealth of Pennsylvania. Sun was outsourcing half of its flights to Mokulele Airlines and operated its East Coast hub at Washington-Dulles. Southern's first objectives were to move all flight operations in-house and to transition the East Coast flights to the more user-friendly Baltimore-Washington International Airport.

Now, almost four years, Southern Airways Corporation has acquired Mokulele Airlines. This acquisition doubled the size of the company. With Southern Airways Express operating in the contiguous 48 states and Mokulele Airlines operating in the Hawaiian Islands, Southern Airways Corporation has become one of the most dominant players in the commuter airline industry.

By capitalizing on scale in specific geographical areas, Southern has shown significant gains at the hometown airports and growth at hubs along the way. Southern is now the largest commuter carrier in the 50 states.

Spring 2016: Southern doubles in size Winter 2017: Southern doubles in size Winter 2019: Southern doubles in size *"Voted as the best Specialty & Leisure Airline in the USA"*

- Trip Advisor, April 2019



SOUTHERN'S PROVEN MODEL versus the REALITIES OF PRESQUE ISLE

For many years, Southern Airways subscribed to the business model that success in Essential Air Service communities comes from scale. A carrier generally cannot provide consistent and reliable service to only one or two cities in a regional footprint. It needs multiple aircraft, dozens of pilots, and full support services to be able to handle the daily issues that come from operating an airline.

Through Southern's acquisition of Mokulele Airlines, Southern has learned how stand-alone operations, like our route in Imperial, California, can perform just as well as those in areas where large scale has been obtained. For the past year at Imperial, we have achieved a 99.6% reliability rate, with over 90% on-time performance—the best of any airline in California!

The key to operating near-perfect completion rates in stand-alone communities is the availability of spare aircraft and reserve pilots based in the community. Southern is committed to having at least one spare aircraft based at Presque Isle to maintain the airline's 99% systemwide completion rate.

ABOUT THE SOUTHERN AIRCRAFT

Southern intends to continue its reliable, low-fare service using its fleet of 9-passenger turboprop Cessna Caravan aircraft. This model aircraft has been well received by the communities. With the Caravan, Southern has demonstrated the ability to offer record-setting passenger counts across many of its cities. Only the Cessna Caravan has an acquisition cost and a cost of operation affordable enough to guarantee a "hot spare" based in Presque Isle. Other turbine aircraft are just too costly to keep spares idle on a ramp. Basing a more costly spare aircraft at PQI would lead to an unnecessary increase in the amount of subsidy required for the route. With the Caravan, Presque Isle receives the most reliable 9-seat aircraft in the history of aviation and a "ready-spare" to serve as a back-up plane when needed..

Despite the proven success of the Caravan, Southern still retains Piper Chieftains that can be used for any city requiring twin engines.

Southern Solves The National Pilot Shortage

Entire aircraft fleets have been retired in the past decade, and many American carriers have ceased operations as a direct and proximate result of not being able to recruit and retain adequate numbers of crew members.

Southern recognized this issue early and began taking steps to position itself to stay ahead of the competition.

Southern's Chairman served as a member of the Department of Transportation Working Group to study ways to address these issues and to help alleviate the problems related to rural air service.

Since that time, Southern has implemented groundbreaking programs to recruit and retain quality pilots, including the *Southern Senior Pilot Leadership Program* and the *Southern Airways Pilot Cadet Program*. In addition, Southern has a full-time recruiting staff dedicated to bringing the "best and the brightest" to Southern Airways. The pilot corps numbers are among the best in the industry and promise a very positive 2020 and beyond.

Of more than 60,000 scheduled flights since November of 2017, Southern has cancelled less than 20 flights due to crew availabilty.

As other commuter airlines struggle to become fully staffed, or perhaps worse yet, wishfully and stubbornly believe that they are somehow immune to the pilot shortage, Southern has already invested in a permanent solution.





Every Yasseng Frem Flig

Southern's Spokes-singer Sonny McFly performs the airline's jingle in its television and radio commercials as well entertaining at live events in communities served by Southern

snny

Southern Airways By the Numbers

218 Daily Departures 30,000 Monthly Passengers 500 Employees 200 Pilots 35 Aircraft

52 Amazing Destinations

IN THE MID-ATLANTIC:

Altoona, Penn.

Bradford, Penn.

DuBois, Penn.

Lancaster, Penn.

Morgantown, W.Va.

IN NEW ENGLAND

New Haven, Conn. Norwood, Mass. Providence, R.I.

IN THE GULF:

Destin, Fla. Harrison, Ark, Key West, Fla. Tampa, Fla. El Dorado, Ark. Hot Springs, Ark. Nashville, Tenn.

Los Angeles

Memphis

Nantucket

Palm Beach

Pittsburgh

IN CALIFORNIA:

Imperial/El Centro, Calif.

IN HAWAI'I:

Hana Kapalua Kalaupapa L na'i City Molokai

Waimea-Kohala

10 HUB/FOCUS CITIES:

Baltimore	
Dallas	
Honolulu	
Kahului	
Kona	



ALL MAJOR DISTRIBUTION CHANNELS

Southern invests a considerable portion of its marketing budget to promote its service to traditional travel agents and to internet shoppers who purchase tickets through online travel agencies.

amadeus



MAJOR GLOBAL DISTRIBUTION SYSTEMS:

Sabre Amadeus Worldspan Galileo Travelport Apollo

MAJOR ONLINE TRAVEL AGENCY WEBSITES:

Expedia Travelocity Orbitz Kayak Priceline Cheaptickets

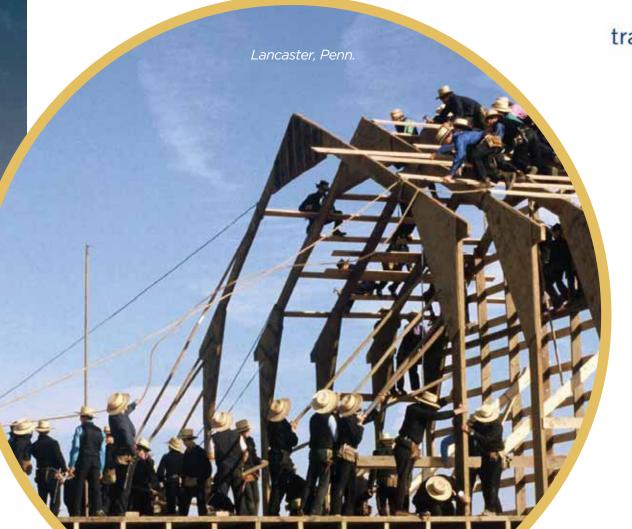


GRBITZ









Southern's interline partner, American Airlines.

In spring 2018, Southern Airways became an interline partner of American Airlines. This means that traveling from the hometown airport to any American Airlines destination now tops any other air travel option.

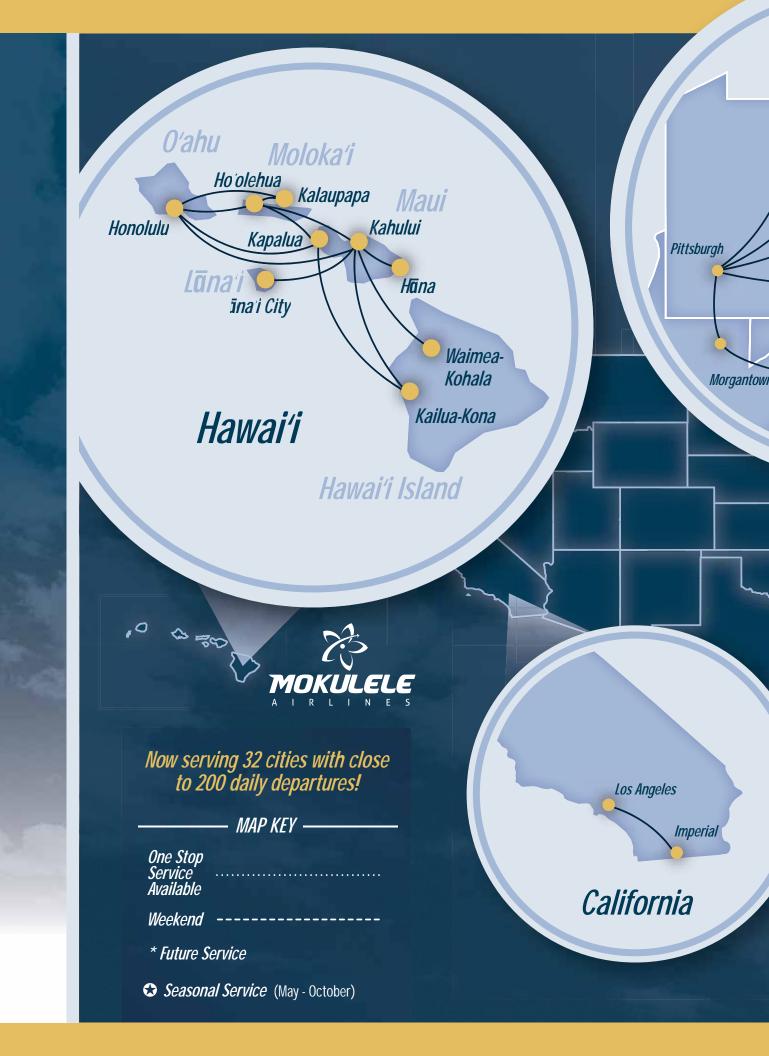


SOUTHERN'S ADDITIONAL INTERLINE PARTNERS





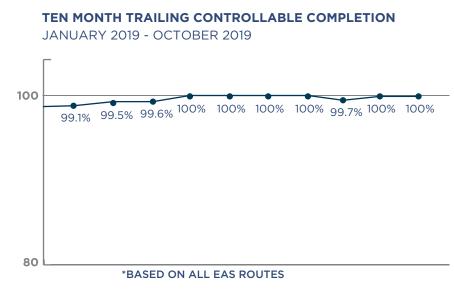






Consistency in the Marketplace

Southern has been one of the topperforming EAS airlines in the country with controllable completion rates setting the industry standard. Further, Southern does not compare it's on-time performance against other commuter airlines. Instead, Southern compares its operational statistics against the biggest and best in the industry. Both airlines operated by Southern Airways Corporation have been industry leaders in recent months.

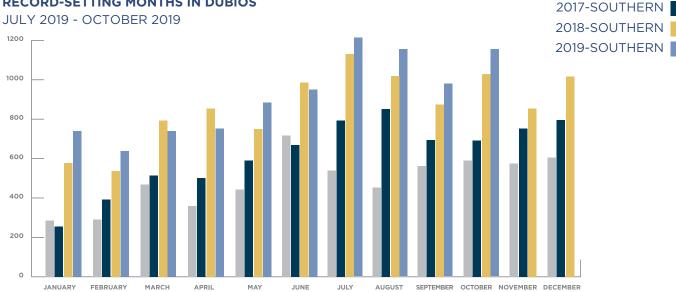


CONTROLLA		PRIL 2019	9 On-time ar	rivals
Hawaiian Southern	99.7% 99.6%		Mokulele Hawaiian	94.0% 88.3%
Mokulele	99.5 %		Southern	82.1%
Delta	99.3%		Delta	71.7%
United	97.7%		United	69.6%
American	97.2%		American	65.7%

MAY 2019CONTROLLABLE COMPLETITIONON-TIME ARRIVALS							
Southern	99.9%	Mok	ulele	93.7%			
Hawaiian	99.7%	Haw	aiian	88.6%			
Delta	99.0%	Delt	а	86.4%			
Mokulele	98.9 %	Sout	thern	86.0 %			
United	96.6%	Unit	ed	77.8%			
American	95.9%	Ame	rican	77.7%			



SOUTHERN SEES FOUR CONSECUTIVE RECORD-SETTING MONTHS IN DUBIOS



DUBOIS, PA 2017 Passenger loads were 27% higher than Silver Airways in the previous year (even more impressive considering Silver operated nearly double the seats as Southern).

ADDITIONAL ACCOMPLISHMENTS

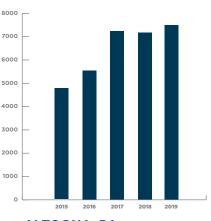
BRADFORD, PA 2016 & 2019; Respectively, the two best emplanement years in the last nine.

MORGANTOWN, WV Four consecutive months of record-setting passenger counts for Southern. (July 2019 - October 2019).

