

2017

Town of Patten Comprehensive Plan 2017

Patten Board of Selectmen and Patten Planning Board Members

Follow this and additional works at: <https://digitalcommons.library.umaine.edu/towndocs>

Repository Citation

Patten Board of Selectmen and Patten Planning Board Members, "Town of Patten Comprehensive Plan 2017" (2017). *Maine Town Documents*. 6159.

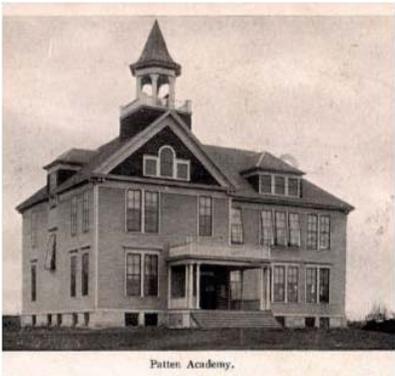
<https://digitalcommons.library.umaine.edu/towndocs/6159>

This Plan is brought to you for free and open access by DigitalCommons@UMaine. It has been accepted for inclusion in Maine Town Documents by an authorized administrator of DigitalCommons@UMaine. For more information, please contact um.library.technical.services@maine.edu.

TOWN OF PATTEN COMPREHENSIVE PLAN 2017



A Vision for the Future



Comprehensive Plan for the Town of Patten

Adopted by the Residents on: _____

I (we) certify that this comprehensive plan was prepared with the intent of complying with the Growth Management Act (30 M.R.S.A §§ 4312 – 4350.), that it includes all of the applicable required elements of the Maine Comprehensive Plan Review Criteria Rule (07 – 105 CMR 208), and that it is true and accurate.

Board of Selectmen:

Reginald Porter, Sr., Chair

Kenneth Perkins, Co-Chair

Sally Landry

Lana Tucker

Richard Schmidt III

Planning Board Members:

Harriette Parker, Chair

Janice Dancer

Henry Raushnot

Craig Greenier

George Merrow

Rebecca Phillips

Bryan Buhler

Additional funding was provided by the Maine Department of Transportation.

Town of Patten Comprehensive Plan Table of Contents

Acknowledgements

Introduction

Mission Statement

Vision Statement

Summary of Findings

Demographics

| | |
|----------------------------|----|
| Inventory and Analysis | 1 |
| Goal, Policy, and Strategy | 12 |

Housing

| | |
|---------------------------------|----|
| Inventory and Analysis | 13 |
| Goals, Policies, and Strategies | 29 |

Transportation

| | |
|---------------------------------|----|
| Inventory and Analysis | 32 |
| Goals, Policies, and Strategies | 52 |

Local Economy

| | |
|---------------------------------|----|
| Inventory and Analysis | 56 |
| Goals, Policies, and Strategies | 75 |

Public Facilities and Services

| | |
|---------------------------------|-----|
| Inventory and Analysis | 78 |
| Goals, Policies, and Strategies | 105 |

Recreation and Open Space

| | |
|---------------------------------|-----|
| Inventory and Analysis | 111 |
| Goals, Policies, and Strategies | 122 |

Natural Resources

| | |
|---|-----|
| Inventory and Analysis | 125 |
| Agriculture and Forestry Inventory and Analysis | 140 |
| Goals, Policies, and Strategies | 147 |

Hazard Mitigation

| | |
|---------------------------------|-----|
| Inventory and Analysis | 155 |
| Goals, Policies, and Strategies | 159 |

| | |
|--|------------|
| Historic and Cultural Resources | |
| Inventory and Analysis | 163 |
| Goals, Policies, and Strategies | 175 |
| Land Use | |
| Inventory and Analysis | 178 |
| Proposed Land Use Plan | 188 |
| Goals, Policies, and Strategies | 191 |
| Fiscal Capacity | |
| Inventory and Analysis | 198 |
| Goals, Policies, and Strategies | 218 |
| Capital Improvement Plan | 221 |
| Regional Coordination | 223 |

Acknowledgements

The development of this Comprehensive Plan is the culmination of a year-long effort by many community members. It is through their volunteer efforts that this plan came to fruition. The Town of Patten would like to thank:

Patten's residents for providing funding and participating in the planning process.

Raymond Foss, Town Manager, for his work editing sections and providing information.

Janice Dancer, Planning Board member, who co-authored sections of the plan.

Rebecca Phillips, Planning Board member, for her assistance with the development and writing of this plan.

Greg and Debra Bivinghouse for their contributions to several sections

Debbie Coolong for providing a copyright waiver for use of information, maps, and photographs from her book, The History of Patten and Mount Chase.

Town Department Heads who provided information and data.

We would also like to thank and acknowledge the efforts of prior Planning Board members who worked to develop a revision to the Town's earlier comprehensive plan. Your efforts laid the groundwork for many sections of the plan.

Introduction:

The Town of Patten has spent the last year (2016 and 2017) developing this comprehensive plan. The last plan was adopted in the 1970s and had not been updated since then. That plan was completed so long ago that the great majority of the information is outdated and of little use now except for valuable historical information.

A comprehensive plan is a mechanism for managing the future of a community. Much like a business plan for a private business, the town's plan evaluates its assets and customer satisfaction levels, determines strategies to improve performance and profitability, and allocates resources. When it is a town doing the planning, our resources are the taxpayers' money, so even greater thought and effort must be put into spending wisely.

Maine enacted the Growth Management Act in 1988, specifying the format and goals for local comprehensive planning and has subsequently been amended to require local comprehensive plans to undergo a new State review for consistency every 12 years, incorporating new data and findings into the planning process. Therefore, the Town felt the need to take a fresh look, using the new State guidelines. This led to the 2016-2017 planning process.

Since the current plan is supposed to still technically guide the Town in its everyday activities, its age makes it of little use. Responsibility for the update was assigned to the Planning Board, with the instruction to involve all community members to the extent possible.

There are two main components of the Plan: Inventory and Analysis and Goals, Policies, and Strategies. The Inventory and Analysis reviews and examines the town's assets and uses State and Federal data found at but not limited to the US Census, Maine Department of Transportation, Inland Fisheries and Wildlife, taxable sales, and other regional data. It also examines local data such as assessments, permits, and business inventories. As stated below, there were discussions with town officials, department heads, business owners, land owners, economic development, environmental, historic and cultural, and residents to gather their input and ideas. Ultimately, the Inventory and Analysis examines what is working well and what needs improvement and identifies future opportunity.

Goals, Policies, and Strategies are the action items of the Plan. They identify programs and services that Patten wants to accomplish during the next 10-12 years. The key to a successful plan is not in the number of recommendations it generates, but how well those recommendations are (can be) put into action. The responsibility for implementation almost always falls on the leadership of Patten. For example, capital improvements should be matched up with grant possibilities for desired programs or purchases. New initiatives were identified and others continued.

Community Involvement:

Patten's Planning Board has taken the lead in drafting this update to the plan, assisted by the Town Manager and other local volunteers. Early in the process, the board reached out to Patten's local committees and organizations (many of which are profiled in this plan), different staff of the Town

and individuals in constituencies such as real estate, business, downtown. The Planning Board's weekly meetings were always open to community members to participate in the discussions.

Community involvement culminated in a public hearing held in September 2017. The Fire Station was the venue for the discussion of the direction of the town with regards to economic development, natural and scenic resources, public facilities and services, and land use/development, as well as downtown improvements.

The development of this comprehensive plan is the culmination of a year-long effort by many community members. It is through their volunteer efforts that this plan came to fruition.

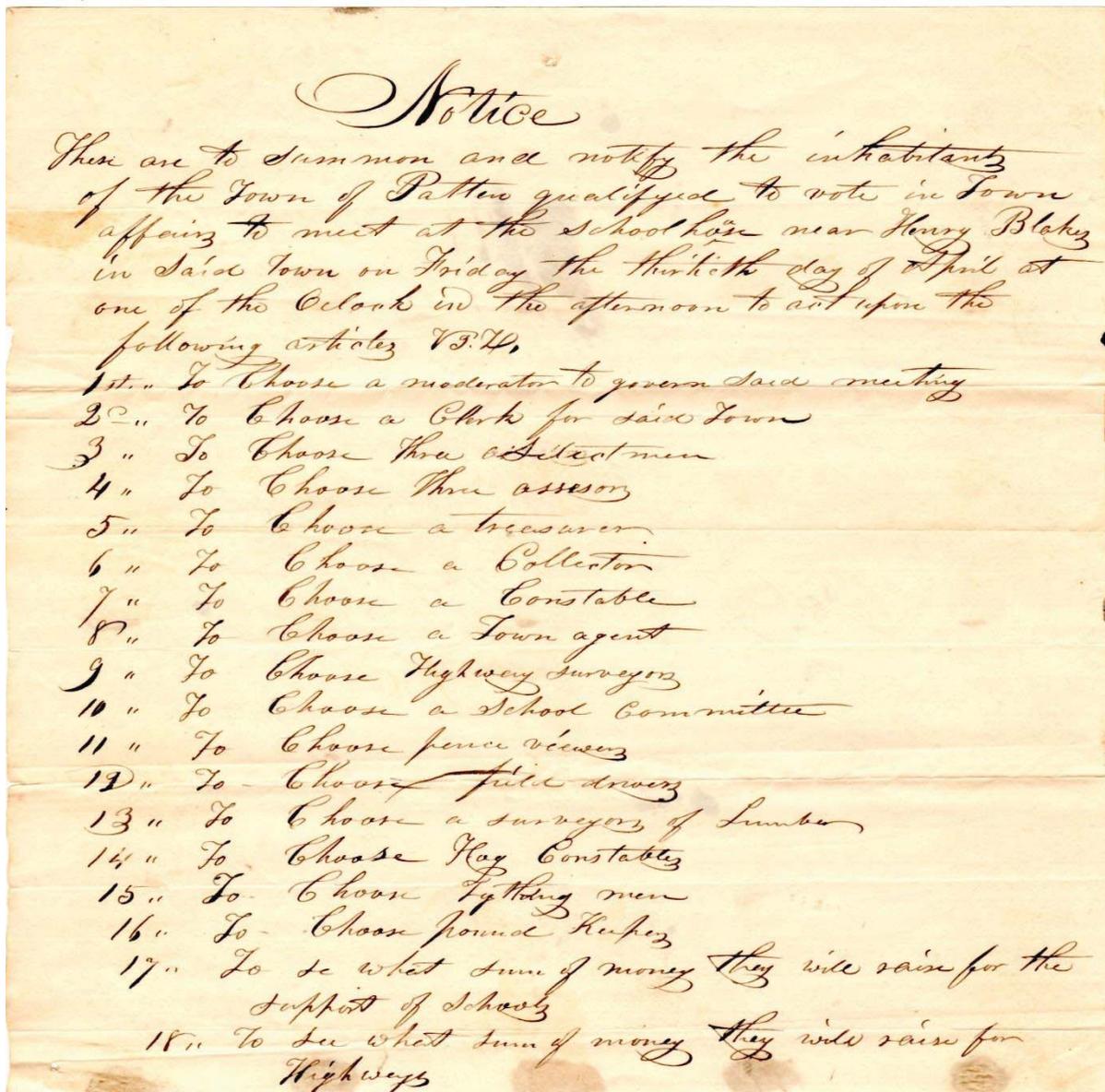
- Funding was approved by Patten's residents.
- The MaineDOT assisted with funding.