LANCASTER, PA Fiscal Year 2019, The lowest subsidy-perpassenger in five years.

HOT SPRINGS, AR 2018; Highest passenger on record, beat previous best year (2006) by 18%. 2019 projections point towards another record setting year.

TOTAL ALTOONA



2016 SHAXER

ALTOONA, PA Highest passenger count since 2011.

Becoming the Best Small Airline in America

Southern Airways is the fastest growing airline in America. This explosive rate-of-growth is attributed to many factors. Below are a few of the improvements that Southern has made over the past few years that has positioned the airline to become "The Best Small Airline In America."

- Southern secured interlined agreements with American Airlines and Condor Airlines. Interline tickets are available for purchase on iFlySouthern.com. Southern's interline with Alaska Airlines went live on November 7, 2019.
- Southern innovated one of the most robust pilot recruiting programs in the country. As a result of two full years of pilot recruiting, training, and retention Southern is now poised to provide reliable service well into the next decade.
- Southern developed SIREN, a proprietary software program that automatically updates passengers of delays by text, email, and voice.
- Southern moved its crew-basing away from the hubs, an involved process that included the recruiting of new pilots wishing to live in

smaller communities. Now completed, this move guarantees the originating flight to the hubs and the terminating flight into the EAS communities every day.

- Southern upgraded the Sun Air piston-driven fleet to an all-turbine fleet featuring the roomy and reliable Cessna Caravan.
- Southern implemented online check-in.
- Southern has upgraded all outdated arrival and departure boards at the hometown airports to digital monitors that are updated throughout the day with fight status information.
- In Fiscal Year 2019, Southern brought all of its EAS airports into subsidy compliance.
- Southern joined TSA PreCheck.
- Southern pioneered a passenger intercept data collection and reporting system to provide the local airports and their governing boards with passenger demographic data, including passengers' home ZIP codes and final destinations.





- Southern transitioned all remaining thirdparty passenger handling vendors to inhouse employees. This allowed for direct control over the level of customer service at the hometown airports.
- Southern increased its call center and customer service center to 24 hours per day.
- Southern and local airport directors have collaborated to create tailored mediabuying campaigns designed to market

the air service connectivity from the hometowns to the hubs.

NEXT STEPS

Now that Southern is operating with extra maintenance reserves, aircraft will begin an aggressive rotation through the contracted paint shop to receive the official livery. The entire conformity process is estimated to be completed in twelve months.



iFlySouthern.com



N9545A

Southern Airways has developed a number of proprietary business development and enplanement initiatives that can be customized to each marketplace. Many of these programs have already been launched across the Southern system. Full implementation of the Initiative Suite will happen in early 2019 in all Southern Airways markets.



ExpressPass



CARECONNECTOR

Fueling the Local Economy

Southern is committed to being a good airport partner and an asset to not just the aviation community, but to the entire area as a whole. To this extent, Southern pledges to purchase as much competitively priced fuel in its hometown airports as weight and balance restrictions allow.

From a finance prospective, Southern's obligation as the EAS provider must be to operate as cost effectively as possible in an effort to manage the subsidy. If while doing so, Southern can also purchase fuel in the out-stations, then both the airline, and the local community benefit.



AS THE FOLLOWING BIDS ARE BEING REVIEWED, PLEASE CONSIDER:

Southern's commitment to reliable service and long-term sustainability is evidenced by its commitments to the hometown airports. Through solving problems related to the National Pilot Shortage, creating interline partnerships, and providing consistent executive level "boots on the ground," Southern's developed a strong platform for growth in all of its communities.

Southern Airways Express believes that its proposal will provide an unsurpassed level of service, grow enplanements, seamlessly connect passengers to the world's transportation infrastructure, and provide the local community with a sustainable airline partner for both the local passengers and the visitors traveling to the community. Southern further believes that it is the right partner to deliver the above benefits while also maintaining compliance with all Department of Transportation requirements for continued participation in the Essential Air Service program.

We respectfully submit this bid, which is consistent to the service the community currently receives.

R. Stan Little Jr.

Chairman & Chief Éxecutive Officer Southern Airways Express, LLC

Presque Isle Proposal

Weekly Dound Trins	OPTION A (C-208)	OPTION B (C-208)	OPTION C (C-208)
Weekly Round Trips PQI-BOS PQI-PWM	30	19 19	24 14
Total	30	38	38
Operating Revenues PQI-BOS	¢0.045.000	¢1 C 71 17 C	¢0 111 707
PQI-BUS PQI-PWM	\$2,945,680 \$0	\$1,671,136 \$1,190,233	\$2,111,363 \$876,691
Total Operating Revenues	\$2,945,680	\$2,861,369	\$2,988,053
Operating Expenses			
Flying Operations	\$3,262,635	\$3,268,972	\$3,383,429
Fuel and Into Plane	\$1,987,529	\$1,991,465	\$2,129,796
Maintenance Aircraft	\$1,430,100 \$890,677	\$1,542,300 \$890,677	\$1,609,238 \$890,677
Indirect	\$377,585	\$380,464	\$383,290
Total Operating Expenses	\$7,948,525	\$8,073,877	\$8,396,430
Operating Loss	\$5,002,846	\$5,212,508	\$5,408,377
Profit Element (5%)	\$397,426	\$403,694	\$419,822
Compensation Required	\$5,400,272	\$5,616,202	\$5,828,198
Compensation per Pax	\$255	\$234	\$242
Compensation per Departure	\$1,766	\$1,450	\$1,505
Annual Seats Annual Passengers	27,522 21,192	34,848 24,045	34,848 24,045
Load Factor	77%	69%	69%
Departures	3,058	3,872	3,872
Average Fare	\$139	\$119	\$124
Completion Factor	98.00%	98.00%	98.00%
Compensation Required Year 1 Compensation Required Year 2	\$5,400,272 \$5,562,280	\$5,616,202 \$5,784,688	\$5,828,198 \$6,003,044

Southern has included in its indirect operating expense a direct marketing spend of \$50,000.

SCHEDULE:

Upon the community's selection of the perferred option, Southern will work with local officials to develop an optimized flight schedule.

STATUS	VENDOR	VENDOR	PROJECTED SPEND
Proposed	Local Newspaper	Newspaper	\$6,000
Proposed	Regional Billboard	Billboard	\$6,000
Proposed	Local Radio	Radio	\$10,000
Proposed	Local Cable/Broadcast TV	Cable	\$15,000
Proposed	Enhanced Digital	Digital	\$4,000
Proposed	Community Sponsorships	Chamber, CVB,	Etc \$4,000
Proposed	Customer Appreciation Party	Live Airport Eve	ent \$5,000

Total

\$50,000

(Southern is committed to \$50,000 of annual advertising spend until enplanement goals are met.)



We fly to make your day! Sonny HcFly

f	FACEBOOK.COM/IFLYSOUTHERN
C	INSTAGRAM.COM/IFLYSOUTHERN
P	PINTEREST.COM/IFLYSOUTHERN
y	TWITTER.COM/IFLYSOUTHERN
	YOUTUBE.COM/USER/IFLYSOUTHERN





DUNS Number: 078369539

December 18, 2019

Todd Homan Kevin Schlemmer Michael F. Martin Office of Aviation Analysis US Department of Transportation 1200 New Jersey Avenue SE Washington, DC 20590

RE: EAS at Presque Isle, Maine ("PQI") Docket DOT-OST-2000-8012

Dear Messrs. Homan, Schlemmer, and Martin:

Silver Airways LLC ("Silver") is pleased to present to the Department of Transportation (the "Department"), Silver's response to the Request for Proposals for Essential Air Service to Presque Isle, Maine ("PQI"). In addition to responding to the specifics of the RFP, we will demonstrate that Silver Airways meets all five selection criteria outlined in 49 U.S.C. § 41733(c)(1) and is the best possible service provider for Presque Isle and the surrounding communities.

A. Proposal Summary

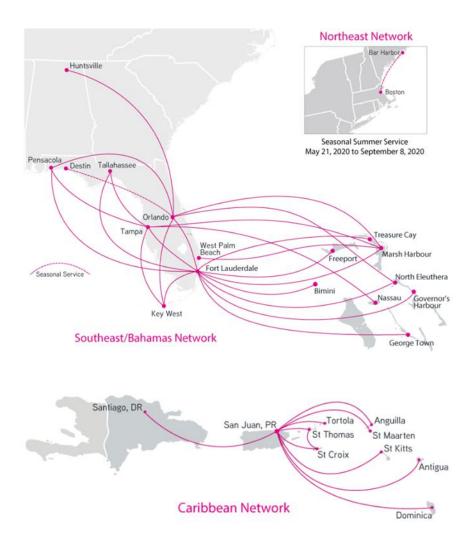
Silver proposes to provide safe, reliable, and cost-efficient roundtrip Essential Air Service between Presque Isle, Maine (PQI) and Boston Logan International Airport (BOS). Silver intends to operate Essential Air Service flights with a 34-seat Saab 340 B*plus* aircraft with 12 weekly frequencies, as defined by the Department to meet historical demand and increase passenger count based upon Silver's marketing and GDS arrangements and its managerial commitment to work hand-in-hand with the community grow passenger counts as Silver has done elsewhere

Silver respectfully requests an annual subsidy package as described herein to begin service to Presque Isle for a period of at least 24 months beginning July 1, 2020.

B. Silver Airways Background

Silver is a Part 121 certificated U.S. air carrier operating approximately 65 daily scheduled flights principally between gateways in Florida and the Islands of the Bahamas. Silver also operates summer-seasonal flights between Bar Harbor, Maine and Boston, Massachusetts under award of Essential Air Service with the Department. Silver markets 30 daily flights in the Carribbean which are operated by Seaborne Airlines, Silver's wholly-owned subsidiary.

Silver is headquartered in Fort Lauderdale, Florida, and operates its primary maintenance facility at the Orlando International Airport. As of December 31, 2019 the airline will operate nine Saab 340 B*plus* aircraft, six ATR-42-600, and one ATR-72-600 aircraft, with commitments to acquire an additional 13, factory-new, ATR-42-600 or ATR-72-600 turboprop aircraft by 2020. The airline is supported by a team of over 800 aviation professionals including approximately 180 pilots.



Silver manages and maintains its own industry-leading reservations system, powered by Sabre. This system allows Silver to independently manage and market all of its flights. Passengers can book Silver flights through a variety of media including its website, <u>www.silverairways.com</u>, its telephone reservations center, and all major online travel agencies, including Expedia and Travelocity.

The airline maintains valuable and consumer-friendly relationships with major U.S. and international air carriers. Silver has domestic codeshare relationships with American Airlines, Delta, JetBlue Airways, and United Airlines. Silver has international codeshare relationships with Copa and Avianca. United codeshare passengers can earn and redeem MileagePlus benefits while travelling on Silver Airways. JetBlue passengers can earn TrueBlue points on codeshare flights. Additionally, the company has entered into interline baggage and ticketing agreements with Air Canada, Alaska Airlines, All Nippon Airways, Azul Brazilian Airlines, Bahamasair, Cape Air, Emirates, TACA, Vieques Air Link, and Hahn Air.

As a Part 121 certificated air carrier, Silver Airways adheres to the airline industry's most rigorous standard safety practices. In addition to vigilant Part 121 oversight from the Federal Aviation Administration, Silver participates with the IOSA registry – a worldwide safety standard established by the International Air Transport Association (IATA) recognized by major airlines across the globe as a requirement for establishing commercial partnerships. Further, the company has the ability to establish fares with the United States government through the General Services Administration's Government Airfare program. Only carriers who routinely pass rigorous inspections from the Department of Defense are allowed to participate in this program.

Steven A. Rossum, Silver's Chief Executive Officer and a thirty year veteran of commercial airlines has had senior executive roles at mainline and regional air carriers and is well versed in the air needs of EAS communities Silver's senior leaders have held executive positions with passenger and cargo airlines including US Airways, AirTran Airways, American Airlines, DHL Airways, Ameriflight, Comair, Pinnacle Airlines, World Airways, Reno Air, and National Airlines. The new management team has drastically improved operations and has led the airline to successfully re-enter the EAS program in Bar Harbor, Maine with rave reviews from the community and a 100% controllable completion factor during the 2018 and 2019 operating season.

C. Proposal Details

Silver believes that its unique proposal can fundamentally improve air service to Presque Isle given the key attributes to the product offering, in line with the Department's selection criteria, including:

- An uncompromising commitment to safety
- Reliable service operated on a schedule built to be defensible against delays
- Access to substantial connection opportunities through Silver's existing interline ticketing and baggage agreements with all of the major carriers
- Multiple ticket distribution channels, from website to all major GDS platforms
- Strong community coordination and cooperation
- A robust marketing program supported by both Silver and PQI
- A US-based call center staffed by bi-lingual Silver employees for customer support
- An eco-friendly, modern turboprop aircraft
- Maintenance staff on-site at PQI and BOS
- Supply-chain arrangements with the manufacturer (OEM) of Saab aircraft and other parts and engine suppliers to have ready spares available in the event of unanticipated maintenance required on the aircraft or a major component

1. Essential Air Service Selection Criteria

Our proposal is specifically designed to meet all five selection criteria as indicated in the Department's request for proposals and in 49 U.S.C. § 41733(c)(1). Furthermore, our ability to meet all of the selection criteria is key to why we believe Silver's proposal will be superior to all other proposals.

 <u>Service Reliability.</u> Silver has put in place a number of initiatives to ensure service reliability across its network. These initiatives include co-locating crew bases, maintenance bases, spare aircraft and spare parts including by contracting with the OEM and other suppliers; ensuring strong pilot retention and recruitment, and building schedules that allow for optimal recovery of delays should they occur. These efforts have produced system-wide Controllable Completion Rates and Controllable On-Time Performance on par or exceeding major U.S. carriers.

Silver's recent service entry and operational performance in Bar Harbor, Maine exemplifies its commitment to reliability in the Essential Air Service program. To date, the Bar Harbor program has achieved a Controllable completion factor of 100% and a controllable on-time performance rate in excess of 80%.

2. <u>Contractual and marketing relationships with a large carrier at the hub.</u>

Silver has in place codeshare and frequent flyer program agreements with Jet Blue, Delta, American and United Airlines. Upon award, Silver will invite all of these carriers to extend our existing agreements.

Partner	Interline	Codeshare	Frequent Flyer
jetBlue	At service start	Invite to Codeshare	With Codeshare
UNITED	At service start	Invite to Codeshare	With Codeshare
American Airlines 🍾	At service start	Invite to Codeshare	With Codeshare
📥 DELTA	At service start	Invite to Codeshare	
Avianca 🔍	At service start	Invite to Codeshare	
CopaAirlines	At service start	Invite to Codeshare	
Alaska 🛞	At service start		
🛞 AIR CANADA	At service start		
ANA	At service start		
Azul 🍄	At service start		
bahamasaır	At service start		
Emirates	At service start		

Passengers who take advantage of our marketing agreements will be able to purchase tickets with joint itineraries via online and "brick-and-mortar" travel agencies, partner airline websites, and reservations centers.

- 3. <u>Interline arrangements with a larger carrier at the hub.</u> Silver maintains interline ticketing and baggage agreements with twenty-one carriers from with worldwide reach, including the codeshare partners. These arrangements allow for passengers to purchase a single ticket across airlines, experience a single check-in with the first carrier, and have baggage automatically transferred between carriers without reclaiming and rechecking during the connection. We have an additional agreement with Hahn Air creates the ability for dozens of additional carriers to create single ticket itineraries to the Silver network.
- 4. <u>Community views, giving substantial weight to the elected officials representing the</u> <u>users.</u> Silver has already engaged in working with the airport director and we will

work with locally elected officials to ensure our proposal will meet the needs of the community.

- 5. <u>Whether the carrier has included in its proposal a plan to market its service to the community.</u> Silver has included several aspects of marketing plans in its proposal.
 - i. As discussed, Silver intends to market flights to allow maximum connectivity to the flights of our codeshare and interline airline partners.
 - ii. Silver will also incorporate Presque Isle into its own system-wide marketing efforts, which include:
 - 1. Adding the ability for sales though Silver's website, call centers, and travel agent distribution network.
 - Silver will commit to a minimum annual marketing spend of \$25,000. These funds will be expended on behalf of Silver's proposed service to Presque Isle, and in coordination with community leaders and commercial organizations.
 - 3. Silver will seek to foster and leverage community relationships and cooperative marketing programs to extend the reach of marketing for each community. This can include use of pre-existing airport sponsored sales teams, and the use of promotions and trade with local organizations to extend the reach and frequency of Silver's marketing efforts.
 - 4. Silver will also work to become a greater part of the Presque Isle community through community outreach, sponsorships, promotions, and volunteer programs.
 - 5. Silver has designated Katie Loughlin, Manager of Alliances and Business Development as the executive who will be responsible to address any needs of PQI or the Department including Silver's operational performance. Her e-mail is katie.loughlin@silverairways.com.

2. Service Pattern and Schedule

Silver Airways' proposal is rooted in providing Presque Isle with a level of capacity and frequency outlined by the Department in the RFP and in alignment with historic traffic trends.

Silver proposes a cost-effective service pattern of 12 weekly roundtrips between PQI and Boston.

a. Proposed Schedule

Silver is proposing a schedule with twelve weekly roundtrips per the Department of Transportation solicitation and optimized for connections. All flights will be operated by 34-seat Saab 340 B*plus* aircraft.

	Presque Isl	e (PQ) – B	ostor	ו (BO	S)		
Depart	Arrive			Opera	ating	Day	S	
06:30	08:15	Мо	Tu	We	Th	Fr		
13:30	15:15	Мо	Tu	We	Th	Fr		
08:45	10:30						Sa	
13:45	15:30							Su
	Boston (BC)S) – F	reso	ue Is	le (PC	(וב	-	-
Depart	Arrive			Opera	ating	Day	s	
09:15	11:00	Мо	Tu	We	Th	Fr		
18:15	20:00	Мо	Tu	We	Th	Fr		
11:15	13:00						Sa	
16:15	18:00							Su

Silver Airways proposes to operate the services described for a two-year term, beginning July 1, 2020. The schedules indicated are subject to change and further community input.

b. Modern, cabin-class aircraft

Silver will utilize its fleet of Saab SF340 B*plus* aircraft to support Essential Air Service in PQI. All Silver flights are operated with twin-engine aircraft and flown by a crew of two highly trained and qualified Part 121 pilots. Silver's SF340 seats up to 34 passengers with standard and extended legroom economy seating in a configuration similar to regional jets.



Onboard, passengers have access to overhead bins, a restroom, and beverage service provided by an inflight crew member.



c. Schedule Built for Reliability

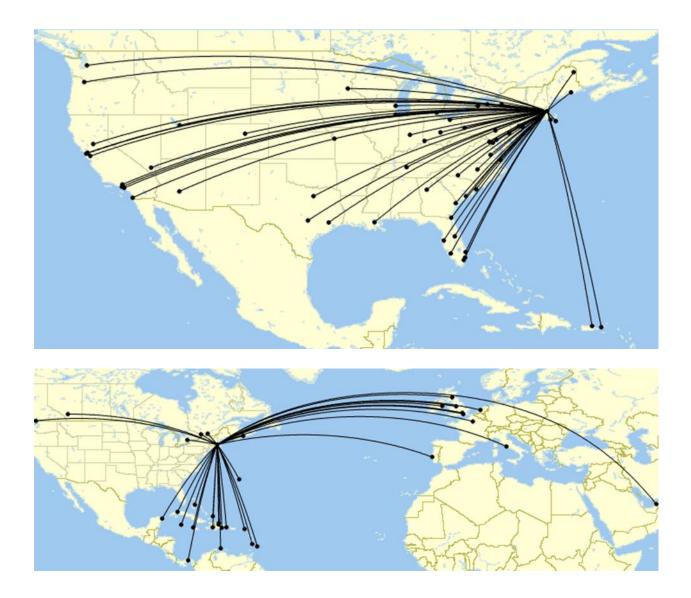
We have designed our PQI schedule and our airline to operate reliably. The following concepts are employed to create a reliable network:

- 1. <u>Dedicated Aircraft.</u> Silver will have a dedicated aircraft to fly only the route to Presque Isle.
- 2. <u>Pilot Retention and Recruitment.</u> A key to reliable airline operations is a consistent supply of pilots. Silver currently has a steady stream of prospective pilots and no reliability concerns related to lack of crew. Silver already has a pipeline program in place with Denver-based Frontier Airlines where Silver pilots may continue their career path with Frontier. We are continuously improving our pilot hiring program in order to attract a talented workforce who wish to be a part of the communities we serve.
- 3. <u>Pilot Efficiency.</u> In order to attract and retain a full complement of highly trained pilots, Silver's schedule will contain specific items designed to support our pilot team, including easily commutable lines; in-base accommodations, and single crew overnights designed to make pilot work days efficient within Part 117 standards.

d. Operation Built for Connectivity

Service to Boston allows for single connection service to over 120 airports beyond BOS.

Combined Proposed Silver / Interline Partner Boston Route Map



- 1. <u>Hub Structure.</u> Silver's schedules are designed around the published schedules and minimum connection times of our partner carriers. This focus will ensure Silver is able to maximize connections to our interline partners.
- 2. <u>Connections.</u> Silver will provide seamless, one-stop connections to more than 120 destinations via Boston with access to hundreds more.
- 3. <u>Remain-Over-Night (RON).</u> Silver's aircraft will remain over-night at Presque Isle. This schedule allows for morning departures and evening arrivals, allowing travelers from Presque Isle to create "day-trips" and maximize their time in many destinations.

4. Financial Proposal

Silver's financial proposal is below.

Silver requires a total annual subsidy package of \$4.4 million in order to initiate 12 weekly roundtrips between Presque Isle and Boston.

Information	Annual Total
Stage Length	333
Completed Departures per year (99%)	1,236
Completed Block Hours	2,099
ASMs	13,988,557
Passengers	26,465
Load Factor	63%
Revenue per Passenger	\$128
Passenger Revenue	\$3,387,499
Variable Costs	\$6,174,507
Aircraft Ownership	\$383,793
Overhead & Interest	\$860,665
Marketing Expense	\$25,000
Expenses	\$7,443,964
Profit (Loss) Excluding Subsidy	(\$4,056,465)
Subsidy Revenue (5% margin)	\$4,447,273
Subsidy per Departure	\$3,600
Subsidy per Block Hour	\$2,119
Subsidy per Passenger	\$168
Weekly Maximum	\$85,524
	70 <i>3,3</i> 2 4

Silver requires a minimum service period of 24 months.

D. Conclusion

We believe Silver has presented a compelling case to become the Essential Air Service provider at Presque Isle . Silver is uniquely positioned to meet all of the Department's selection criteria while offering the community the maximum consumer benefits.

We believe the community and the Department of Transportation will find Silver's response superior to all other responses. We believe no other carrier will be able to offer the combination of services that Silver offers, including:

- A safe, twin-engine, turbo-prop aircraft available operated under Part 121 of the Federal Aviation Regulations, the most stringent category of regulatory and safety oversight
- Two highly trained and experienced pilots and a flight attendant on each flight with amenities on par with major regional carriers
- Spare parts and on-site technical services personnel to optimize recovery in the event of irregular operations
- Interline and other commercial partnerships with worldwide reach
 - o The potential for codeshare service with several major carriers
- Single-ticket itineraries to destinations worldwide through major carrier connections
- A management team of experienced airline and military executives committed to working with each community to maximize traffic
- Commitment to maintain industry-leading operational reliability and customer service
- Commitment to working with Presque Isle to add new and effective marketing using assets provided by Silver, the community, and other stakeholders

We are enclosing, or will be providing you with letters of support from the Airport Director at Hancock County-Bar Harbor Airport, Jet Blue and Delta.

We look forward to working with the Department and the Presque Isle community to implement this award. Our team and I are available to answer any questions, and more importantly, we are excited about the prospects of serving the Presque Isle market.

Very truly yours,

Steven A. Rossum Chief Executive Officer



DUNS Number: 078369539

December 20, 2019

Todd Homan Kevin Schlemmer Michael F. Martin Office of Aviation Analysis US Department of Transportation 1200 New Jersey Avenue SE Washington, DC 20590

RE: EAS at Presque Isle, Maine ("PQI") Docket DOT-OST-2000-8012

Dear Messrs. Homan, Schlemmer, and Martin:

Silver Airways LLC ("Silver") is pleased to present to the Department of Transportation (the "Department") letters of support for our application from JetBlue Airways and from the Airport Director at Hancock County Bar Harbor Airport. As the Department is aware, Silver operates summer-seasonal flights between Bar Harbor, Maine and Boston, Massachusetts under award of Essential Air Service with the Department.