The Planning Board and residents spent many evenings reviewing, editing, and providing input. Their efforts should be acknowledged.

MISSION STATEMENT

The Town of Patten's mission is to strive to be a safe place to live for all citizens and a place of welcome and nurture where neighbors are known to each other. We honor our past and we strive to grow our community into a thriving future, recognizing that we are in a continuing time of change.

Notice of Patten's First Town Meeting



19. To see what sum of money they will raise for the
current expenses of ^{the} ensuing year

20 To Choose overseers of the poor

21 To see in what way they will provide a pound
To Choose a committee to define the Limits of
School districts & transact all other business that
may legally come before said meeting

By ^{out} W. C. Lesley Justice of the peace

George P. Patten

Dated at Patten this twenty third day of April 1841

VISION STATEMENT

Our vision for our town is to protect, preserve, prosper and plan for the future of Patten, that all might have quality of life. The Town of Patten will constantly strive to be:

1. A dynamic community that is economically, culturally, and socially inviting;
2. A community that embraces change and protects our heritage;
3. A community that safeguards our assets and resources entrusted to us;
4. A community that values all of its people, our greatest resource;
5. A community that encourages new business and economic development;
6. A community that embraces the values and lessons of our farming and logging heritage that serves as its strength and as its foundation; and
7. A community that is a safe place to live for all citizens.

Inventory and Analysis Summary of Findings

Patten's Planning Board, through the Comprehensive Planning process, completed an inventory and analysis of statistical information as required by the Comprehensive Planning and Land Use Regulation Act. The following summary of findings identifies the major issues that have been addressed through the development of policies and implementation strategies over the ten-year planning period.

Demographics

1. In 2010, Patten's population was 1,017, a decline of 8.46 percent from 2000.
2. In 2010, over thirty-one (31) percent of Patten's population was between 45 and 64, accounting for Patten's median age of 47.6, which was nearly the same as Aroostook County's (45.3). Patten's median age is significantly higher than the median age of Penobscot County (39) and that of the State (42).
3. In 2000, Patten's median age was approximately 43.9 years of age. By 2010, the median age had increased to 47.6, and change of 8.4 percent.
4. Over the next 15 to 20 years, the total population of Patten is expected to decline to around 906 people.
5. Declining school enrollment in Patten and other nearby communities coupled with the closure of additional schools may have significant implications on how K-12 education is delivered in the area.
6. The creation of the Katahdin Woods and Waters National Monument, significant growth from several service organizations, industrial and commercial development, ample available land, the development of scenic byways and bike routes can create opportunity for growth in the future.

Housing

1. The 2010 US Census indicated that there were 565 housing units. The number of units has been steadily increasing in Patten since the 1970s due to the construction of seasonal units.
2. The 2011-2015 American Community Survey, 5-Year Estimate indicates that 33.3 percent of the housing stock was constructed before 1949, which parallels the age of housing stock in both Aroostook and Penobscot Counties.
3. Most of housing types in Patten, surrounding communities, Aroostook and Penobscot Counties, and Maine are largely single family detached units. Approximately 10 percent are mobile homes and 15 percent are multi-family units.
4. Mobile homes have become an increasingly popular form of housing in Maine including the town of Patten.
5. Patten has not operated a low-income housing rehabilitation program in more than 24 years and the presence of substandard housing and abandoned buildings is apparent in the community.
6. Affordable housing is not a significant problem.

7. There is a general perception that the housing stock in some areas of Patten “looks old.” Town officials will begin to seek funding to assist homeowners with the rehabilitation of those homes.
8. Town officials will also work and partner with other agencies with weatherization and heating assistance programs.

Transportation

1. Patten is a gateway community and a regional transportation hub. The town has major transportation routes, specifically State Highway Route 11 north/south (known locally as South Patten Road, Main Street, and North Road) and Route 159 (Crystal Road and Houlton Street to the East, Shin Pond Road to the west) that runs east/west right through the center of Patten.
2. There are 16.1 miles of local roads in Patten and the Town is responsible for snow plowing an additional 4.2 miles of State Aid Road (Shin Pond Road).
3. Road repair had not been budgeted for in Patten since 2004. As a result, the condition of most local roads has deteriorated.
4. A seven (7) year Capital Improvement Plan was approved by residents in 2017. Town officials are putting \$100,000 of excises taxes aside to begin to implement the plan.
5. The Happy Corner Road, especially the first 2,000 feet west of Route 11, has been identified as the road in the worst condition in Patten
6. At an increasing rate, there have been conflicts with horse and buggies and vehicles especially along Routes 11 south of Patten’s downtown and Route 159 east toward Crystal.
7. The Katahdin Woods and Waters Scenic Byway is 89 miles long and offers views of Mount Katahdin and parts of the Appalachian Chain.
8. The Corridor Partnership plan identified Ash Hill as one of several “impressive long views” of the Katahdin area and offers a “wow” factor for travelers.
9. Bridges in Patten are generally in a good state of repair.
10. Culverts in Patten are in fair to good condition. Town officials have developed a plan to replace several culverts located in the first 2,000 feet of the Happy Corner road and have set funding aside in the 2017 budget.
11. MaineDOT plans to replace the large culvert at Webb Brook on Route 11 (Main Street) in 2018 with an open bottom box culvert to allow fish passage.
12. Sidewalks are in fair to good condition. Town officials need to plan for the long-term maintenance of the sidewalk systems and should work with MaineDOT as issues arise.

Public Facilities and Services

1. The Town is governed by an elected five (5) member Board of Selectmen.
2. The Town Manager is the chief administrative officer of the Town.
3. Education, roads, sewer treatment, police protection, and the potential for change where tourism increases as an economic driver have been identified as major issues.
4. Patten does not have a constable or municipal police department.
5. Residents have expressed a concern of increasing crime in town which is often associated with drug use.
6. Town officials are considering several options to increase police protection.

7. Fire protection is provided by the Patten Volunteer Fire Department. There are currently 15 volunteer fire fighters for the town. The Fire Chief and Assistant Fire Chief are elected by the fire fighters and approved by Patten's Board of Selectmen. The Fire Department is working with the National Park Service to provide coverage to the Katahdin Woods and Waters National Monument.
8. Patten Ambulance Service is a municipal ambulance service run under the direction of the Town Manager and Board of Selectmen. The Ambulance Service responds to approximately 250 to 300 calls per year.
9. The Patten Ambulance Service is under contract to provide ambulance coverage to surrounding towns including Sherman, Benedicta, Stacyville, Moro Plantation, Mt. Chase, Hersey, Crystal and several unorganized townships in both Aroostook and Penobscot Counties. The Ambulance Service will provide coverage to the Katahdin Woods and Waters National Monument.
10. Through a volunteer effort, Main Street(s) are lined with American flags and there are approximately 100 flags that are displayed per year in the town.
11. Patten is part of Regional School Unit (RSU) #50 which is comprised of Katahdin Elementary School (PK-6), Katahdin Middle/ High School (7-12), and Southern Aroostook Community Schools (PK-12).
12. Patten school children make up between 16 and 19 percent of the total enrollment in the RSU. The number of students from Patten has declined by 46, a 29% reduction, since 2011.
13. Per pupil operating costs have increased by 26.7% 4 out of the last 5 years and with State projections indicating that the school age population continue to decrease in each of the RSU's communities, costs will continue to increase.
14. In the Fall of 2017, voters will voice their opinion whether to withdraw from RSU 50.
15. The water department supplies over 8 million gallons of clean, safe drinking water to its approximately 180 customers. This is enough capacity to meet the daily needs of customers and provide fire protection as well along with several days of back up water supply for emergencies. Patten has a wellhead protection program that was developed in 2010.
16. Patten's sewer system has become a financial burden on the Town and as a result, all taxpayers are subsidizing the 45 users of the system.
17. The public sewer system is a vital economic development tool for the town and officials are faced with the hard question of how to increase the number of users of the systems and/or should the sewer lines be expanded to reach additional areas of the downtown. Ultimately, the more users on the system decreases the cost per user.

Recreation and Open Space

1. Patten has a well-supported recreation program conducted by the Patten Recreation Department.
2. Patten has two (2) facilities, Recreation Center and Recreation Area, that are in need of updates and upgrades.
3. The Department offers a variety of recreational programs year-round for community members of all ages and is overseen by a part-time Recreation Director.
4. Popular youth programs include the Sports Program which includes basketball, soccer, and softball; Theater programs; dodgeball; kickball; and dances.

5. Patten also partners with RSU 50 (Katahdin Elementary and Middle/High School) for after school recreational programs
6. Adult and senior activities are limited and residents have been asking for increased programming.
7. Several popular programs have been eliminated in recent years including swimming lessons and BINGO night.
8. Recreation Department staff is looking at rejuvenating these programs along with the creation of a new ice skating program in the winter.
9. Patten ATV Club was established in 2010 and maintains trails in Patten, Mount Chase, Moro, Hersey, Crystal and Stacyville. The club has over 150 members join and close to 100 landowners who have granted permission to utilize their land for the trail systems.
10. There are over 100 miles of trails.
11. The Rockabema Snow Rangers maintain snowmobile trails including segments of the Interconnecting Trail System (ITS) as well as local club trails. ITS 81 extends northerly through Patten from Sherman Station and continues through Shin Pond and points north. ITS 112 begins in Patten and heads west towards Island Falls where it connects to ITS 83. There are also local trails 112 and 64 located in Patten
12. All of the trail system is located on private land.
13. The Club maintains a groomer (Rockabema Screama) and relies heavily on volunteers to maintain equipment and the trail systems.
14. Patten is the gateway to the north entrance of Baxter State Park.
15. Katahdin Woods and Waters National Monument is a U.S. National Monument which was designated in August 2016.
16. The closest Public Reserve Lands are located in Moro Plantation and around Scraggley Lake in T7 R8.
17. The International Appalachian Trail (IAT) is a hiking trail which runs from the northern terminus of the Appalachian Trail at Mt. Katahdin in Baxter State Park, through New Brunswick to the Gaspé Peninsula in Quebec.
18. There are plans to seek permits to build a \$5 million outdoor education facility near Baxter State Park and the Katahdin Woods and Waters National Monument. If permitted by the MDEP, the Maine Waterside Trails will be built on the East Branch of the Penobscot River off Route 11.
19. The Maine Department of Transportation (MaineDOT) and Northern Maine Development Commission (NMDC) are exploring the creation of a federally designated bicycle route in Penobscot and Aroostook Counties.

Fiscal Capacity

1. Patten, as with many other northern Maine towns, has had a shrinking population, resulting in a smaller tax base.
2. A logging company closed in 2015, which had a significant impact on the personal property tax base.
3. Recent expansions of the Haymart mill in 2017 and other commercial real estate acquisition and renovations which could increase the tax base in 2018.
4. There have been over \$3.8 million in real estate transfers between January 1, 2016 and June 30, 2017.