Please let me know if the Department has any questions regarding these letters or otherwise relating to Silver's application for Presque Isle.

Very truly yours,

Katie Loughlin Senior Manager- Alliances and Business Development

jetBlue⁻

27-01 Queens Plaza North Long Island City, NY 11101 T: 1-800-JETBLUE jetblue.com

December 19th, 2019

Kevin Schlemmer Chief, Essential Air Service Program U.S. Department of Transportation 1200 New Jersey Ave, SE Washington, DC 20590

Re: Docket DOT-OST-2000-8012

Dear Mr. Schlemmer:

On behalf of JetBlue Airways Corporation (JetBlue), we want to express our support for Silver Airways' (Silver) bid for Essential Air Service (EAS) between Boston (BOS) and the community of Presque Isle, Maine (PQI). Through our codeshare partnership with Silver, this EAS region would gain access to JetBlue's growing portfolio of 71 destinations served from its focus city at Boston's Logan International Airport. The Silver and JetBlue codeshare allows PQI travelers to purchase a single combined flight itinerary, including through-checked baggage transfers, easy connections in BOS, joint customer support assistance in the case of missed connections, and the ability to earn points in JetBlue's loyalty program, TrueBlue.

Silver's EAS connectivity with JetBlue would have competitive add-on benefits because:

- JetBlue is Boston's largest air service provider with up to 185 daily departures to 71 destinations in USA.
- JetBlue offers nonstop flights to 71 destinations from Boston in the USA and Caribbean.
- JetBlue recently increased service from Boston to Austin (AUS), Charlotte (CLT), Houston (IAH), Phoenix (PHX), San Diego (SAN), Savanah (SAV) and Seattle (SEA).
- Silver and JetBlue flight combinations are available for purchase on jetblue.com as well as through third parties including various online booking websites.
- JetBlue has a modern all-jet fleet, including the Airbus A320/A321, with select markets offering the award-winning premium cabin product known as "Mint" to/from the west coast and Caribbean.
- All JetBlue flights include award-winning customer service with comfortable leather seating; complimentary and unlimited snacks and beverages; live DIRECTV on personal seatback televisions; free Fly-Fi high-speed wireless Internet, and the most legroom in coach.

JetBlue would be delighted to connect these EAS communities with our BOS flight network in partnership with Silver. If you have any questions about JetBlue, please feel free to contact me.

Sincerely,

1 1, 1x - 2 ____

Michelle Girkinger Director Alliances and Partnerships



December 19, 2019

Kevin Schlemmer Michael F. Martin Office of Aviation Analysis US Department of Transportation 1200 New Jersey Avenue SE Washington, DC 20590

RE: Letter of support for Silver Airways

Dear Mr. Schlemmer and Mr. Martin,

I am writing to express my support for Silver Airways regarding their proposal to provide essential air service to the City of Presque Isle, Maine. At our community, Silver has performed exceptionally well with a 100% controllable completion factor for the last two (2) seasons with us. They offer safe, reliable, and customer-friendly service that is affordable and our community has been very pleased with their service here. I am thrilled to recommend them in the highest regard.

Sincerely,

Bradley C. Madeira Airport Manager



Ankit Gupta Vice President, Domestic Network Planning Network Planning

United Airlines Proposal to Provide Essential Air Service at Presque Isle, Maine

United Airlines ("United"), a wholly-owned subsidiary of United Airlines Holdings, respectfully submits its proposal to continue providing subsidized Essential Air Service to Presque Isle, ME ("PQI"). United seeks to operate 12 subsidized, round-trip flights per week, on a year-round basis, between PQI and our Newark hub ("EWR"). United is seeking an annual subsidy of \$6,838,045. These Essential Air Service flights would be operated with 50-seat jet aircraft. This service is important, as it allows United to continue offering the residents of Aroostook County access to a premium International connecting hub.

United and our Express and Star Alliance partners make up the largest airline network in the world. United's service allows communities of many sizes access to more than 350 airports in 48 countries on five continents, offering more than 4,900 flights per day and carrying more than 160 million annual passengers. In addition, United is a founding member of Star Alliance, through which we offer service to 1,300 airports in 191 countries via 28 member airlines. United's PQI flights will be operated with the UA code by one of our United Express partners.

PQI is part of United's industry-leading number of unique destinations served from New York. United's EWR hub serves over 160 destinations with over 400 daily flights. Whether customers want to connect to other east coast destinations, travel across the country or across the world, United flies more seat miles from New York than any other carrier.

Additionally, United will continue to promote the EWR service by including PQI in corporate and regional marketing programs where applicable as well as broader promotion of our EWR hub.

Our bid includes an increased subsidy compared to the previous contract. An increase is required as the economic outcome of the flights is below our original forecast. The increased subsidy reflects United's desire to continue operations at PQI, but also recognizes the economic reality of continuing service.

Finally, we respectfully request to amend the term of the contract to 23 months; ending May 31, 2022. This shift in end date will be beneficial to any future service transitions by putting the new contract in place ahead of the peak summer demand period. United's bid is not contingent upon this change and should be considered valid for both the original term, or this amended term (on a prorated basis).

We look forward to serving PQI for many years to come and appreciate the community's and the Department of Transportation's consideration of United Airlines service proposal.

If any follow-up information is required, please contact:

Daniel Malinowski Director, Domestic Network Planning Daniel.Malinowski1@United.com

Sincerely,

Ankit Gupta

Vice President, Domestic Network Planning

Willis Tower, 233 S. Wacker Drive, Chicago, IL 60606

A STAR ALLIANCE MEMBER 🔣

Proposed Schedule

Segment	Depart	Arrive	Block Hours	Frequency
EWRPQI	10:30	12:30	2:00	Ex Tu/Sa
EWRPQI	21:59	23:59	2:00	Daily
PQIEWR	06:05	08:05	2:00	Daily
PQIEWR	13:12	15:12	2:00	Ex Tu/Sa

Schedule is shown for illustrative purposes only.

United Airlines reserves the right to change without notice. All times are local.

Flight Statistics

Aircraft:	Regional Jet
Number of seats per departure:	50
Mileage:	515
Block Hours per departure:	1.8
Completion Rate:	98%
Departures:	1,226

<u>Revenues</u>

Passengers	28,207
Segment Fare	118
Total Revenue	\$3,328,450

Expenses - Includes Opportunity Costs

Flight Variable	\$6,538,640
Passenger Variable/Other	\$2,494,330
Ownership	\$1,133,525
Total Expenses	\$10,166,495
Base Profit/(Loss)	(\$6,838,045)
Margin	(147%)
Subsidy Required	\$6,838,045
Subsidy / Departure	\$5,576
Subsidy / Passenger	\$242

Flight Statistics, Revenues and Expenses shown are annual

Monthly Passenger Enplanement Report

	2012	2013	2014	2015	2016	2017	2018	2019	Performanc	Performance Summary
Enplaned Passengers									6 Year Average	2018/2019 %
,	Passengers	Diff								
January	1042	812	800	827	870	886	791	855	831	2.81%
February	1045	697	796	842	1071	767	824	931	833	10.54%
March	1141	872	1231	994	1000	1017	950	666	1011	-51.75%
1st Qtr Total	3228	2381	2827	2663	2941	2670	2565	2452	2675	-4.27%
April	1171	797	892	987	957	1014	1003	1113	942	15.39%
May	1157	872	1011	1068	923	1040	1095	1133	1002	11.61%
June	1081	952	964	1144	977	1135	0	1065	1042	2.14%
2nd Qtr Total	3409	2621	2867	3199	2857	3189	2098	3311	2985	9.84%
July	1217	1206	1259	1511	1176	1378	1105	1551	1273	17.96%
August	1159	1293	1351	1420	1265	1384	1288	1565	1334	14.79%
September	963	1119	1058	1146	1102	1113	908	1188	1074	9.57%
3rd Qtr Total	3339	3618	3668	4077	3543	3875	3301	4304	3680	14.49%
October	855	1106	1034	1039	1073	1147	1076	1143	1079	5.58%
November	713	865	784	911	897	924	865	905	874	3.39%
December	835	964	942	989	1087	975	1005	1034	994	3.90%
4th Qtr Total	2403	2935	2760	2939	3057	3046	2946	3082	2947	4.58%

United Airlines

Monthly Cancellation Rate Report

	2012	2013	2014	2015	2016	2017	2018	2019	Perfo	Performance Summary	mary
Cancellations	Cancellation Rate	6 Year Average Cancelation Rate	New FAA Regulations Average Cancelation Rate	2019 Diff wit 6 year averaç							
January	3.6%	1.2%	13.3%	6.0%	3.6%	6.0%	19.3%	18.9%	8.2%	12.7%	10.69%
February	1.3%	7.9%	10.7%	14.5%	4.8%	17.1%	6.6%	17.0%	10.3%	11.9%	6.74%
March	2.4%	1.2%	9.9%	8.3%	4.7%	14.1%	14.3%		8.8%	14.2%	
1st Qtr Average	2.4%	3.4%	11.3%	9.6%	4.4%	12.4%	13.4%	18.0%	9.1%	12.9%	8.7%
April	1.3%	2.4%	3.7%	1.2%	1.2%	1.3%	6.0%	4.8%	2.6%	3.7%	2.16%
May	16.5%	2.4%	7.7%	1.2%	0.0%	9.4%	15.3%	9.0%	6.0%	12.4%	3.01%
June	4.9%	10.5%	2.5%	1.2%	0.0%	7.3%		4.9%	4.4%	7.3%	0.50%
2nd Qtr Average	7.6%	5.1%	4.6%	1.2%	0.4%	6.0%	10.7%	6.2%	4.3%	7.8%	1.9%
July	2.4%	4.7%	1.2%	1.2%	2.4%	2.4%	6.7%	6.6%	3.1%	4.6%	3.51%
August	2.4%	0.0%	2.4%	1.2%	2.4%	4.7%	4.6%	10.3%	2.6%	4.7%	7.75%
September	0.0%	1.2%	2.4%	3.6%	2.4%	6.2%	2.0%	4.8%	3.0%	4.1%	1.83%
3rd Qtr Average	1.6%	2.0%	2.0%	2.0%	2.4%	4.4%	4.4%	7.2%	2.9%	4.4%	4.4%
October	5.9%	%0.0	2.4%	4.8%	0.0%	2.4%	2.8%	3.8%	2.1%	2.6%	0.73%
November	1.3%	3.8%	0.0%	0.0%	1.3%	8.6%	7.8%	5.8%	3.6%	8.2%	4.22%
December	4.9%	9.8%	3.6%	3.6%	2.5%	8.8%	5.8%	8.2%	5.7%	7.3%	0.12%
4th Qtr Average	4.0%	4.5%	2.0%	2.8%	1.3%	6.6%	5.5%	5.9%	3.8%	6.0%	1.69%

United Airlines

Monthly On-time and Cancellation Rate Report

Concollations	Presque Isle	Bangor	Portland	Presque Isle	Bangor	Portland
Callcellations	Cancellation Rate	Cancellation Rate	Cancellation Rate	On-time Rate	On-time Rate	On-time Rate
January	18.9%	9.1%	7.2%	48.6%	59.5%	55.6%
February	17.0%	5.4%	4.4%	49.0%	73.9%	64.0%
March						
1st Qtr Average	18.0%	7.3%	5.8%	48.8%	66.7%	59.8%
April	4.8%	5.7%	4.2%	63.8%	59.8%	65.5%
May	9.0%	4.0%	4.0%	60.5%	68.0%	65.7%
June	4.9%	15.9%	12.6%	66.7%	47.6%	57.5%
2nd Qtr Average	6.2%	8.5%	6.9%	63.7%	58.5%	62.9%
July	6.6%	10.6%	12.1%	66.0%	60.0%	66.9%
August	10.3%	14.4%	14.0%	58.5%	44.4%	52.5%
September	4.8%	2.2%	2.0%	78.8%	61.2%	72.3%
3rd Qtr Average	7.2%	9.1%	9.4%	67.8%	55.2%	63.9%
October	3.8%	0.0%	2.5%	62.3%	62.9%	64.7%
November	5.8%	0.0%	0.0%	65.4%	69.2%	68.8%
December	8.2%	3.3%	8.0%	62.7%	54.9%	53.0%
4th Qtr Average	5.9%	1.1%	3.5%	63.5%	62.3%	62.2%