5. Town officials will be exploring changing the fiscal year from January to December to July 1 to June 30, to better align with the revenue stream.
6. There was an effort by Selectmen and the Town Manager to have a revaluation of all town real estate included in the 2017 and 2018 town budgets but that effort failed at town meeting.
7. Property tax values increased in 2015 as Patten applied a factor to double the land valuation. That decision helped to increase the assessment for tax years 2015, however there was a slight decrease again in 2016. The taxable base is shrinking as some old properties have been demolished and not re-built as the population has been declining.
8. Patten has subsidized the shortfall of property tax revenues with a portion of excise tax revenues to balance the general fund budget, for at least 15 years. That has kept the mil rate from being as high as it might have been otherwise; but that has meant that these funds were not available for road maintenance or improvements.
9. It is estimated that the property tax spending per capita on a five- year average totaled \$745.
10. Property tax revenues represent an average of 58% of total revenues from 2007 through 2016.
11. Property tax revenue has remained fairly stable over the past five years, however the increase in the mil rate for 2016 increased property tax revenue by an additional \$143,604.
12. Changes in the homestead exemption had a major impact on the increase for both 2016 and 2017, removing more than \$1.5m from the denominator of the mil rate calculation and 2016 had the purposeful replenishing of the general fund.
13. Expenditures totaled on a ten-year average \$1,219,473.
 - a) Education expended on average \$425,788 which represents 35% of total expenditures.
 - b) Public safety expended on average \$114,315 that represented 9% of the total expenditures. That included the fire department and other safety expenses.
 - c) Public works represents all highway costs, road maintenance and snow removal. The ten-year average of public works expenditures was \$291,033 or 24% of total expenditures.
 - d) General government expended on average \$173,025 or 14% of total expenditures.
 - e) These four categories of expenditures represent 82% of total expenditures.

Local Economy

1. Patten's economy is often thought of being based on the abundant natural resources in the region.
2. Many residents work or worked in the woods or at mills located in East Millinocket, Millinocket, Lincoln, Masardis, New Limerick and Ashland.
3. While large scale potato farming has declined, there are numerous smaller farms that grow a variety of produce and sell to the general public.
4. Tourism, in the form of hunting, fishing, ATVing and snowmobiling, has been part of Patten's economy for many years.
5. Patten is located at the gateway to the North entrance of Baxter State Park and now the Katahdin Woods and Waters National Monument. The impact of the new monument has yet to be determined but Baxter State Park draws many visitors to the region each year.

6. Patten's downtown is a regional economic hub and contains a variety of retail and service establishments.
7. Several businesses, such as Patten Drug Store, Katahdin Trust, Ellis Family Market, and Richardson's Hardware have been at the same location for many decades.
8. A vast majority of employers fall into the 1-4 employee range and nearly all of the employers fall into the less than 20 employee categories.
9. Patten and Houlton LMA had an unemployment rate near or above the State's average.
10. The leading areas of employment or occupations fall into four broad categories: Education, Health Care and Social Assistance; Transportation, Warehousing, and Utilities; Construction; Finance, Insurance, and Real Estate.
11. On average, there are about 723 acres of land (18 harvesting operations) harvested in Patten each year.
12. There is a varied and diverse agricultural community that grows a variety of crops that are for sale to the general public. These include vegetables, beef, dairy, pigs, hay, oats, barley and other crops.
13. Priorities for economic development in Patten identify natural resource based businesses as vital economic engines with the greatest potential to create jobs and enhance the local economy. One area of focus is on forestry and agricultural resources and supports for businesses that produce, harvest and add value to these resources. Haymart is an outstanding example of this where they add value to the land and to the products.
14. For tourism purposes, Patten is part of the Maine Highland Region. An estimated 4.4 million visitors came to the region in 2016, a nearly 10% increase over 2015 and visitors spent \$856 million.
15. The Butler Foundation is seeking permits to build a \$5 million outdoor education facility south of Patten near Baxter State Park and the Katahdin Woods and Waters National Monument.
16. Total taxable retail sales have increased by 9.5 percent since 2007.
17. In 2015, the median household income for Patten was \$40,547.
18. Per capita income equals \$22,646. This is slightly lower than the per capita income for Penobscot County at \$24,149 and higher than that of Aroostook County, which equals \$21,763.

Hazard Mitigation

1. The most recent floodplain map was developed in 1985 and identifies unnumbered A zones.
2. The largest blocks of floodplains are associated with Fish Stream, Peavey Brook, Rowe Brook, Webb Brook, and Weeks Brook.
3. According to the Penobscot County Emergency Management Agency (PCEMA), there have been three flood loss events in Patten.
4. In the 2016 Hazard Mitigation Plan, Patten identified a culvert located on the Happy Corner Road as needing replacement.
5. PCEMA lists four priorities in their Hazard Mitigation Plan when discussing hazard mitigation; flooding, severe winter storms, severe summer storms, and wildfires.
6. Town Officials are also aware that hazardous industrial and commercial chemicals and fuel oil are transported to and through Patten via heavy trucks.

Natural Resources

1. According to the Maine Department of Environmental Protection (MDEP), Wiley Pond is the only Great Pond.
2. Two (2) additional surface waters; Giles Pond and Potter Pond have not been monitored for water quality or invasive species.
3. MDEP the following brooks and streams are located in Patten: Swift Brook (Middle Branch and East Branch), Fish Stream, Rowe Brook, Peavey Brook, Weeks Brook and the Molunkus Stream (West and East Branches). All but Fish Stream have an A classification while Fish Stream is a B classification.
4. There is one sand and gravel aquifer of approximately 416 acres located in the central portion of Patten. This aquifer is located along the Route 159 corridor and is mostly rated as being able to provide 10-50 gallons of water per minute. A small portion, located on the northern portion of the aquifer near Crystal is rated as having the potential of providing over 50 gallons of water per minute.
5. There are four (4) public wells (two (2) with the Patten Water Department) registered with the Maine Source Water Assessment Program as public water systems.
6. Patten has participated in the MDEP's Small Community Grant program for replacement of faulty septic systems.
7. Patten's Water Department has a source water protection plan in place that regulates land uses within the wellhead protection area.
8. There are one (1) identified rare plant species that occur in town. The Swamp Birch (*Betula pumila L.*), also called dwarf or low birch, is a medium-sized shrub. The Showy Lady Slipper has been identified but not listed by the State.
9. According to IF&W, no animal species listed as endangered, threatened, or of special concern have been documented in Patten.
10. Patten contains Inland Waterfowl/Wading Bird Habitat (IWWH) which are wetland complexes important to the breeding and migration/staging of waterfowl and breeding feeding, loafing, migration, and roosting of inland wading birds. This habitat was mapped in 2008 and is located along the upper reaches of Fish Stream, around Wiley Pond, on the west Branch of Swift Brook, and along Weeks Brook at the Crystal town line.
11. According to IF&W, there are no identified Significant Vernal Pools.
12. IF&W has not documented any high or moderate value deer wintering areas. Beginning with Habitat map shows three "candidate" deer wintering areas located along the East and West Branches of Swift Brook and around Potter Pond.
13. Patten has been identified as having critical habitat for Atlantic Salmon by the US Fish and Wildlife Service, especially in those tributaries located in the Mattawamkeag watershed.
14. Thirty-four (34) culverts were surveyed in Patten of which thirteen (13), or 38%, were considered to be blocking fish habitat. As part of their creation of the 20 Year Road Improvement Plan, Town officials are utilizing this data to upgrade and increase the size of culverts to improve stream flow and fish passage as part of their normal culvert replacement program.
15. There are 72 parcels of land in Tree Growth.

16. Patten and the Penobscot County Soil and Water Conservation District are supporting community farming projects. The District is presently engaged in a project to develop a local producer cooperative and to create better access to locally grown foods in the community. Local farmers' markets have waned in recent years for lack of leadership and management.
17. The Amish community has purchased many of the underutilized or abandoned farms in Patten and surrounding communities. The Amish are utilizing many of the farms for livestock, vegetable production, and the manufacturing of furniture, both for their own consumption and for sale

Land Use

1. Debbie Coolong recently completed a book, The History of Patten and Mount Chase, which identifies early settlement patterns in Patten. Development in Patten was driven and supported by the timber industry and farming. While the first settlers arrived by canoe, in 1830, a trail called the Aroostook Trail was built through the woods between Mattawamkeag and Patten (then T4 R6).
2. While many communities in northern Penobscot and southern Aroostook Counties are feeling the opposite sensation of development pressure – the continued decline of population (especially youth), employment opportunities, availability of services, and housing quality, Patten appears to be bucking the trend.
3. Patten contains both an urban and rural area. The urban area is served by municipal sewer and water and has relatively compact mixed-use development. Patten's downtown is located off Route 11 (Main Street) and Routes 159 Houlton Road and Shin Pond Road).
4. Patten has adopted four ordinances that regulate the use of land within the municipality. The Building Ordinance was adopted in 1975 and updated in 2000, and while it contains a minimum lot size it regulates building construction and types. Patten needs to adopt Maine Uniform Building Code, the Maine Uniform Energy Code, or the Maine Uniform Building or Energy Code if they want to continue to regulate construction in town
5. The Shoreland Zoning Ordinance is a minimum standard ordinance that follow models developed by the State in 1992. This ordinance is also in need of updating.
6. The Floodplain Management Ordinance is also a minimum standard ordinance that follows models developed by the State and is up to date.
7. Patten employs a part-time Code Enforcement Officer and maintains an all-volunteer Planning Board and Board of Appeals that administers these ordinances. Permits are issued by either the Code Enforcement Officer or the Planning Board but many activities do not require a permit as long as they are conducted in accordance with the land use standards found in each ordinance. Copies of the ordinances and official maps are available at the town office.
8. There is no town wide zoning ordinance in place. Town officials are considering the development of a smaller, more specific land use ordinance that regulates certain activities and creates two (2) land use districts. In this new ordinance, officials are considering creating minimum lot sizes and setbacks, regulating mobile homes, automobile graveyards, junk yards, and automobile recycling facilities.

Demographics



DEMOGRAPHICS

Introduction

Demographic analysis and projections are the basic elements of any comprehensive plan. Information generated from demographic projections enhances the capacity of the town to prepare for the impact of future growth or declines on such things as land use, housing demand, public services and economic development. The Maine Office of Policy and Management (OPM) provides population and demographic data discussed in this section. Actual population figures are provided by the decennial US Census while projections are based on a methodology that uses Penobscot and Aroostook County level projections derived from more detailed information than is available at the local level. Town projections are calculated using recent growth or decline in the town's share of the County's population and the County level population projections. The local, town level, population projections are based on assumptions and past trends that may or may not hold into the future.

Census Data Disclaimer:

Current census data contained within this chapter is compiled from the 2010 US Census and American Community Survey (ACS) 2011-2015 5-year estimate. The ACS 5-year estimates data for rural communities is based on a very small sample, and therefore is subject to often-substantial sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error, whenever possible. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

The Planning Board and Northern Maine Development Commission recognize that existing Census data is often quite inaccurate in its reflection of the community of Patten. Whenever possible, local planning study data is used in place of Census data. However, in most cases, the most recent data available is the ACS 2011-2015 5-year estimate. Therefore, this data is quoted as current and utilized to make assumptions about local trends, but the understanding exists that a generous margin of error should be allowed for in the ACS 5-year estimate data.

Patten is located in northern Penobscot County but often more closely mirrors and associates itself with the rural communities located in southwestern Aroostook County. The table below compares population and population change for surrounding communities located in northern Penobscot and southern Aroostook County.

Patten's population declined by nearly 8.5 percent between 2000 and 2010.

The seven selected communities show a mixture of growth and decline between 1970 and 2010. All but Hersey and Island Falls lost population between 2000 and 2010. Patten and Medway are largest communities in the subregion and have a population over 1,000. According to the 2010 US Census, Patten had a population of 1,017, a decline of 8.46 percent from 2000. Since 1970, Patten's population declined by 19.7 percent. With the exception of Mount Chase (Mount Chase gained population from 1970 to 2010), Patten's population declines are very similar to surrounding communities located in Penobscot County as well as Sherman and Island Falls in Aroostook County. Patten's population decline is also closely related to that of Aroostook County. Between 2000 and 2010, Penobscot County's and Maine population grew.

Total Population 1970-2010

| Town | 1970 | 1980 | 1990 | 2000 | 2010 | Percent Change 1970-2010 | Percent Change 2000-2010 |
|------------------|--------------|--------------|--------------|--------------|--------------|--------------------------|--------------------------|
| Patten | 1,266 | 1,368 | 1,256 | 1,111 | 1,017 | -19.67 | -8.46 |
| Sherman | 949 | 1021 | 1027 | 937 | 848 | -10.64 | -9.5 |
| Crystal | 281 | 349 | 303 | 285 | 269 | -4.27 | -5.61 |
| Hersey | 81 | 67 | 69 | 63 | 83 | 2.47 | 31.74 |
| Medway | 1,491 | 1,871 | 1,922 | 1,489 | 1,349 | -9.52 | -9.4 |
| Stacyville | 547 | 554 | 480 | 405 | 396 | -27.61 | -2.22 |
| Mount Chase | 197 | 233 | 254 | 247 | 201 | 2.03 | -18.62 |
| Island Falls | 913 | 981 | 897 | 793 | 837 | -8.32 | 5.54 |
| Aroostook County | 92,463 | 91,331 | 86,936 | 73,938 | 71,870 | -22.27 | -2.79 |
| Penobscot County | 125,393 | 137,015 | 146,601 | 144,919 | 153,923 | 22.75 | 6.21 |
| Maine | 993,722 | 1,125,043 | 1,227,928 | 1,274,923 | 1,328,361 | 33.38 | 4.19 |

Source: US Census 1970-2010

The following table shows historical and projected population for Patten and surrounding communities. Town population projections are calculated using two pieces of information:

- The recent historical growth of each town's share of its county's population and
- County population projections.

Town population projections should always be used with caution. While they provide a good building block and can point to future trends, they are based on assumptions and past trends that may or may not hold into the future. In some ways, these population projections represent what will happen under a business-as-usual scenario where all the pieces (including migration rates, life expectancies, and sprawl patterns) continue on their current trajectories. It should be noted that when projecting population numbers, even the smallest gain or loss in a small population can significantly impact statistical data.

Almost all of the communities are projected to lose population over the next 10 years. The rate of decline is expected to slow but for the most part double digit declines are projected.

It should be noted that the region's efforts, including Patten's, to attract business and industry, its location near Baxter State Park and now the Katahdin Woods and Waters National Monument, its outdoor recreational opportunities and its quality of life has the potential to slow or reverse this

decline in population. The region is an attractive area for people and families to live and changes in the local economy help retain population.

| Town | Population | | | Projected Population | | | Percent Change | |
|---------------|--------------|--------------|--------------|----------------------|------------|------------|----------------|---------------|
| | 1990 | 2000 | 2010 | 2017 | 2022 | 2027 | 1990-2027 | 2010-2027 |
| Patten | 1,256 | 1,111 | 1,017 | 973 | 942 | 906 | -27.87 | -10.91 |
| Sherman | 1,027 | 937 | 848 | 804 | 777 | 749 | -27.07 | -11.67 |
| Stacyville | 480 | 405 | 396 | 388 | 383 | 376 | -21.67 | -5.05 |
| Mount Chase | 254 | 247 | 201 | 188 | 177 | 166 | -34.65 | -17.41 |
| Island Falls | 897 | 793 | 837 | 838 | 845 | 851 | -5.13 | 1.67 |
| Crystal | 303 | 285 | 269 | 259 | 253 | 247 | -18.48 | -8.18 |
| Hersey | 69 | 63 | 83 | 86 | 89 | 93 | 34.78 | 12.04 |
| Medway | 1,922 | 1,489 | 1,349 | 1,274 | 1,220 | 1,160 | -39.64 | -14.01 |

Source: US Census 1990, 2000, 2010 and Office of Policy and Management Projections 2016

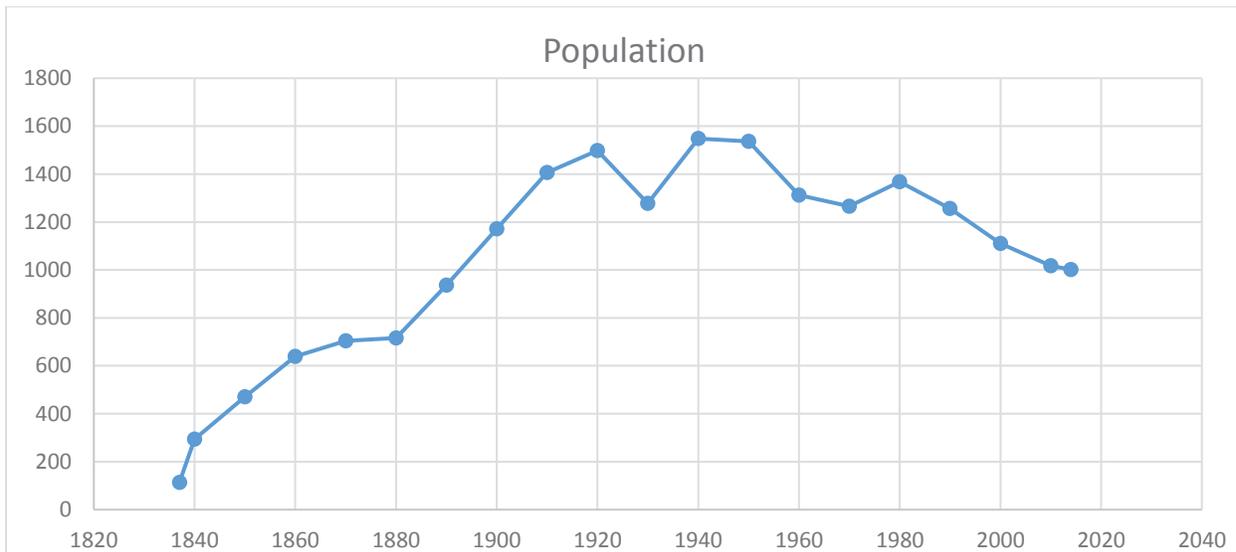
Patten's Historic Population

The following table shows Patten's population from 1837 to 2014. Patten was settled in 1828 and was known as Township 4, Range 6. On April 16, 1841, it became the Town of Patten. The 1840 US Census for Aroostook County's T4R5 (now Crystal, Maine) was called Fisk'e Township but was more likely Fish's Township as it included most of the early settlers of Patten. Population peaked in 1940 when the town had 1,548 residents and has been declining since. Town officials attribute this out-migration to the lack of employment opportunities in the area, declines in the forestry sector, and mill and plant closures in Patten, Sherman, Island Falls, Millinocket, East Millinocket, and Medway. Because of the out-migration, the town is left with an older population.

| Year | Population | Percent Change |
|------|------------|----------------|
| 1837 | 114 | |
| 1840 | 294 | 157.89 |
| 1850 | 470 | 59.86 |
| 1860 | 639 | 35.96 |
| 1870 | 704 | 10.17 |
| 1880 | 716 | 1.70 |
| 1890 | 936 | 30.73 |
| 1900 | 1,172 | 25.21 |
| 1910 | 1,406 | 19.97 |
| 1920 | 1,498 | 6.54 |

| Year | Population | Percent Change |
|------|------------|----------------|
| 1930 | 1,278 | -14.69 |
| 1940 | 1,548 | 21.13 |
| 1950 | 1,536 | -0.78 |
| 1960 | 1,312 | -14.58 |
| 1970 | 1,266 | -3.51 |
| 1980 | 1,368 | 8.06 |
| 1990 | 1,256 | -8.19 |
| 2000 | 1,111 | -11.54 |
| 2010 | 1,017 | -8.46 |
| 2014 | 1,002 | -1.47 |
| | | |

Source: US Census and American Community Survey



Source: US Census and American Community Survey

Town officials are working to reverse the trend. Here are some examples.

Reversing population declines is difficult but Patten continues to work on a variety of economic and community development projects (to be discussed in more detail in the Local Economy and other sections). For example, in 2015 Haymart purchased a veneer mill at the base of Mill Hill which originally closed in 2010 and is installing three (3) large silos to pelletize soybean, oats, barley, and wheat. There are also plans to operate 24 hours per day to produce wood pellets. This expansion of hours could help retain or provide additional jobs.

Katahdin Valley Health Center recently completed a \$3.5 million construction of an administration building on Ash Hill and a \$480,000 expansion to its health center on Houlton Street. These expansions have brought jobs to Patten.

In August 2016, the Katahdin Woods and Waters National Monument was designated to the west of Patten. Impacts to Patten are undetermined at this time but there has been a resurgence of interest in the Town and significant real estate transactions. While all cannot be attributed to the designation, a portion of the sales have been Monument related. There are also plans to construct a \$5 million outdoor education center in Soldiertown Township that potentially could host over 3,500 students per year. Other initiatives are on-going and designed to attract new business or industry to the area and retain jobs.

Age Group Population

In 2010, over thirty-one (31) percent of Patten’s population was between 45 and 64, accounting for Patten’s median age of 47.6, which was nearly the same as Aroostook County’s (45.3). Patten’s median age is significantly higher than the median age of Penobscot County (39) and that of Maine (42).

Approximately 20 percent of Patten’s population is under 18 while 23 percent are over the age of 65. Just under one half of Patten’s residents are between the ages of 30 and 65 which is considered the working age population. As stated above, the older portion of the age group (45-64) makes up approximately 31 percent of that amount.

The Town saw declines in the number of residents under the age of 19 between 2000 and 2010. There were also declines in the number of 30-55 year old in town. Conversely, Patten saw growth in the 20 to 21 year old, 55 to 65, and 75 plus age brackets.