Northern Maine Regional Airport Department Report

	PASSE BOAR		PASSEI ARRI		AIR CA LAND		PA PARI	
	CURRENT	YEAR TO	CURRENT	YEAR TO	CURRENT	YEAR TO	CURRENT	YEAR TO
	MONTH	DATE	MONTH	DATE	MONTH	DATE	MONTH	DATE
January-19	855	855	758	758	45	45	\$4,061	\$4,061
January-18	791	791	708	708	67	67	\$3,148	\$3,148
February-19	931	1786	893	1651	42	87	\$4,301	\$8,362
February-18	824	1615	817	1525	71	138	\$2,706	\$5,854
March-19	666	2452	531	2182	34	121	\$7,989	\$16,351
March-18	950	2565	888	2413	72	210	\$5,814	\$11,668
April-19	1113	3565	1117	3299	50	171	\$6,077	\$22,428
April-18	1003	3568	1074	3487	78	288	\$4,961	\$16,629
May-19	1133	4698	1196	4495	51	222	\$7,358	\$29,786
May-18	1095	4663	1124	4611	72	360	\$4,360	\$20,989
June-19	1065	5763	1190	5685	50	272	\$3,200	\$32,986
June-18	0	4663	0	4611	0	360	\$2,724	\$23,713
July-19	1551	7314	1604	7289	52	324	\$4,898	\$37,884
July-18	1105	5768	1215	5826	51	411	\$1,996	\$25,709
August-19	1563	8877	1479	8768	50	374	\$6,138	\$44,022
August-18	1289	7057	1218	7044	52	4636	\$4,441	\$30,150
September-19	1188	10065	994	9762	50	424	\$4,534	\$48,556
September-18	908	7965	846	7890	50	513	\$3,108	\$33,258
October-19	1143	11208	1056	10818	51	475	\$4,247	\$52,803
October-18	1076	9041	910	8800	53	566	\$4,619	\$37,877
November-19	905	12113	869	11687	49	524	\$6,107	\$58,910
November-18	865	9906	801	9601	47	613	\$6,126	\$44,003
December-19	1034	13147	1090	12777	51	575	\$6,445	\$65,355
December-18	1005	1091 1	968	10569	49	662	\$3,796	\$47,799

	AVIATION GAS S	SALES (GAL.) YR. TO DATE	JET A SALE	· /	JET A INTO-P	
January-19	628.9	628.9	18,122.0	18,122.0	13,342.0	13,342.0
January-18	662.8	662.8	12,157.0	12,157.0	1,615.0	1,615.0
February-19	322.1	950.7	18,317.0	36,439.0	16,360.0	29,702.0
February-18	278.6	941.4	16,097.0	28,254.0	1,514.0	3,129.0
March-19	355.3	1,306.3	22,541.0	58,980.0	8,454.0	38,156.0
March-18	477,3	1,418.7	14,842.0	43,096.0	1,234.0	4,363.0
April-19	345.5	1,651.8	19,669.0	78,649.0	13,779.0	51,935.0
April-18	453.1	1,871.8	17,364.0	60,460.0	1,882.0	6,245.0
May-19	529.5	2,181.3	20,902.0	99,551.0	17,810.0	69,745.0
May-18	2,592.4	4,464.2	19,653.0	80,113.0	3,769.0	10,014.0
June-19	2,377.6	4,558.9	30,224.0	129,775.0	16,915.0	86,660.0
June-18	1,646.6	6,110.8	23,785.0	103,898.0	0.0	10,014.0
July-19	1,828.5	6,387.4	29,162.0	158,937.0	20,166.0	106,826.0
July-18	1,200.4	7,311.2	31,936.0	135,834.0	24,053.0	34,067.0
August-19	2,054.5	8,441.9	23,738.0	182,675.0	20,029.0	126,855.0
August-18	1,177.3	8,488.5	29,475.0	165,309.0	20,465.0	54,532.0
September-19	1,216.6	9,658.5	21,265.0	203,940.0	11,142.0	137,997.0
September-18	1,338.3	9,826.8	19,979.0	185,288.0	18,575.0	73,107.0
October-19	544.9	10,203.4	29,243.0	233,183.0	16,806.0	154,803.0
October-18	436.4	10,263.2	27,244.0	212,532.0	17,796.0	90,903.0
November-19	164.2	10,367.6	15,037.0	248,220.0	13,902.0	168,705.0
November-18	298.3	10,561.5	20,404.0	232,936.0	15,900.0	106,803.0
December-19 December-18	223.6	10,785.1	20,670.0	253,606.0	14,507.0	121,310.0

Scott Wardwell, Airport Director

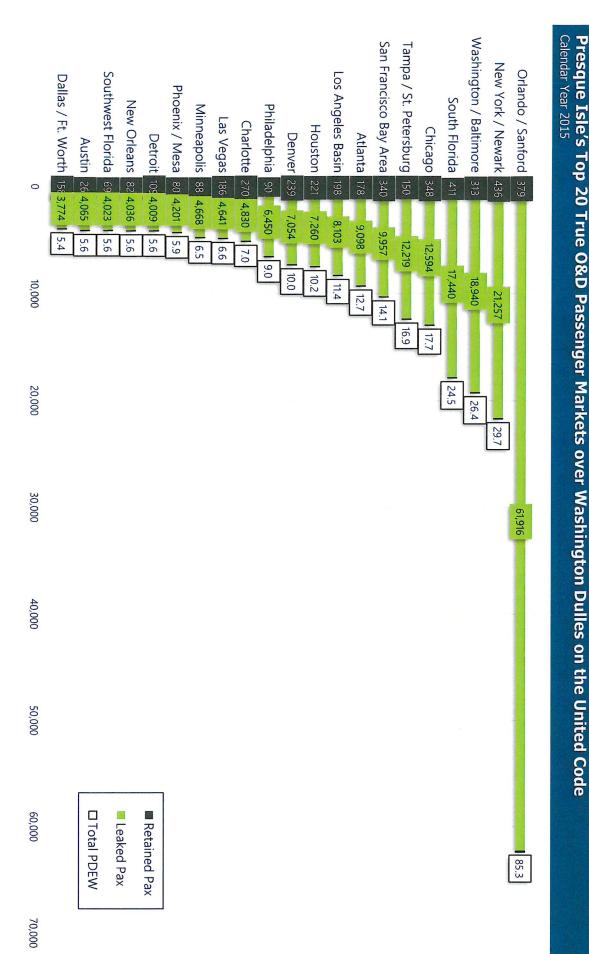
Northern Maine Regional Airport Department Report

	PASSE BOAR	NGERS	PASSEI ARRI				PA	
		YEAR TO	CURRENT	YEAR TO	LAND CURRENT	YEAR TO	PARI CURRENT	YEAR TO
	MONTH	DATE	MONTH	DATE	MONTH	DATE	MONTH	DATE
January-18	791	791	708	708	67	67	\$3,148	\$3,148
January-17	886	886	790	790	79	79	\$3,112	\$3,112
February-18	824	1615	817	1525	71	138	\$2,706	\$5,854
February-17	767	1653	707	1497	63	142	\$2,699	\$5,811
March-18	950	2565	888	2413	72	210	\$5,814	\$11,668
March-17	1 017	2654	961	2458	73	215	\$4,991	\$10,802
April-18	1003	3568	1074	3487	78	288	\$4,961	\$16,629
April-17	1014	3684	1128	3586	79	294	\$4,028	\$14,830
May-18	1095	4663	1124	4611	72	360	\$4,360	\$20,989
May-17	1040	4724	1085	4671	77	371	\$3,764	\$18,594
June-18	0	4663	0	4611	0	360	\$2,724	\$23,713
June-17	1135	5859	1219	5890	76	447	\$4,511	\$23,105
July-18	1105	5768	1215	5826	51	411	\$1,996	\$25,709
July-17	1378	7237	1420	7310	81	528	\$3,601	\$26,705
August-18	1289	7057	1218	7044	52	463	\$4,441	\$30,150
August-17	1384	8621	1381	8691	81	609	\$3,472	\$30,177
September-18	908	7965	846	7890	50	513	\$3,108	\$33,258
September-17	1113	9734	1032	9723	76	685	\$4,266	\$34,444
October-18	1076	9041	910	8800	53	566	\$4,619	\$37,877
October-17	1147	10881	1076	10799	82	767	\$3,653	\$38,097
November-18	865	9906	801	9601	47	613	\$6,126	\$44,003
November-17	924	11805	838	11637	74	841	\$2,930	\$41,027
December-18	1005	10911	968	10569	49	662	\$3,796	\$47,799
December-17	975	12780	976	12613	73	914	\$4,544	\$45,571

	AVIATION GAS S	SALES (GAL.) YR. TO DATE	JET A SALE		JET A INTO-P CURRENT MONT	· · · /
January-18 January-17	662.8 824.1	662.8 824.1	12,157.0 12,616.0	12,157.0 12,616.0	1,615.0 1,010.0	1,615.0 1,010.0
February-18 February-17	278.6 374.7	941.4 1,198.8	16,097.0 15,050.0	28,254.0 27,666.0	1,514.0 1,764.0	3,129.0 2,774.0
March-18 March-17	477.3 1,020.2	1,418.7 2,219.0	14,842.0 16,595.0	43,096.0 44,261.0	1,234.0 2,967.0	4,363.0 5,741.0
April-18 April-17	453.1 511.8	1,871.8 2,730.8	17,364.0 16,862.0	60,460.0 61,123.0	1,882.0 2,333.0	6,245.0 8,074.0
May-18 May-17	2,592.4 1,724.4	4,464.2 4,455.2	19,653.0 20,949.0	80,113.0 82,072.0	3,769.0 3,670.0	10,014.0 11,744.0
June-18 June-17	1,646.6 722.3	6,110.8 5, 177.5	23,785.0 20,317.0	103,898.0 1 02,389.0	0.0 4,858.0	10,014.0 16,602.0
July-18 July-17	1,200.4 1,814.7	7,311.2 6 ,992.2	31,936.0 25,096.0	135,834.0 127,485.0	UNITED 24,053.0 5,146.0	34,067.0 21,748.0
August-18 August-17	1,177.3 2,270.2	8,488.5 9,262.4	29,475.0 20,697 .0	165,309.0 148,182.0	UNITED 20,465.0 3,852.0	54,532.0 25,600.0
September-18 September-17	1,338.3 1,972.2	9,826.8 11,234.6	19,979.0 20,503.0	185,288.0 168,685.0	UNITED 18,575.0 2,380.0	73,107.0 27,980.0
October-18 October-17	436.4 826.1	10,263.2 12,060.7	27,244.0 21,922.0	212,532.0 190,607.0	UNITED 17,796.0 2,349.0	90,903.0 30,329.0
November-18 November-17	298.3 787.6	10,561.5 12,848.3	20,404.0 16,313.0	232,936.0 206,920.0	UNITED 15,900.0 1,455.0	106,803.0 31,784.0
December-18 December-17	223.6 612.7	10,785.1 13,461.0	20,670.0 15,818.0	253,606.0 222,738.0	UNITED 14,507.0 3,298.0	121,310.0 35,082.0

Scott Wardwell, Airport Director

Source: PQI Passenger Retention and Leakage Study



PRESQUE ISIL INTERNATION

PQI RETAINS JUST 2.1% OF AVAILABLE CATCHMENT AREA PASSENGERS

THAT COULD FLOW OVER DULLES, LEAKING AN AVERAGE OF 413 PDEW

32

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # 19

SUBJECT

NEW BUSINESS: Schedule a Public Hearing for Marijuana Ordinance

INFORMATION

Memo from Lewis Cousins, dated December 9, 2019
 Marijuana Ordinance

REQUESTED ACTION

BE IT RESOLVED by Councilor _____, seconded by Councilor ______ to schedule a joint Public Hearing for the Marijuana Ordinance on Thursday, January 23, 2020 at 6:00pm.



City of Presque Isle

То:	Honorable City Council
From:	Lewis Cousins
cc:	Presque Isle Planning Board
Date:	12.09.2019
Re:	Adult Use and Medical Marijuana Ordinance

Attached is an Adult Use Marijuana Ordinance that is believed to serve the wishes and needs of the City of Presque Isle as established at a joint PB and Council Mtg on 9.17.19.