Patten Age Group Distribution, 2000-2010

| Age Group | 2000 | Percent of Total | 2010 | Percent of Total | Percent Change 2000-10 |
|-----------------|------|------------------|------|------------------|------------------------|
| Under 5 years | 54 | 4.86 | 47 | 4.62 | -12.96 |
| 5 to 9 years | 60 | 5.40 | 56 | 5.51 | -6.67 |
| 10 to 14 years | 72 | 6.48 | 52 | 5.11 | -27.78 |
| 15 to 17 years | 52 | 4.68 | 44 | 4.33 | -15.38 |
| 18 and 19 years | 23 | 2.07 | 13 | 1.28 | -43.48 |
| 20 years | 4 | 0.36 | 6 | 0.59 | 50.00 |
| 21 years | 4 | 0.36 | 11 | 1.08 | 175.00 |
| 22 to 24 years | 23 | 2.07 | 22 | 2.16 | -4.35 |
| 25 to 29 years | 50 | 4.50 | 41 | 4.03 | -18.00 |
| 30 to 34 years | 68 | 6.12 | 41 | 4.03 | -39.71 |
| 35 to 39 years | 73 | 6.57 | 55 | 5.41 | -24.66 |
| 40 to 44 years | 90 | 8.10 | 76 | 7.47 | -15.56 |

| Age Group | 2000 | Percent of Total | 2010 | Percent of Total | Percent Change 2000-10 |
|-------------------|-------------|------------------|-------------|------------------|------------------------|
| 45 to 49 years | 91 | 8.19 | 80 | 7.87 | -12.09 |
| 50 to 54 years | 83 | 7.47 | 72 | 7.08 | -13.25 |
| 55 to 59 years | 70 | 6.30 | 80 | 7.87 | 14.29 |
| 60 and 61 years | 31 | 2.79 | 40 | 3.93 | 29.03 |
| 62 to 64 years | 43 | 3.87 | 49 | 4.82 | 13.95 |
| 65 to 69 years | 69 | 6.21 | 61 | 6.00 | -11.59 |
| 70 to 74 years | 46 | 4.14 | 56 | 5.51 | 21.74 |
| 75 to 79 years | 50 | 4.50 | 53 | 5.21 | 6.00 |
| 80 to 84 years | 22 | 1.98 | 25 | 2.46 | 13.64 |
| 85 years and over | 33 | 2.97 | 37 | 3.64 | 12.12 |
| Total | 1111 | 100 | 1017 | 100 | -8.46 |

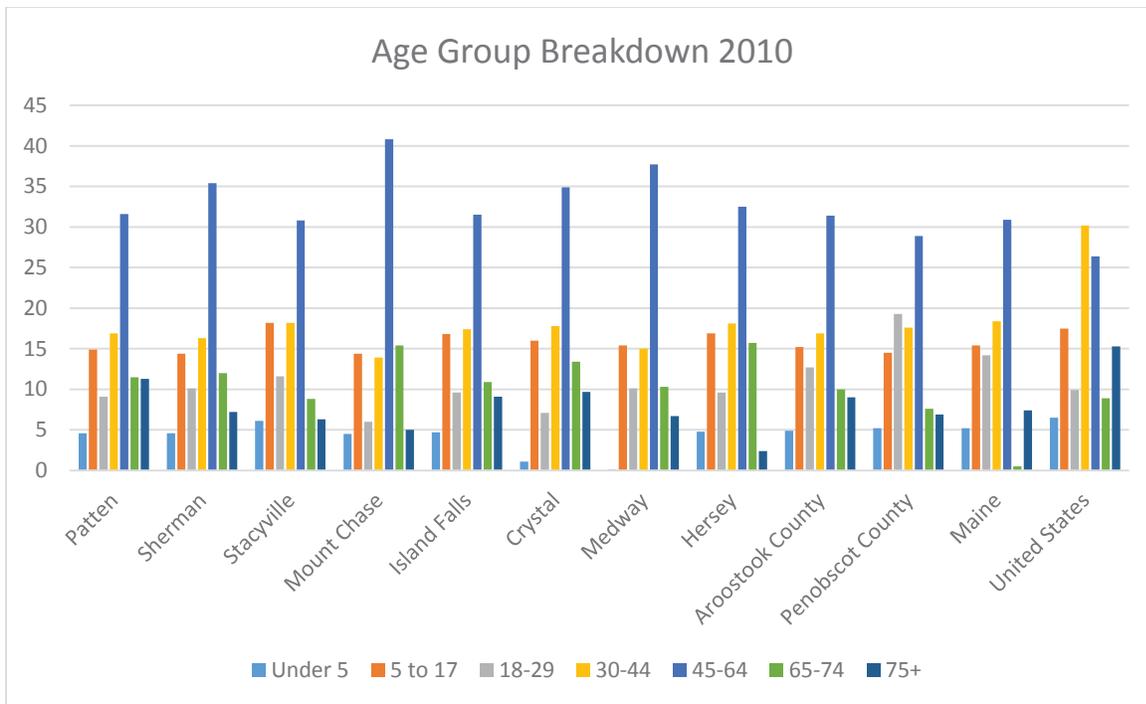
Source: US Census, 2000 and 2010

Patten's age group breakdown is about the same as those in the surrounding communities. These figures should be considered in light of the fact that Aroostook County and Maine, as a whole, have an older population, one of the oldest in the country.

Age Group Distribution-Selected Communities 2010

| Town | Under 5 | 5-17 | 18-29 | 30-44 | 45-64 | 65-74 | 75+ |
|------------------|------------|-------------|------------|-------------|-------------|-------------|-------------|
| Patten | 4.6 | 14.9 | 9.1 | 16.9 | 31.6 | 11.5 | 11.3 |
| Sherman | 4.6 | 14.4 | 10.1 | 16.3 | 35.4 | 12.0 | 7.2 |
| Stacyville | 6.1 | 18.2 | 11.6 | 18.2 | 30.8 | 8.8 | 6.3 |
| Mount Chase | 4.5 | 14.4 | 6.0 | 13.9 | 40.8 | 15.4 | 5.0 |
| Island Falls | 4.7 | 16.8 | 9.6 | 17.4 | 31.5 | 10.9 | 9.1 |
| Crystal | 1.1 | 16.0 | 7.1 | 17.8 | 34.9 | 13.4 | 9.7 |
| Medway | 0.1 | 15.4 | 10.1 | 15.0 | 37.7 | 10.3 | 6.7 |
| Hersey | 4.8 | 16.9 | 9.6 | 18.1 | 32.5 | 15.7 | 2.4 |
| Aroostook County | 4.9 | 15.2 | 12.7 | 16.9 | 31.4 | 10.0 | 9.0 |
| Penobscot County | 5.2 | 14.5 | 19.3 | 17.6 | 28.9 | 7.6 | 6.9 |
| Maine | 5.2 | 15.4 | 14.2 | 18.4 | 30.9 | 0.5 | 7.4 |
| United States | 6.5 | 17.5 | 9.9 | 30.2 | 26.4 | 8.9 | 15.3 |

Source: 2010 US Census



Source US Census 2010.

Median Age

In 2000, Patten’s median age was 43.9 years of age. By 2010, the median age had increased to 47.6, a change of 8.4 percent. The median age has shifted as a segment of the younger age population has decreased as reflected in the 2000 and 2010 US Census. This is due in part to smaller number of families, smaller number of children per family, the decline and mechanization of the agricultural and the lumber industries, and out-migration. In comparison with the other communities in the region, there are very similar occurrences as the median age increased in every community during the same time. Patten closely mirrors Aroostook County’s median age while Penobscot County, is significantly younger than Patten.

Median Age 2000 and 2010

| Town | 2000 | 2010 | Percent Change |
|------------------|-------------|-------------|----------------|
| Patten | 43.9 | 47.6 | 8.43 |
| Sherman | 42.5 | 48.8 | 14.82 |
| Stacyville | 40.9 | 42 | 2.69 |
| Mount Chase | 46.3 | 50.1 | 8.21 |
| Island Falls | 46.3 | 46.4 | 0.22 |
| Crystal | 42.4 | 51.8 | 22.16 |
| Hersey | 38.5 | 45.3 | 17.6 |
| Medway | 39.3 | 47.8 | 21.63 |
| Aroostook County | 40.7 | 45.3 | 11.3 |

| Town | 2000 | 2010 | Percent Change |
|------------------|-------------|-------------|-----------------------|
| Penobscot County | 37.2 | 39.9 | 7.26 |
| Maine | 38.6 | 42.7 | 10.6 |
| United States | 35.3 | 37.2 | 5.38 |

Source: US Census 2000 and 2010

Gender Distribution

In 2010, Patten’s population was made up of 497 males (48.8%) and 520 females (51.2%). While this is not too dissimilar from comparable towns, it is much closer to a 50-50 split than the others. Several of the surrounding communities are dissimilar to the region as well as the County in the males outnumber females.

Gender Distribution 2000 and 2010

| Town | 2000 | | 2010 | |
|------------------|-------------|---------------|-------------|---------------|
| | Male | Female | Male | Female |
| Patten | 557 | 554 | 497 | 520 |
| Sherman | 470 | 467 | 424 | 424 |
| Stacyville | 191 | 214 | 217 | 179 |
| Mount Chase | 131 | 116 | 111 | 90 |
| Island Falls | 377 | 416 | 415 | 422 |
| Crystal | 144 | 141 | 134 | 135 |
| Hersey | 31 | 32 | 40 | 43 |
| Medway | 784 | 705 | 670 | 679 |
| Aroostook County | 36,095 | 37,843 | 35,387 | 36,483 |
| Penobscot County | 70,715 | 74,204 | 75,853 | 78,070 |
| Maine | 620,309 | 654,614 | 650,056 | 678,305 |

Source: US Census 2000 and 2010

The residents of Patten have a proud tradition of serving in the armed forces and during times of conflict. According to American Factfinder, in 2015 16% of Patten’s population over the age of 18 were veterans. In 2015, there are 129 veterans living in Patten who have served in World War II, Korea, Vietnam, and the Gulf Wars.

Family and Household Size

According to the US Census, there were 447 households in Patten. Family households make up the highest percentage of households in town and males as the head of the household account for 49 percent of the family households. A household that has at least one member of the household related to the householder by birth, marriage, or adoption is a Family household. Nonfamily

households account for over 36 percent of the total households and consist of people living alone and households which do not have any members related to the householder. Approximately 71 percent of the households in Patten consist of one or two persons.

In 2010, the average family size was 2.73 persons. Families consist of a householder and one or more other people related to the householder by birth, marriage, or adoption.

Patten Household and Family Information, 2010

| Type | Number | Percent of Total |
|----------------------|--------|------------------|
| Total households | 447 | 100.0 |
| Family households | 283 | 63.3 |
| Male householder | 222 | 49.7 |
| Female householder | 61 | 13.6 |
| Nonfamily households | 164 | 36.7 |
| Male householder | 78 | 17.4 |
| Living alone | 64 | 14.3 |
| Female householder | 86 | 19.2 |
| Living alone | 81 | 18.1 |

| Size | Number | Percent of Total |
|-------------------------------|--------|------------------|
| Total households | 447 | 100.0 |
| 1-person household | 145 | 32.4 |
| 2-person household | 171 | 38.3 |
| 3-person household | 67 | 15.0 |
| 4-person household | 39 | 8.7 |
| 5-person household | 16 | 3.6 |
| 6-person household | 5 | 1.1 |
| 7-or-more-person household | 4 | 0.9 |
| | | |
| Average household size | 2.20 | |
| Average family size | 2.73 | |

Source: 2010 US Census

When compared to surrounding communities, Patten is very similar in both household size and family size. Patten is also comparable to Aroostook and Penobscot Counties and Maine but slightly smaller than that of the United States.

Household and Family Size, 2010

| Town | Household Size | Family Size |
|------------------|----------------|-------------|
| Patten | 2.2 | 2.7 |
| Sherman | 2.34 | 2.8 |
| Stacyville | 2.44 | 2.9 |
| Mount Chase | 2.14 | 2.7 |
| Island Falls | 2.31 | 2.9 |
| Crystal | 2.34 | 2.75 |
| Hersey | 2.59 | 2.8 |
| Medway | 2.34 | 2.74 |
| Aroostook County | 2.26 | 2.79 |
| Penobscot County | 2.33 | 2.9 |
| Maine | 2.32 | 2.8 |
| United States | 2.58 | 3.14 |

Source: 2010 US Census

Educational Attainment

According to the 2010 US Census, 18.5 percent of Patten’s population did not have a high school diploma compared to 10.5 percent in Penobscot County, 16.1 percent in Aroostook County, and 10.2 percent statewide. Approximately 81.5 percent of Patten’s residents had at least a high school diploma and 11.1 percent had completed four or more years of college. Comparable figures for Penobscot County were 89.5 percent and 23.3 percent. (It should be noted that because educational attainment in the 2010 Census was not an actual count, the margin of error in these statistics can be very high). Patten more closely mirrors Aroostook County where 83.9 percent have at least a high school diploma and 16.2 percent have a bachelor’s degree or higher.

| Educational Attainment, 2010 | Patten | Penobscot County | Aroostook County | Maine |
|---|--------|------------------|------------------|---------|
| Less than 9th grade | 93 | 3,903 | 4,089 | 35,336 |
| 9th to 12th grade, no diploma | 87 | 6,802 | 4,272 | 59,859 |
| High school graduate (includes equivalency) | 452 | 37,584 | 20,176 | 326,777 |
| Some college, no degree | 151 | 20,473 | 10,257 | 178,022 |
| Associate degree | 82 | 9,693 | 4,619 | 82,580 |
| Bachelor's degree | 51 | 15,196 | 6,116 | 159,601 |
| Graduate or professional degree | 57 | 8,650 | 2,259 | 87,126 |
| Percent High School Graduate or Higher | 81.50 | 89.50 | 83.90 | 89.80 |
| Percent% Bachelor's Degree or Higher | 11.10 | 23.30 | 16.20 | 26.50 |

Source: US Census 2010

Analysis

Over the next 15 to 20 years, the total population of Patten is expected to decline to around 906 people. According to population projections, three significant demographic trends are expected to continue:

- 1) The decline in Patten's school age population
- 2) Patten's aging population will continue to increase
- 3) There will be a growing number of seasonal residents.

One significant implication of these demographic changes is on the school system. Some elementary schools in the area have already closed. Declining school enrollment in Patten and other nearby communities coupled with the closure of additional schools may have significant implications on how K-12 education is delivered in the area. Changes in the public K-12 educational system will have important impacts on the Town, affecting both its fiscal health and community life. During the November 2017 election, residents will have the opportunity to vote on withdrawing from RSU 50. This effort is led by the thought that more local control over the education, lower cost per student, and the potential for additional educational opportunities could help attract younger families to the town or subregion.

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

Patten's residents enjoy the conveniences and challenges that exist with living in a small rural community. Patten, like many towns in Aroostook and northern Penobscot counties, has lost population which is projected to continue through the planning period. However, Patten acts as a "mini service center" for the subregion and has the largest population of any of the surrounding communities. Activities such as an expansion of shifts and activities at Haymart, the potential opening of Dollar General, and the development of other large retail stores could quickly reverse this trend. While larger population centers of Houlton (Patten's Service Center) and Bangor are an hour or more away, and are accessible via Interstate 95, Patten offers the day to day needs of residents and visitors.

Population growth is greatly restricted by the number of jobs in the region. Patten was particularly hard hit when mills and plants closed in Island Falls, Sherman, East Millinocket and Millinocket. Reversing the trend can be difficult but the town contains a number of attributes (to be discussed in detail in other sections of the Plan), that could help stem the out-migration of population. Town officials and regional planners are working on a number of initiatives ranging from diversified forestry to tourism development that may help bring new jobs to the region. Patten is well poised to take advantage of these opportunities.

The Town of Patten should continue to seek strategies to maintain its current population and encourage growth. Just as greater economic opportunities outside an area can cause a population decline, a trend to modest growth can occur in a community due to its recreational opportunities, social services and the quality of life it affords. The town is working on initiatives that are designed to help population grow and attempts to keep younger families in the region.

The creation of the Katahdin Woods and Waters National Monument, significant growth from several service organizations, industrial and commercial development, ample available land, the development of scenic byways and bike routes all can create opportunity for growth in the future. Town officials also need to participate in activities occurring in the Millinocket, East Millinocket, and Medway area and participate in planning activities carried out by the Chambers and UVEC. The potential for the region with its recreational opportunities and quality of life attributes may substantiate more positive projections.

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

DEMOGRAPHICS

Policy and Strategy

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

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

Housing



HOUSING

Introduction

The location, density, availability and affordability of housing all have an impact on municipal decisions. The goal of this section is to encourage and promote affordable, safe and sanitary housing opportunities for all residents in Patten. No matter where you go in Maine, there is some level of housing needed.

Patten contains a variety of housing types including single family dwellings, two family dwellings, apartments, mobile homes elderly housing, and seasonal camps. According to the US Census, there were 404 housing units in 1970, 497 in 1980, 535 in 1990, and 553 in 2000. In 2010, the Census indicated that there were 565 housing units in town. The number of units has been steadily increasing in Patten since the 1970s.

| Changes in Total Housing Stock | | | | |
|---------------------------------------|----------------------------|-------------|------------------|------------------|
| | Total Housing Units | | % Change | # Change |
| | 1990 | 2010 | 1990-2010 | 1990-2010 |
| Patten | 535 | 565 | 5.61% | 30 |
| Crystal | 130 | 147 | 13.08% | 17 |
| Island Falls | 641 | 655 | 2.18% | 14 |
| Sherman | 388 | 452 | 16.49% | 64 |
| Medway | 676 | 658 | -2.66% | -18 |
| Mount Chase | 213 | 297 | 39.44% | 84 |
| Aroostook County | 33,638 | 30,672 | -8.8% | -2,966 |
| Penobscot County | 61,359 | 73,860 | 20.37% | 12,501 |
| State of Maine | 550,431 | 551,125 | 0.1% | 694 |

Source: US Census 1990 and 2010

Age of Housing

According to the 2011-2015 American Community Survey, 5-Year Estimate, 33.3 percent of Patten's housing stock was constructed before 1949, which parallels the age of housing stock in both Aroostook and Penobscot Counties. The Town of Island Falls has the greatest percentage of older homes at 47.5 percent as compared to the national average of 13.2 percent. When researching the number of new homes built, Patten had the lowest percentage of structures built

between 2000 and 2015 at 4.0% representing only 23 homes. This percentage is significantly lower than any other community in the area. The table below provides the number (and percentage) of new homes constructed between 2000 and 2015.

Age of Housing Stock

| | 2000 or newer | 1990-1999 | 1980-1989 | 1970-1979 | 1960-1969 | 1950-1959 | 1949 or earlier |
|---------------|---------------|--------------|--------------|--------------|-------------|-------------|-----------------|
| Patten | 4.0% | 12.6% | 17.1% | 20.2% | 3.8% | 9.1% | 33.3% |
| Crystal | 13.4% | 17.6% | 12.0% | 26.8% | 6.3% | 11.3% | 12.7% |
| Island Falls | 6.9% | 7.3% | 8.4% | 15.1% | 5.3% | 9.4% | 47.5% |
| Sherman | 8.9% | 10.4% | 16.0% | 31.5% | 3.4% | 2.1% | 27.6% |
| Medway | 7.1% | 13.6% | 22.2% | 24.1% | 4.2% | 13.9% | 14.9% |
| Mount Chase | 21.7% | 14.6% | 11.6% | 13.3% | 11.9% | 5.8% | 21.0% |
| Stacyville | 13.6% | 16.9% | 9.5% | 15.6% | 5.3% | 14.8% | 24.3% |

Source: 2011-2015 American Community Survey, 5-Year Estimate

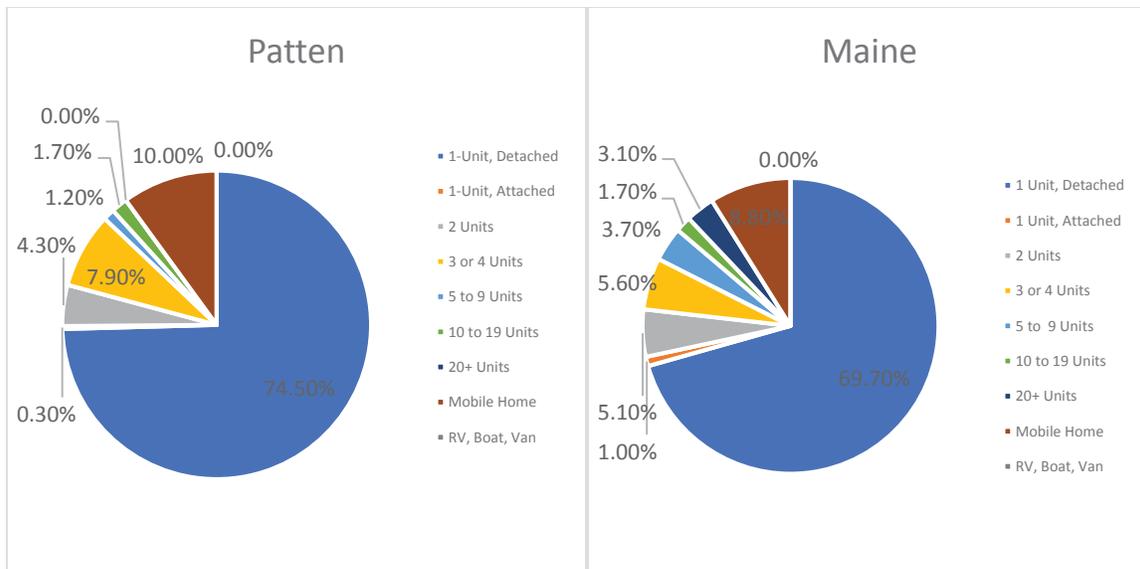
Type of Housing

Most of the housing types in Patten, surrounding communities, Aroostook and Penobscot Counties, and Maine are largely single family detached units. Approximately 10 percent are mobile homes and 15 percent are multi-family units.