The Ordinance has been approved by the Planning Bd on 12.19.19 and a joint Public Hearing has been scheduled for 1.23.19 @ 6:00 PM in Council Chambers.

Council will need to establish fee's to be utilized, schedules utilized by others will be provided.

If you approve a motion to move on to the scheduled Public Hearing will be necessary.

Key Points:

Ordinance is Titled "Adult Use and Medical Marijuana" and covers all business aspects of marijuana.

The ordinance is based on existing zoning and lot sizes to place the 4 types of facilities appropriately.

A permit is required for the location and an annual license is required to operate.

Setbacks have been established to effectively promote vacant properties (150'). Public Schools - 1,000'.

Security and surveillance measures are required. All owners must be Maine residents.

Fingerprinting and background info disclosure is required of all employees.

There is no provisions for consumption of marijuana at any permitted location.

Signage is limited to existing standards and no "use" objects may be pictured, plants, leaves are allowed.

Enforcement responsibilities are given to Code and Police Dept.

CHAPTER 59 A

CITY OF PRESQUE ISLE

Adult Use and Medical Marijuana Businesses

Ordinance



ENACTED: _____, 2019 CERTIFIED BY: _____

Thomas C. King, City Clerk

Affix Seal

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<u>A. Title:</u>

This ordinance shall be known and cited as the "City of Presque Isle Adult Use and Medical Marijuana Businesses Ordinance" and will be referred to hereinafter as "this Ordinance". This Ordinance limits all subject Adult Use and Medical Marijuana Businesses to the zoning districts specified in section **H**. E., prescribes definitions of Adult Use and Medical Marijuana Businesses, provides for permitting/licensing and regulation of Adult Use and Medical Marijuana Businesses, and provides performance standards for Adult Use and Medical Marijuana Businesses.

B. Authority and Applicability:

WHEREAS, implementing a system for the regulation of stores, dispensaries, cultivation, manufacturing, and testing for the production and sale of marijuana, is a complex function with significant administrative demands on the City of Presque Isle; and

WHEREAS, ensuring that possession and use of Adult Use and Medical Marijuana is limited to persons who are 21 years of age or older, except in the case of minors in possession of a medical marijuana patient card, is necessary to protect those who have not yet reached adulthood from the effects of irresponsible use of marijuana; and

WHEREAS, the City of Presque Isle believes that any production, processing, or selling of Adult Use and Medical Marijuana should be conducted in a safe and fair manner for the health, safety, and welfare of the community, which includes complying with provisions of all applicable laws and ordinances relating to adult use and medical use of marijuana throughout the City of Presque Isle; and

NOW THEREFORE, this Ordinance is adopted pursuant to the Marijuana Legalization Act, 28-B M.R.S.§101 et seq.; the Maine Medical Use of Marijuana Act, 22 M.R.S. §2421 et seq.; and the City's home rule authority under Article VIII, Part 2, Section 1 of the Maine Constitution 30-A M.R.S. §3001 et seq., and 30-A M.R.S. §4301 et seq.

C. Purpose:

It is the purpose of this Ordinance to regulate Adult Use and Medical Marijuana Businesses in order to promote the health, safety, and general welfare of the citizens of Presque Isle, and to establish reasonable and uniform regulations for the appropriate location of Adult Use and Medical Marijuana Businesses in Presque Isle. Persons or entities wishing to establish an Adult Use or a Medical Marijuana Business within the City of Presque Isle shall first obtain a license from the Presque Isle City Council (hereinafter "the City Council") and shall be subject to the provisions of this Ordinance. This Ordinance may not be construed to limit any privileges or rights of a qualifying patient, primary caregiver, registered or otherwise, or registered dispensary under the Maine Medical Use of Marijuana Ac

D. Conflict with Other Ordinances; State Law:

Whenever a provision of this Ordinance conflicts with or is inconsistent with other provisions of this Ordinance, or of any other ordinance, regulation or standard, the more restrictive provision shall apply. Nothing herein is intended to conflict with State law; whenever a provision of this Ordinance conflicts with State law the more restrictive provision shall apply. All applicants and licensees shall comply with all applicable State laws.

E. Effective Date:

The effective date of this Ordinance, and the business licensing thereunder, shall be the date of adoption by the City Council.

F. Validity and Severability:

Should any section or provision of this Ordinance be declared by any court to be invalid, such decision shall not invalidate any other section or provision of this Ordinance.

G. Definitions:

<u>Adult Use Cultivation facility:</u> a facility licensed under this ordinance to purchase marijuana plants and seeds from other cultivation facilities; to cultivate, prepare and package adult use marijuana; to sell adult use marijuana to Adult Use Products Manufacturing Facilities, to Adult Use Marijuana Stores and to other cultivation facilities; and to sell marijuana plants and seeds to other cultivation facilities and immature marijuana plants and seedlings to Adult Use Marijuana Stores.

Adult Use Marijuana Nursery Cultivation Facility: a facility licensed under this ordinance to cultivate not more than 1,000 SF of plant canopy pursuant to 28-B M.R.S. §501.

<u>Adult Use Marijuana Store</u>: a facility licensed under this ordinance to purchase adult use marijuana, immature marijuana plants and seedlings from an Adult Use Cultivation Facility, to purchase adult use marijuana and adult use marijuana products from an Adult Use Products Manufacturing Facility and to sell adult use marijuana, adult use marijuana products, immature marijuana plants and seedlings to consumers.

<u>Adult Use Marijuana Testing Facility:</u> a facility licensed under this ordinance to develop, research and test adult use marijuana, adult use marijuana products and other substances.

<u>Adult Use Products Manufacturing Facility:</u> a facility licensed under this ordinance to purchase adult use marijuana from a cultivation facility or another product manufacturing facility; to manufacture, label and package adult use marijuana and adult use marijuana products; and to sell adult use marijuana and adult use marijuana products to marijuana stores and to other products manufacturing facilities.

<u>Code Enforcement Officer (CEO)</u>: a person, appointed by the City Council, to administer and enforce Land Use Ordinances, Zoning Ordinances, Building Codes, and certain State Laws.

<u>Cultivation or Cultivate</u>: the planting, propagation, growing, harvesting, drying, curing, grading, trimming or other processing of marijuana for use or sale.

<u>Harvested Marijuana</u>: the plant material harvested from a mature marijuana plant, except the stalks, leaves and roots of the plant that are not used for a qualifying patient's medical use. "Harvested marijuana" includes marijuana concentrate and marijuana products.

<u>Immature marijuana plant</u>: a marijuana plant that is not a mature marijuana plant or a seedling.

Law Enforcement Officer (LEO): means any officer, agent, or employee of a State, unit of local government, or Sheriff Deputy authorized by law or by a government agency to engage in or supervise the prevention, detection, or investigation of any violation of criminal law. This includes full and part-time personnel.

<u>Manufacture or Manufacturing</u>: the production, blending, infusing, compounding or other preparation of marijuana concentrate and marijuana products, including, but not limited to, marijuana extraction or preparation by means of chemical synthesis.

"Marijuana" means the leaves, stems, flowers and seeds of a marijuana plant, whether growing or not.

<u>Marijuana Business:</u> Medical Marijuana Cultivation Facility, Medical Marijuana Manufacturing Facility, Medical Marijuana Testing Facility, Registered Dispensary, Registered Caregiver Retail Store, Adult Use Marijuana Cultivation Facility, Adult Use Marijuana Products Manufacturing Facility, Adult Use Testing Facility, or Adult Use Marijuana Store licensed under this Ordinance.

<u>Medical Marijuana Cultivation Facility</u>: a facility licensed under this ordinance to cultivate, prepare and package medical marijuana at a location that is not the residence of the Registered Caregiver or Qualifying Patient.

<u>Medical Marijuana Manufacturing Facility:</u> a registered tier 1 or tier 2 manufacturing facility or a person authorized to engage in marijuana extraction under section 2423-F.

Medical Marijuana Testing Facility: a public or private laboratory that:

A. Is authorized in accordance with 22 M.R.S. §2423-A, subsection 10 to analyze contaminants in and the potency and cannabinoid profile of samples; and B. Is accredited pursuant to standard ISO/IEC 17025 of the International

Organization for Standardization by a 3rd-party accrediting body or is certified, registered or accredited by an organization approved by the State of Maine.

<u>Medical Use:</u> the acquisition, possession, cultivation, manufacture, use, delivery, transfer or transportation of marijuana or paraphernalia relating to the administration of marijuana to treat or alleviate a qualifying patient's medical diagnosis or symptoms for which a medical provider has provided the qualifying patient a written certification under this chapter.

<u>Plant Canopy</u>: the total surface area within the licensed premises of an Adult Use Marijuana Cultivation Facility that is authorized for use at any time by the cultivation facility licensee to cultivate mature marijuana plants. The surface area of the plant canopy must be calculated in square feet and measured using the outside boundaries of the area and must include all of the area within the boundaries. If the surface area of the plant canopy consists of non-contiguous areas, each component area must be separated by identifiable boundaries. If a tiered or shelving system is used by the cultivation facility licensee, the surface area of each tier or shelf must be included in calculating the area of the plant canopy. Calculation of the area of the plant canopy may not include the areas within the licensed premises of a cultivation facility that are used by the licensee to cultivate immature marijuana plants and seedlings and that are not used by the licensee at any time to cultivate mature marijuana plants.

<u>Qualifying patient:</u> a person who has been a resident of the State for at least 30 days and who possesses a valid written certification regarding medical use of marijuana in accordance with section 2423-B.

<u>Registered caregiver</u>: a person or an assistant of that person that provides care for a qualifying patient and who is registered by the State of Maine pursuant to 22 M.R.S. §2425-A.

<u>Registered Caregiver Retail Store</u>: a facility licensed to sell harvested marijuana to qualifying patients for the patients' medical use.

<u>Registered Dispensary:</u> an entity registered under 22 M.R.S. § 2425-A that acquires, possesses, cultivates, manufactures, delivers, transfers, transports, sells, supplies or dispenses marijuana or related supplies and educational materials to qualifying patients and the caregivers of those patients.

<u>Testing or test</u>: the research and analysis of marijuana, marijuana products or other substances for contaminants, safety or potency.

H. License Required:

No person may establish, operate or maintain a Marijuana Business without first obtaining a Certificate of Occupancy from the CEO and a license from the City Council.

It is a violation of this Ordinance for any person to operate a Marijuana Business without a valid Marijuana Business license issued by the City pursuant to this Ordinance.

Pursuant to 28-B M.R.S. § 402, an applicant seeking to operate an Adult Use Marijuana Business may not submit an application for a license unless the applicant has been issued a conditional license by the State of Maine to operate the Adult Use Marijuana Business. Marijuana Business Licenses shall be administered on a first come, first served basis based upon the date the application is deemed complete.

Registered Caregivers operating out of their residence shall apply for and obtain a permit for a home occupation in accordance with Article IX of the Presque Isle Zoning Ordinance and shall comply with all standards set forth in the article. Registered Caregivers who cultivate medical marijuana only for themselves and/or members of their household are exempt from this requirement and are not required to obtain a permit or license.

The cultivation, manufacturing, testing or sale of adult use marijuana from a residence is prohibited, unless it is for personal use in accordance with 28-A M.R.S. § 1502. Home cultivation of adult use marijuana for personal use is exempt from the licensing requirements of this Ordinance. Provided, however, that outdoor cultivation of adult use marijuana for personal use is prohibited, unless the residence is located in an agricultural zoning district.