Units in Structure

| | Maine | Aroostook County | Penobscot County | Patten | Island Falls | Medway |
|------------------------|--------------------|-------------------|-------------------|------------------------------|----------------|----------------|
| Total Housing Units | 726,227 | 39,477 | 74,196 | 580 | 723 | 618 |
| Occupied Housing Units | 553,284 (76.2%) | 30,355 (76.9%) | 61,973 (83.5%) | 431 (74.3%) | 376 (52.0%) | 504 (81.6%) |
| Vacant Housing Units | 172,943 (23.8%) | 9,122 (23.1%) | 12,223 (16.5%) | 149 (25.7%) | 347 (48.0%) | 114 (18.4%) |
| Type | | | | | | |
| 1-Unit, Detached | 506,528 (69.7%) | 28,007 (70.9%) | 47,851 (64.5%) | 432 (74.5%) | 618 (85.5%) | 427 (69.1%) |
| 1-Unit, Attached | 16,066 (2.2%) | 390 (1.0%) | 1,100 (1.5%) | 2 (0.3%) | 21 (2.9%) | 4 (0.6%) |
| 2 Units | 37,203 (5.1%) | 1,559 (3.9%) | 3,922 (5.3%) | 25 (4.3%) | 15 (2.1%) | 17 (2.8%) |
| 3 or 4 Units | 40,941 (5.6%) | 2,336 (5.9%) | 5,933 (8.0%) | 46 (7.9%) | 36 (5.0%) | 9 (1.5%) |
| 5 to 9 Units | 26,867 (3.7%) | 1,608 (4.1%) | 3,181 (4.3%) | 7 (1.2%) | 11 (1.5%) | 9 (1.5%) |
| 10 to 19 Units | 12,034 (1.7%) | 785 (2.0%) | 1,413 (1.9%) | 10 (1.7%) | 0 (0.0%) | 0 (0.0%) |
| 20 or More Units | 22,578 (3.1%) | 895 (2.3%) | 2,166 (2.9%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) |
| Mobile Home | 63,733 (8.8%) | 3,886 (9.8%) | 8,605 (11.6%) | 58 (10.0%) | 22 (3.0%) | 152 (24.6%) |
| Boat, RV, Van, Etc. | 277 (0.0%) | 11 (0.0%) | 25 (0.0%) | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) |

Source: 2011-2015 American Community Survey, 5-Year Estimate



Source: 2011-2015, American Community Survey, 5-Year Estimate

Mobile homes have become an increasingly popular form of housing in Maine including the town of Patten. One reason for this is the initial price, which is especially low when compared to the cost and construction factors associated with newly constructed conventional houses. Equally important is that mobile homes are relatively inexpensive to heat and, due to their smaller size, are well suited to the less space intensive needs of smaller families and retired couples. There are no mobile home parks in Patten.

Multi-Family Housing

According to the 2011-2015 American Community Survey, 237 (or 25.6%) of Patten’s population is aged 65 years of age or older, a 22.6% increase from the 2000 U.S. Census figure of 19.8%. The 2010 U.S. Census population of Patten was 1,017 with 983 in households and 34 living in group quarters. The following table shows subsidized housing located in the Patten areas. There are a variety of multi-family housing units in the Island Falls – Sherman – Patten area as outlined in the following tables:

| | Woodland Heights | Kilkenny Place | Hathaway Apartments | Meadowbrook Manor |
|---------------------------------------|-------------------------|-----------------------|----------------------------|--------------------------|
| Location | Island Falls | Sherman | Patten | Patten |
| Number of Units | 23 | 12 | 11 | 27 |
| Housing for Older Persons | Yes | Yes | Yes | Yes |
| Housing for older person and families | No | No | No | No |
| Housing for Families | No | No | No | No |

| | Woodland Heights | Kilkenny Place | Hathaway Apartments | Meadowbrook Manor |
|--|-------------------------|-----------------------|----------------------------|--------------------------|
| Handicapped Accessible Units | 1 | 1 | 1 | 1 |
| Vacancies (4/21/17) | 0 | 0 | 0 | 0 |
| Percent Vacancies during 12 month period | 0 | 0 | 0 | 0 |
| Waiting List (4/1/17) | 12 | 12 | 0 | 16 |

Source: Maine Department of Health and Human Services, 2016

Subsidized Housing

Assisted Living Facilities, or Residential Care Facilities, are available to assist adult and youth with behavioral and intellectual disabilities. There is a variety of assisted living housing, all are licensed by the State. The following types of services and housing are available under this category.

1. **Adult Day Services:** A group program of care carried out on a regular basis for at least 2 hours per day for more than 2 adults.
2. **Adult Family Care Home:** A family-style home which provides personal care and other assisted living services for up to 5 elderly or disabled adults. Homes are equipped with life safety devices that allow residents to age in place. Home operators are trained by the Department of Health and Human Services.
3. **Adult Foster Home or (Level I Residential Care Facility):** A home caring for up to 6 residents. Homes provide a broad array of assisted living services, including 24-hour supervision.
4. **Boarding Home or (Level II Residential Care Facility):** A home caring for more than 6 residents. Homes provide a broad array of assisted living services, including 24-hour supervision.
5. **Congregate Housing:** A comprehensive program of supportive services provided in individual apartments and which includes a congregate meal program. Facilities must be licensed if they provide medication administration and nursing services in addition to personal care services.

The communities of Patten, Crystal, Island Falls, Sherman, Mount Chase, and Stacyville are included in the Houlton service center community when considering the need for assisted living facilities.

| Facility Name | Location | Facility Type | # of Beds | Mentally Ill | Intellectual Disability |
|----------------------|-----------------|----------------------|------------------|---------------------|--------------------------------|
|----------------------|-----------------|----------------------|------------------|---------------------|--------------------------------|

| | | | | | |
|----------------------|--------------|-----------|---|---|---|
| David Street Home | Island Falls | Level III | 4 | Y | Y |
| Gardner Street Home | Patten | Level III | 4 | | |
| Kathadin Street Home | Patten | Level III | 4 | | |
| One Sewall Street | Island Falls | Level III | 4 | Y | Y |
| Shin Pond Road Home | Patten | Level III | | | |

Source: Maine State Housing Authority, 2016

Assisted Living Housing

Based on the number of residents aged 65-74 years of age who may be looking for assisted living or nursing home care within the next few years, the following calculation was used in determining the shortfall of assisted living and/or nursing home facilities in the Houlton service center area. This calculation is used by the Maine State Housing Authority and Department of Health and Human Services to determine assisted living needs in the area.

| | |
|---|---------------|
| A. Population aged 65-74 | <u>1,094</u> |
| Population aged 75+ | <u>1,016</u> |
| B. % of 65-74 | <u>11.5%</u> |
| % of 75+ | <u>10.6%</u> |
| C. Number of 65-74 (A x B) | <u>126</u> |
| Number of 75+ (A x B) | <u>108</u> |
| D. Poverty Rate of Persons Aged 65+ | <u>10.87%</u> |
| E. Number 65+ and In Poverty (C x D) | <u>14</u> |
| F. Number 65+ Less Poverty (C – E) | <u>112</u> |
| G. Current Assisted Living Facilities | <u>20</u> |
| H. Current Nursing Home Facilities | <u>3</u> |
| I. Estimated Number of Potential Assisted Living Facility Residents (F – [G + H]) | <u>89</u> |

Using the above calculations there will be the potential need for an additional 89 assisted living units in the Houlton Service Area.

Housing Condition

Approximately one third of Patten’s housing stock was constructed before 1949. The U.S. Housing and Urban Development’s (HUD) definition of substandard housing is housing that poses a risk to the health, safety or physical well-being of its occupants and surrounding neighborhood. Without a complete inventory and survey of housing units in Patten, census data on ‘lack of complete plumbing facilities, lack of complete kitchen facilities, no telephone service, no heating fuel used, and overcrowding’ measures were used as a means of identifying substandard housing.

Housing Condition

| | Crystal | Island Falls | Sherman | Medway | Mount Chase | Patten | Stacyville |
|------------------------------------|---------|--------------|---------|--------|-------------|--------|------------|
| Lack of Complete Plumbing Facility | 0.0% | 0.8% | 2.2% | 0.0% | 0.9% | 0.0% | 0.0% |
| Lack of Complete Kitchen Facility | 0.0% | 0.8% | 3.0% | 0.0% | 0.0% | 1.6% | 3.4% |
| No Telephone Service | 0.0% | 0.0% | 2.7% | 0.6% | 0.0% | 2.1% | 3.4% |
| No Heating Fuel Used | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.3% |
| Overcrowding (1.51 or more/Room) | 0.0% | 1.6% | 1.6% | 1.0% | 0.0% | 3.2% | 0.0% |

Source: 2011-2015 American Community Survey, 5-Year Estimate

Patten has not operated a low-income housing rehabilitation program in more than 24 years and the presence of substandard housing and abandoned buildings is apparent in the community. The town should complete a town-wide housing quality assessment to determine the extent of substandard homes.

Selected Housing Characteristics

Mortgage Status and Monthly Owner Costs

With the exception of Mount Chase, the majority of homes in the region and Aroostook County are valued at between \$50,000 and \$99,999. The State of Maine and United States’ housing value is between \$200,000 and \$299,999. Penobscot County has an average of between \$100,000 and \$149,999. In 2000, 36.9% of Patten’s population had a mortgage as compared to 21.3 in the 2011-2015 timeframe. Patten and Mount Chase have the highest percentage of homes with a mortgage. All others have between 15% and 17%. The median monthly owner costs for a home with a mortgage is \$615 in Patten, significantly lower than the national average of \$1,492; state average of \$1,336, Penobscot County average of \$1,193 and lower than any other town in the surrounding communities. Similarly, monthly owner costs for homes without a mortgage bore a

much lower cost at \$288 per month as compared to the national average at \$458, state average of \$477, and Penobscot County average of \$429.

The monthly owner costs as a percentage of household income is provided in the following table:

| | Housing with a Mortgage | | | | | | |
|------------------|-----------------------------------|----------|----------|----------|----------|----------|------|
| | <20% | 20-24.9% | 25-29.9% | 30-34.9% | >35% | | |
| Patten | 73.1 | 12.7 | 3.0 | 1.5 | 9.6 | | |
| Crystal | 35.9 | 10.3 | 17.9 | 10.3 | 25.6 | | |
| Island Falls | 59.7 | 14.6 | 4.2 | 0.0 | 21.5 | | |
| Sherman | 29.2 | 13.1 | 10.9 | 16.8 | 29.9 | | |
| Mount Chase | 31.3 | 10.4 | 16.7 | 0.0 | 41.7 | | |
| Medway | 48.0 | 11.4 | 5.2 | 8.33 | 27.1 | | |
| Stacyville | 47.1 | 14.7 | 14.7 | 2.9 | 20.6 | | |
| Penobscot County | 44.1 | 15.3 | 11.0 | 7.6 | 21.9 | | |
| Aroostook County | 47.4 | 13.0 | 9.3 | 7.5 | 22.8 | | |
| Maine | 39.6 | 16.0 | 11.9 | 8.0 | 24.5 | | |
| United States | 40.0 | 16.1 | 11.4 | 7.8 | 24.7 | | |
| | Housing Without a Mortgage | | | | | | |
| | <10% | 10-14.9% | 15-19.9% | 20-24.9% | 25-29.9% | 30-34.9% | >35% |
| Patten | 64.4 | 9.3 | 5.9 | 2.5 | 5.1 | 5.1 | 7.6 |
| Crystal | 34.98 | 27.0 | 1.7 | 6.3 | 14.3 | 0.0 | 4.8 |
| Island Falls | 31.5 | 24.2 | 17.0 | 12.1 | 2.4 | 2.4 | 10.3 |
| Sherman | 34.87 | 29.3 | 9.8 | 9.8 | 2.2 | 1.6 | 12.5 |
| Mount Chase | 30.4 | 17.4 | 13.0 | 11.3 | 4.3 | 0.0 | 21.7 |
| Medway | 41.0 | 29.7 | 7.1 | 6.6 | 5.2 | 0.9 | 9.4 |
| Stacyville | 44.2 | 9.5 | 21.1 | 4.2 | 10.5 | 4.2 | 6.3 |
| Penobscot County | 25.9 | 20.3 | 13.8 | 10.4 | 5.1 | 3.8 | 10.5 |
| Aroostook County | 38.7 | 20.2 | 13.5 | 7.8 | 5.6 | 2.9 | 11.3 |
| Maine | 35.1 | 19.6 | 13.3 | 9.2 | 5.8 | 4.3 | 12.7 |
| United States | 41.7 | 19.7 | 11.8 | 7.3 | 4.8 | 3.3 | 11.4 |