I. Application Procedure:

- A. An application for a license must be made on a form provided by the City.
- B. All applicants must be qualified according to the provisions of this Ordinance. Applicants shall provide sufficient information to demonstrate that they meet all qualifications and standards established in this Ordinance.
- C. Application to establish a Marijuana Business
 - If the applicant who wishes to operate a Marijuana Business is a single individual, this
 person must sign the application for a license. If the applicant who wishes to operate a
 Marijuana Business is more than one individual, each person who has an interest in the
 business must sign the application for a license as applicant. Each applicant must be
 qualified under the following section and each applicant shall be considered a licensee if a
 license is granted.
 - 2. The completed application for a Marijuana Business license shall contain the following

information and shall be accompanied by the following documents:

- a. If the applicant is an individual: The individual shall state their legal name and any aliases, and submit proof that they are at least twenty-one (21) years of age.
- b. If the applicant is a partnership: The partnership shall state its complete name, and the names of all partners, whether the partnership is general or limited, submit a copy of the partnership agreement, if any, and submit proof that all partners are at least twenty-one (21) years of age.
- c. If the applicant is a corporation: The corporation shall state its complete name, the date of its incorporation, evidence that the corporation is in good standing under State law, the names and capacity of all officers, directors and principal stockholders, the name of the registered corporate agent, the address of the registered office for service of process, and submit proof that all officers, directors and principal stockholders are at least twenty-one (21) years of age.
- d. If the applicant is a limited liability company (LLC): The LLC shall state its complete name, the date of its establishment, evidence that the LLC is in good standing under State law, the names and capacity of all members, a copy of its operating agreement, if any, the address of its registered office for service of process, and submit proof that all members are at least twenty-one (21) years of age.
- e. If the applicant intends to operate the Marijuana Business under a name other than that of the applicant, they must state the Marijuana Business' name and submit the required registration documents.
- f. If the applicant, an officer, member or employee has been convicted of criminal activity under State and/or federal law, they must list the specified criminal activity involved, and the date, place, and jurisdiction of each conviction.
- g. If the applicant has had a previous license under this Ordinance or other similar Marijuana Business license applications in another town, city or state denied, suspended or revoked, they must list the name and location of the Marijuana Business for which the license was denied, suspended or revoked, as well as the date of the denial, suspension or revocation, and they must list whether the applicant has been a partner in a partnership or an officer, director, or principal stockholder of a corporation that is permitted/licensed under this Ordinance, whose license has previously been denied, suspended or revoked, listing the name and location of the Marijuana Business for which the permit was denied, suspended, or revoked as well as the date of denial, suspension or revocation.
- h. If the applicant holds any other permits/licenses under this Ordinance or other similar Marijuana Business license from another town, city, or state the applicant shall provide the names and locations of such other permitted/licensed businesses.
- I. The type of Marijuana Business for which the applicant is seeking a license.

- j. The location of the proposed Marijuana Business, including a legal description of the property, street address, and telephone number.
- k. Sufficient documentation demonstrating possession or entitlement to possession of the proposed licensed premises of the Marijuana Business pursuant to a lease, rental agreement, purchase and sale agreement or other arrangement for possession of the premises or by virtue of ownership of the premises.
- I. The applicant's mailing address and residential address.
- m. Recent passport-style photograph(s) of the applicant(s).
- n. The applicant's driver's license.
- A sketch showing the configuration of the subject premises, including building footprint, interior layout with floorspace to be occupied by the business, and parking plan. The sketch must be drawn to scale with marked dimensions.
- p. A copy of a City Tax Map depicting: the subject property lines and the property lines of other properties within one thousand (1,000) feet of the subject property; , measured in accordance with Section H.A.3.
- 3. All applications for a Marijuana Business license shall be kept confidential by the City .
- 4. All applicants, including all individuals, officers, directors, managers, members, and partners, for any Adult Use Marijuana Business license, excepting Adult Use Marijuana Testing Facilities, must be residents of the State, as defined in 28-B M.R.S. §102, and a majority of shares, partnership interests, and membership interests, or other equity interests in corporate applicants must be held or owned by persons who are residents.

All applicants, including all individuals, officers, directors, managers, members, and defined partners, for any Medical Marijuana Business license must be residents of the State, as in 22 M.R.S. § 2422.

5. If an applicant is a person, the person must be a resident as that term is defined in the application. If the applicant is a corporation, partnership, or limited liability company, every officer, and managing partner must be a person who is a resident, and a majority of shares, partnership interests, or other equity interests must be held or owned by persons who are residents. The residency requirement does not apply to applicants for testing licenses.

D. Application and License Fees

All applications must be submitted with a *(see schedule A)* fee. If an application is approved, the following license fees must be paid before the City will issue a license:

Marijuana Store: Annual Operation License Fee: *(SEE SCHEDULE A)* Marijuana Manufacturing Facility: Annual Operation License Fee: *(SEE SCHEDULE A)* Marijuana Testing Facility: Annual Operation License Fee: *(SEE SCHEDULE A)* Adult Use Marijuana Cultivation:

<u>Tier 1</u>: 0 to 500 SF of plant canopy: Annual Permit/Licensing Fee: *(SEE SCHEDULE A)* <u>Tier 2</u>: 501-2,000 SF of mature plant canopy: Annual License Fee: *(SEE SCHEDULE A)* <u>Tier 3</u>: 2,001-7,000 SF of mature plant canopy: Annual License Fee: *(SEE SCHEDULE A)* <u>Tier 4</u>: > than 7,000SF of mature plant canopy: Annual License Fee*(SEE SCHEDULE A)*

Medical Marijuana Cultivation: Annual Operation License Fee: *(SEE SCHEDULE A)* Adult Use Marijuana Nursery Cultivation: Annual License Fee: *(SEE SCHEDULE A)* (Plant canopies of individual Nursery Cultivations are permanently capped at 1,000 SF.)

Renewal applicants for Adult Use Marijuana Cultivation licenses may seek an increase to a higher tier if they comply with the requirements in this section. Applicants for Adult Use Marijuana Cultivation licenses may not hold more than three (3) such licenses or a total combined plant canopy in excess of 30,000 SF.

J. Standards for License:

A. General

- 1. All Marijuana Businesses shall comply with applicable state and local laws and regulations.
- 2. Marijuana Businesses shall only be located within the zoning districts permitted in section E. below.
- Marijuana Businesses may not be located on property within one thousand (1,000) feet of the property line of a preexisting public or private school (K-12).
 For the purposes of this Ordinance, "school" includes a public school, private school, or public preschool program as defined in 20-A M.R.S. §1, or any other educational facility that serves children from prekindergarten to grade 12.

Required setbacks shall be measured as the most direct, level, shortest, without regard to the intervening structures or objects, straight-line distance between the school property line and the property line of the parcel of land on which the Marijuana Business is located. If the Marijuana Business is located within a

commercial subdivision, the required setback shall be measured from the front door of the Marijuana Business to the property line of the school. Presence of a town, city, county, or other political subdivision boundary shall be irrelevant for purposes of calculating and applying the distance requirements of this Section.

4. Marijuana Businesses may not be located on property within one hundred fifty (150) feet of the property line of a parcel containing one or more other Marijuana Businesses, a Church, Pre-School, Day Care, or Community Center. Required setbacks shall be measured as the most direct, level, shortest, without regard to the intervening structures or objects, straight-line distance between the front doors of existing primary structures of the parcels of land on which the Marijuana Businesses are located. If the Marijuana Business is located within a commercial subdivision, the required setback shall be measured from the front door of each of the Marijuana Businesses. Presence of a town, city, county, or other political subdivision boundary shall be irrelevant for purposes of calculating and applying the distance requirements of this Section.

Adult Use and Medical Marijuana Cultivation Facilities and Adult Use and Medical Marijuana Manufacturing Facilities operating within the industrial zoning district are exempt from this setback requirement.

- 5. No outside cultivation or storage of marijuana, marijuana products, or related supplies is permitted, except that outdoor cultivation of marijuana in the Agricultural Farming / Forestry District is permitted.
- 6. Pursuant to 22 M.R.S. §2429-D(3), Registered Caregiver Retail Stores, Registered Dispensaries, Medical Marijuana Testing Facilities, and Medical Marijuana Manufacturing Facilities, as well as Medical Marijuana Cultivation Facilities, that were operating with City approval prior to December 13, 2018, are grandfathered in their current location and current use and shall be treated as legally non-conforming uses in accordance with Article III of the Presque Isle Zoning Ordinance if their location or use is not in conformance with this ordinance or applicable zoning ordinances, provided, however, that said Marijuana Businesses shall apply for and obtain a license.

The holder of a license for a Medical Marijuana Cultivation Facility or a Medical Marijuana Manufacturing Facility that complies with all applicable provisions of this Ordinance and the Presque Isle Zoning Ordinance, may exchange their license for an Adult Use Cultivation Facility or Adult Use Manufacturing Facility license in the same location, provided they meet all requirements and standards to operate an Adult Use Cultivation Facility or Adult Use Manufacturing Facility, with the exception of the required setbacks between facilities and schools. Said holder must file an application and pay a *(SEE SCHEDULE A)* fee.

The holder of a license for a Registered Caregiver Retail Store that complies with all applicable provisions of this Ordinance and the Presque Isle Zoning Ordinance may exchange their license for an Adult Use Marijuana Store license in the same location, provided they meet all requirements and standards to operate an Adult Use Marijuana Store. Said holder must file an application and pay a *(SEE SCHEDULE A)* fee.

- 7. All Adult Use Marijuana Stores and Registered Caregiver Retail Stores must be operated from permanent locations, which may utilize telephone and internet orders as long as the buyer pays for and picks up such orders in the store on the day the order is made, an exception is made for Registered Caregiver Retail Stores whereas it may be a necessity for the business to deliver medical marijuana to a patient. These deliveries will be made by the business and no contracted/paid delivery service will be authorized. Delivery must be made directly to the Qualified Patient and proper identification is verified.
- 8. Adult Use Marijuana Stores and Registered Caregiver Retail Stores may not use vending machines for sales, may not have "drive-through" or "drive-up" window serviced sales, and may not have internet-based sales with credit/debit card payment and delivery by USPS, UPS, FedEx, DHL, or any other global or local delivery service or courier.
- 9. Security measures at all Marijuana Business premises shall include, at a minimum, the following:
 - a. Security surveillance cameras installed and operating twenty-four (24) hours a day, seven (7) days a week, with thirty (30) day video storage, to monitor all entrances, along with the interior and exterior of the premises, to discourage and facilitate the reporting of criminal acts and nuisance activities occurring at the premises; and
 - b. Door and window combination video and motion detector intrusion system with audible alarm and smart phone monitoring, maintained in good working condition; and

c. A locking safe permanently affixed to the premises that is suitable for storage of all marijuana, marijuana products, and cash stored overnight on the licensed premises; and

- d. Exterior lighting that illuminates the exterior walls of the licensed premises during dusk to dawn, that is either constantly on or activated by motion detectors, and complies with applicable provisions of the lighting performance standards in the City of Presque Isle Zoning Ordinance; and
- e. Deadbolt locks on all exterior doors and any other exterior access points, excepting windows which shall have locks; and
- f. Methods to ensure that no person under the age of twenty-one (21) shall have access to marijuana and marijuana products.

10. Ventilation

All Marijuana Businesses are required to be in compliance with the Odor Nuisance Control and Abatement Performance Standards in the City's Zoning Ordinance, and all Marijuana Cultivation facilities shall have odor mitigation systems and a plan.

11. Operating Plan

Marijuana Businesses which cultivate, test, and/or manufacture are required to submit an operation plan that at a minimum addresses the following:

- a. wastewater; and
- b. disposal of waste

12. Required Notices

There shall be posted in a conspicuous location inside each Marijuana Store, at least one legible sign containing the following information: On-site consumption of marijuana is illegal; Open and public consumption of marijuana in the State of Maine is illegal; The use of marijuana or marijuana products may impair a person's ability to drive a car or operate machinery; No one under the age of twenty-one (21) may purchase marijuana or marijuana products, except a minor with medical marijuana card; Loitering prohibited.

13. Signs

All signs used by and all marketing and advertising conducted by or on behalf of the marijuana business may not involve advertising or marketing that has a high likelihood of reaching persons under 21 years of age or that is specifically designed to appeal particularly to persons under 21 years of age. The signs, marketing, or advertising is prohibited from making any health or physical benefit claims. All signage shall meet the City's Land Use Sign standards and may use an image or images of the marijuana plant or plants, or parts thereof, as long as they do not exceed 20% of the sign face, but there shall be no pictorial representations of other marijuana products, by-products, or paraphernalia associated with the use or distribution of retail marijuana.

The exterior of all Marijuana Stores shall display a $1' \times 1'$ image of any universal symbol for Medical or adopted by the State's Department of Administration and Financial Services.

B. Right of Access/Background Check/Inspection

Every Marijuana Business shall allow law enforcement officers and the Presque Isle Code Enforcement Officer ("CEO") to enter the premises at reasonable times for the purpose of checking compliance with all applicable State laws and this Ordinance. Every owner and employee of a Marijuana Business applying for a license, shall contact the Presque Isle Police Department for the purposes of fingerprinting and criminal background checking, and all premises managers for Marijuana Businesses shall submit emergency contact information to the Presque Isle 911 Communication Center. All business assets shall be reported to the City Assessor annually.

Due to fire, explosion, and other hazards inherent in Marijuana Cultivation, Testing, and Manufacturing facilities, including, but not limited to, heavy electrical loads, hot lighting fixtures, CO2 enrichment, extraction solvents (acetone, butane, propane, ethanol, heptane, isopropanol, CO2, etc.), high-pressure extraction methods (CO2, etc.), and flammable contents, the owners of all such facilities shall agree to be inspected annually by the Presque Isle Fire Department and have a Knox Box installed at the structure's exterior entrance for emergency access. Knox Boxes shall be obtained and installed in coordination with the Presque Isle Fire Department.

C. Indemnification

By accepting a license issued pursuant to this Ordinance, the licensee waives and releases the City, its officers, elected officials, employees, attorneys, and agents from any liability for injuries, damages, or liabilities of any kind that result from any arrest or prosecution of any Marijuana Business owners, operators, employees, clients, or customers for a violation of local, State or federal laws, rules, or regulations.

By accepting a license issued pursuant to this Ordinance, the permittee/licensee agrees to indemnify, defend, and hold harmless the City, its officers, elected officials, employees, attorneys, agents, and insurers against all liability, claims, and demands on account of any injury, loss or damage, including without limitation, claims arising from bodily injury, personal injury, sickness, disease, death, property loss or damage, or any other loss of any kind whatsoever arising out of or in any manner connected with the operation of a permitted/licensed Marijuana Business.

D. State Law

In the event the State of Maine adopts any additional or stricter law or regulation governing the sale, cultivation, manufacture, distribution, or testing of Marijuana or Marijuana products, the additional or stricter regulation shall control the establishment or operation of any Marijuana Business in Presque Isle.

Compliance with all applicable State laws and regulation shall be deemed an additional requirement for issuance or denial of any license under this Ordinance, and noncompliance with State laws or regulations shall be grounds for revocation or suspension of any license issued hereunder.

E. Zoning

All applications for business subject to review by this ordinance shall be submitted to the CEO for initial review for conformance with the standards of this ordinance. Within 10 days of receipt of an application the CEO shall inform the applicant in writing in the event that the application is found to be incomplete.

Upon determining that an application is complete, the CEO shall approve or move the application on to the Planning Board for review where required in the Land Use Chart.

Applications requiring Planning Board approval shall be placed on the next regularly scheduled meeting of the Planning Board. Upon finding the application conforms with the standards within this ordinance the Planning Board shall appove the application and the CEO shall issue a permit.

F. A Certificate of Occupancy shall be issued by the Code Officer upon inspection of the premises and finding that the building or buildings are in compliance with applicable Building, Electrical, and Plumbing Codes adopted by the City of Presque Isle.

LA	ND USE CHAR	Т	
CLASSIFICATION	ALLOWABLE ZONES	PERMITTING AUTHORITY	MINIMUM LOT SIZE
Marijuana Store	B, RB, DRB, SC,AFF	CEO	None
Marijuana Manufacturing Facility	B, I, LI, AFF	PB	5 AC
Marijuana Testing Facility	B, I, LI, RO	CEO	None
Marijuana Cultivation Facility			
Tier 1 0 to 500 SF mature canopy	I, LI, AFF	PB	.25 AC
Tier 2 501 to 2,000 SF mature canopy	I, LI, AFF	PB	.5 AC
Tier 3 2,000 to 7,000 SF mature canopy	I, LI, AFF	PB	.5 AC
Tier 4 > 7,000 SF mature canopy	I, LI, AFF	PB	1 AC
Nursery - Marijuana Cultivation	I, LI, AFF	PB	1 AC

K. Enforcement

A. Violations

- 1. Any violation of this Ordinance, including failure to comply with any condition, may be enforced in accordance with 30-A M.R.S. §4452. Every day a violation exists constitutes a separate violation.
- Commencement of any Marijuana Business without a City license for same shall be a violation of this Ordinance. Any party committing such a violation shall immediately cease operations, whether of a construction, renovation, or business nature, upon notification by the Code Enforcement Officer (CEO). Upon such CEO notification, the City can pursue fines and/or penalties under 30-A M.R.S. §4452.
- B. Law Enforcement Officer ("LEO") and Code Enforcement Law enforcement officers and the CEO may at any reasonable time conduct on-site inspections to ensure compliance with all applicable laws and conditions attached to license approvals and shall investigate all complaints of alleged violations of the Ordinance.
- 1. If the LEO or CEO finds that any provision of this Ordinance is being violated, they shall notify in writing the person responsible for such violation, indicating the nature of the violation and ordering the action necessary to correct it, including but not limited to, discontinuance of illegal use of land, buildings, or

structures, or work being done, removal of illegal buildings or structures, and abatement or mitigation of violations. A copy of such notices shall be submitted to the City Council and be maintained as a permanent record.

 The LEO or CEO shall keep a complete record of all essential transactions of the LEO or CEO, including Marijuana license applications submitted, permits/licenses granted or denied, training certifications, revocation actions, revocation of permits/licenses, appeals, court actions, violations investigated, violations found, and fees collected.

C. Legal Actions

When the above notification and/or inspection actions do not result in the voluntary correction or abatement of the violation by the subject Marijuana Business, the City Council, upon receiving written notification from the LEO or CEO, may institute any and all actions and proceedings, either legal or equitable, including injunctions of violations and the impositions of penalties and/or fines in order to enforce the provisions of this Ordinance.

The City Council, or their authorized agent, are hereby authorized to enter into administrative consent agreements for the purpose of eliminating violations of this Ordinance and recovering fines without court action.

D. Penalties/Fines

Any person, including but not limited to, a Marijuana Business owner, a property owner where such business is located, or any agent or contractor for same, who orders or conducts any activity in violation of this Ordinance, or fails to comply with any of its requirements, shall be penalized in accordance with 30-A M.R.S. §4452. Fines of \$100.00 to \$5,000.00 per day, as levied by thr City Council may result. All fines will be paid to the City of Presque Isle.

L. Training:

A. Individuals who sell marijuana and marijuana products, pursuant to a Marijuana Store business license, must complete responsible marijuana vendor sales practices training, if and when such training is available. This training may be completed online and an employee must be certified within 30 days of employment.

B. Recordkeeping.

Marijuana Store licensees shall maintain on the licensed premises, written records of the vendor training programs completed by individuals who sell marijuana and marijuana products and shall produce those records upon request by the CEO or LEO with the Presque Isle Police Department. C. Failure to comply with the training requirements. Failure to meet the training requirement imposed by **J**. A may result in the denial/revocation of a Marijuana Business license.

M. Appeals:

If the City of Presque Isle fails to act on a person's request for local authorization to operate a marijuana establishment within the municipality within 90 days after the date the person submitted the request to the City, the request is deemed denied and the denial constitutes a final government action that may be appealed to the Superior Court in accordance with rule 80B of the Maine Rules of Civil Procedure, except that, if the City notifies the person in writing prior to the expiration of the 90-day period that the request cannot be processed prior to the 90-day period, the request is deemed denied and the denial constitutes a final government action only if the City fails to act on the request within 180 days after the date the person submitted the request to the City.

Schedule "A"

Schedule of Fees

The fee schedule of this Adult Use and Medical Marijuana Businesses Ordinance shall be reviewed and set annually each December by the Presque Isle City Council.

All applications must be submitted with a **\$500.00** fee to be deemed complete.

Marijuana Store: Annual Operation License Fee:	\$2,500.00
Marijuana Manufacturing Facility: Annual Operation License Fee:	\$2,500.00
Marijuana Testing Facility: Annual Operation License Fee:	\$1,000.00
Adult Use Marijuana Cultivation:	

Tier 1: 0 to 500 SF of plant canopy: Annual Permit/Licensing Fee:	\$500.00		
Tier 2: 501-2,000 SF of mature plant canopy: Annual License Fee:	\$3,000.00		
Tier 3: 2,001-7,000 SF of mature plant canopy: Annual License Fee:			
<u>Tier 4</u> : > than 7,000SF of mature plant canopy: Annual License Fee			
Medical Marijuana Cultivation: Annual Operation License Fee: \$5,000.00			
Adult Use Marijuana Nursery Cultivation: Annual License Fee: \$350.00			

The holder of a license for a Registered Caregiver Retail Store that complies with all applicable provisions of this Ordinance and the Presque Isle Zoning Ordinance may exchange their license for an Adult Use Marijuana Store license in the same location, provided they meet all requirements and standards to operate an Adult Use Marijuana Store. Said holder must file an application and pay a \$500.00 fee.

The holder of a license for a Adult Use Marijuana Store that complies with all applicable provisions of this Ordinance and the Presque Isle Zoning Ordinance may exchange their license for an Registered Caregiver Retail Store license in the same location, provided they meet all requirements and standards to operate an Adult Use Marijuana Store. Said holder must file an application and pay a \$500.00 fee.



CITY OF PRESQUE ISLE 12 SECOND STREET PRESQUE ISLE, ME 04769 TEL: (207) 760-2703 OR (207) 760-2770 FAX: (207) 764-2501

E-MAIL: panderson@presqueisleme.us or ghowe@presqueisleme.us

APPLICATION FOR ADULT USE AND MEDICAL MARIJUANA BUSINESS

PLEASE FILL-OUT APPLICATION COMPLETELY

Da	te:		Permit No:			
1.			Il owner's information, see section G.C., must be a l	Maine —		
	Physical Location (number of st	reet or road):				
	Mailing Address (if different fro	m above):				
	Home Phone:	Work Phone:	Cell Phone:			
	E-Mail:					
2.	Contractor:	Phone:	Cell Phone:			
3.	Zone Map No	Street No Lot N	o Lot SizeAcr	e(s)		
4.	Existing use of Property:					
5.	Marijuana Business Classificat	ion:				
6.	Maine License Certification #:					
7.	Registered Business Name to b	e used:				
8.	PRIOR Criminal Conviction History of all Owners, Officers, Members, or Employee's. : (attach separate Pg. if necessary)					
	Criminal Activity:					
	Date:					
	Place:					
	Jurisdiction:					

9. Proof of Right, Title, or Interest Documentation: (Attach as necessary)_

PLEASE READ THE FOLLOWING CAREFULLY BEFORE SIGNING APPLICATION

"I hereby apply for a permit for a marijuana business. I agree, prior to starting any electrical or plumbing work, to secure permits from the electrical and plumbing inspector. I understand that there may be other permits required from other agencies that I must obtain before being allowed to operate. Under MRSA 25, Section 2357 and the City of Presque Isle's Land Use and Development Code a Certificate of Occupancy <u>MUST</u> be obtained before the business hereby permitted is used or occupied. I understand that this permit application may be denied if not complete. A complete application may include construction documents as required by the City of Presque Isle. I understand that if the above information is not accurate this application will be invalid, a Stop Work Order issued, and the City of Presque Isle could levy fines against me for giving false information."

Signature of Applicant

Date

CHECKLISTAll lines must be completed					
	YES	NO	Not Applicable	CEO Initials	
Application Fee Submitted:					
All Owners / Partners Listed:					
Contractor Listed:					
License Type Listed:					
Me License Certified:					
Criminal History Listed:					
Right, Title, Interest Verified:					
Photo's Attached:					
Driver's License Attached:					
Sketch Attached:					
City Map Attached:					
		Star	ıdards		
School Setback:					
Marijuana Business Setback:					
Security Standards:					
Odor Plan:					
Operating Plan:					
Notices:					
Signs					
Police Dept. Approval:					
Fire Dept. Approval:					
*****	*******	***Office Use (Only************	******	****
Date Application Received:	D	ate CEO / Plannir	ng Bd. Review:	ApprovedDenied	
Reason for Denial:					

CEO Signature:

PRESQUE ISLE CITY COUNCIL MEETING

For:

January 8, 2020

AGENDA ITEM # EXECUTIVE SESSION

SUBJECT

EXECUTIVE SESSION: Pursuant to 1 M.R.S.A. § 405(6)(E) to discuss Negotiations

INFORMATION

REQUESTED ACTION

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

PRESQUE ISLE CITY COUNCIL ANNOUNCEMENTS

Wednesday, January 8th, 2020

- If anyone has any interest in joining a Board or Committee please see the City Clerk or apply online.
- The next regularly scheduled meeting of the Presque Isle City Council is on Wednesday, February 5, 2020 at 6:00 PM in the Council Chambers at City Hall.