Source: 2011-2015 American Community Survey, 5-Year Estimate

Gross Rent

The following table shows gross rent as a percentage of household income. The Town of Sherman’s population average a gross rent as a percentage of household income between 15.0-19.9%; whereas the Towns of Crystal and Stacyville’s average of population paying 35.0% or more is 100%. The gross rent as a percentage of household income is provided in the following table:

| | <15% | 15-19.9% | 20-24.9% | 25-29.9% | 30-34.9% | > 35% |
|------------------|-------------|------------|-------------|-------------|------------|-------------|
| Patten | 13.6 | 0.0 | 25.0 | 25.0 | 4.5 | 31.8 |
| Crystal | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Island Falls | 4.7 | 0.0 | 11.6 | 34.9 | 25.6 | 23.3 |
| Sherman | 34.6 | 42.3 | 0.0 | 15.4 | 0.0 | 7.7 |
| Medway | 0.0 | 0.0 | 12.7 | 12.7 | 4.8 | 31.7 |
| Mount Chase | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 80.0 |
| Penobscot County | 8.9 | 10.7 | 12.1 | 12.6 | 8.9 | 46.8 |
| Aroostook County | 13.0 | 9.9 | 10.3 | 16.6 | 10.6 | 19.7 |
| Maine | 10.8 | 11.8 | 12.0 | 13.6 | 9.8 | 42.0 |
| United States | 12.0 | 12.2 | 12.5 | 11.5 | 9.1 | 42.7 |

Source: 2011-2015 American Community Survey, 5-Year Estimate

The median gross rent in Patten has remained stable over the past 15 years with a monthly rent amount of \$346 in 2000 and \$357 in 2011-2015. With the exception of Stacyville and Island Falls, all other geographic types; i.e. United States, Maine, Aroostook and Penobscot Counties, have averaged a 33-34% increase in gross rent over the same time period.

Household Income

According to the 2011-2015 American Community Survey, 5-Year Estimate, the median household income in Patten increased by 33.65%; from \$26,900 in 2000 to \$40,547 in 2011-2015. This increase was more than any other community in the region and exceeded the state and national increase as well. A comparison of the percentage of all people in poverty in Mount Chase and Patten decreased while all other geographic types saw increases in poverty levels. In 2000, Patten had 17.9% of its population in poverty levels as compared to 15.1% in 2011-2015.

A review of Patten’s industry and wages provided the average weekly wage for the majority of employed persons 16 years of age and older, which is in the health care and social assistance category. Approximately 137 employees earn an average weekly wage of \$548. This was compared to the living wage (the hourly rate than an individual must earn to support their family) for Aroostook County.

The living wage table for Aroostook County, Maine is as follows:

| Hourly Wages | 1 Adult | 1 Adult 1 Child | 1 Adult 2 Children | 2 Adults (1 Earner) 2 Children | 2 Adults (2 Earners) 2 Children |
|--|----------|--------------------|-----------------------|--------------------------------------|--|
| Living Wage | \$10.28 | \$21.39 | \$26.72 | \$20.59 | \$14.70 |
| Poverty Wage | \$5.00 | \$7.00 | \$9.00 | \$9.00 | \$5.00 |
| Minimum Wage | \$7.50 | \$7.50 | \$7.50 | \$7.50 | \$7.50 |
| Typical Expenses | | | | | |
| Food | \$3,464 | \$5,244 | \$7,806 | \$10,321 | \$10,321 |
| Child Care | \$0 | \$6,734 | \$10,776 | \$0 | \$10,776 |
| Medical | \$2,164 | \$6,450 | \$6,163 | \$6,324 | \$6,324 |
| Housing | \$6,276 | \$7,896 | \$7,896 | \$7,896 | \$7,896 |
| Transportation | \$3,568 | \$6,775 | \$8,850 | \$9,655 | \$9,655 |
| Other | \$2,355 | \$3,841 | \$4,625 | \$5,760 | \$5,760 |
| Required Annual Income after taxes | \$17,827 | \$36,940 | \$46,117 | \$39,956 | \$50,732 |
| Annual Taxes | \$3,547 | \$7,544 | \$9,461 | \$8,174 | \$10,425 |
| Required annual income before taxes | \$21,375 | \$44,484 | \$55,577 | \$48,129 | \$61,156 |

Source: <http://livingwage.mit.edu/counties>

Assuming that a single adult working in the health care and/or social assistance industry, the average hourly rate of \$13.70 would exceed the living wage rate; however, if the individual is a single parent with one child, the hourly wage rate would not be sufficient to cover the basic needs of the family. Individuals with earnings are meeting and/or exceeding the living wage rates. Those individuals who fall in the poverty wage rate category include those with Social Security, Retirement, SSI, and Cash Public Assistance.

Vacancy Rates

Occupancy in homes consist of family units, singles, elderly persons maintaining their own properties and seasonal persons some in state and some out of state. Home occupancy is a good indicator to assess the overall standard of living in an area. One way to trace home ownership changes over time is to compare owners and renters as proportion of total occupied housing units. A high rate of owner occupied housing is typical for rural Maine communities. For a town, such as Patten, it is desirable to attract young families, or accommodate older retired individuals, some form of rental housing must be provided to assure affordable decent housing for all residents.

Patten’s homeowner vacancy rate was 4.3% in 2000, decreasing to 3.7% in 2010, and showing 0.0% according to the 2011-2015 American Community Survey. While the United States, Maine, and Aroostook and Penobscot Counties have not varied greatly with a less than a 0.6% change, all other communities in the area have seen a significant decrease in homeownership.

Rental vacancy rates have also fluctuated over the past decades. The national average, Penobscot County, Island Falls, and Mount Chase all had increases from 2000 to 2010 and decreased from 2010 to 2015. Aroostook County, Crystal, and Sherman had continual decreases from 2000-2015; and Patten and Stacyville saw significant decreases from 2000 to 2010 with increases from 2010 to 2015. Stacyville has the highest rate of rental vacancies at 41.2% of all occupied housing units. A high vacancy rate is undesirable and might be attributed to the poor economic conditions in the region.

The following table describes the percentage of owner-occupied housing units versus renter-occupied housing units.

Renter and Owner Occupied Housing

| Town | Owner Occupied | Renter Occupied |
|------------------|----------------|-----------------|
| Patten | 75.6% | 24.4% |
| Crystal | 96.4 | 3.6 |
| Island Falls | 82.2 | 17.8 |
| Sherman | 87.8 | 12.2 |
| Medway | 87.5 | 12.5 |
| Mount Chase | 82.5 | 17.5 |
| Stacyville | 94.3 | 5.7 |
| Penobscot County | 67.6 | 32.4 |
| Aroostook County | 70.7 | 29.3 |
| Maine | 71.2 | 28.8 |
| United States | 63.9 | 36.1 |

Source: 2011-2015 American Community Survey, 5-Year Estimate

The Towns of Crystal and Stacyville have a very low number of renter-occupied housing as compared to the national, state, and county averages and Patten has the highest number of the remaining communities in the area.

Market Conditions

The Maine Real Estate Network indicates that there are many residential dwellings for sale in Patten ranging in price from \$39,900 to \$125,000. All homes are in the 925 to 1,846 square footage range and various ages from late 1800's to 2009. The older home has been renovated and upgraded with new heating system, flooring, and other major repairs making all homes in good condition. The Maine Real Estate Network lists all housing units listed by realtors but does not list those that are for sale by owner. While there are an adequate number of homes in Patten that have an affordable purchase price, the Town is concerned about the cost of ongoing operation for many residents. Smaller, more tightly constructed homes will reduce the cost of heating during the long winter season and make the household more affordable for their residents.

Inventory of Existing Housing Programs and Services

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

Penquis

Energy and Housing Programs include:

- **Central Heating Improvement Program** – Provides assistance to income-eligible households for heating system improvements such as cleaning, tuning, evaluation, burner retrofit, repair, replacement, or conversion. Priority is given to those in a no-heat situation. Household must be eligible for the Low Income Home Energy Assistance Program.
- **Energy Crisis Intervention Program (ECIP)** – Provides assistance to income-eligible households for emergency fuel delivery or an electrical disconnect emergency.
- **Energy, Moisture, and Infiltration Audit Inspection Program** – Provides several levels of home energy usage evaluations and may provide recommendations for upgrades and predictions of savings. Licensed Energy Auditors provide these services on a fee-for-service basis.
- **Low-Income Assistance Program (LIAP)** – Assists LIHEAP-eligible customers with electric bill payments.
- **Low-Income Home Energy Assistance Program (LIHEAP)** – Provides financial assistance to income and program-eligible households to help address energy costs.

Homeownership

- **Family Development Account** – Administers matched savings accounts for low-income families for post secondary education, small business development, home purchase/repair, vehicle purchase/repair or emergency savings.
- **Homeownership Education** – a 10-hour course on the essentials of successful homeownership to educate both homeowners and those who aspire to own their own home. This course offering is open to the public for a small fee.
- **Homeownership Support Counseling** – provides foreclosure prevention counseling services to home owners who are at risk of falling behind on their mortgage payments or are facing foreclosure. This service is available for the general public.

Housing

- **Home Repair Network Program** – Provides zero percent no payments, referred/forgivable loans or grants to income-eligible homeowners for home repair, replacement or repair of septic systems, lead hazard reduction, replacement housing, and other essential improvements necessary to permit use by persons with disabilities and energy related repairs and improvements to homes. Service is prioritized to assist those households with the greatest home repair need with consideration given to the elderly and household income. Income eligibility is at or below 80% of HUD's median income guidelines.

- **Lead Paint Inspection Program** – Provides inspections of buildings using a spectrum analyzer to identify the presence of lead paint on interior and exterior surfaces. Some subsidy for lead testing and the abatement of lead hazards may be available to households with low-income living in pre-1978 housing with a child under the age of six (6). Landlords who lease predominately to very low and low-income households may qualify for 5-year deferred/forgivable loans for abatement of lead hazards. Income eligibility is at or below 80% of HUD;’s median income guidelines.
- **Rehabilitation Specialist** – Provides technical specification writing, bidding, and inspection services for housing rehabilitation.
- **Weatherization** – Purchases and installs a variety of energy conservation materials for income-eligible households. Household must be eligible for Low-income Home Energy Assistance Program.

Maine State Housing Authority

Homebuyer Program

MaineHousing provides low fixed rate mortgages and other assistance to help make homeownership affordable for more Maine people. No point and low point options are available. There are options with little or no down payment required, though if you still need help with the cash needed for closing, we also offer down payment and closing cost assistance. MaineHousing mortgages even come with payment protection for unemployment.

Home Improvement & Repair Assistance

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

Rental Assistance

Rental housing costs are increasingly out of reach for many lower and moderate income Maine people. Rental assistance, either in the form of housing choice vouchers, subsidized apartments or affordable rental housing can help. Vouchers can help pay your rent in the apartment of your choice. Subsidized apartments provide qualified tenants below-market rents. Waiting lists can be long, so you may want to apply for both kinds of help.

Energy & Heating Assistance

If you cannot afford to heat your home, pay electric bills, or would benefit from energy improvements such as new insulation, a new heating system, or energy efficient appliances, help may be available from MaineHousing programs. Lower income households may qualify for heating assistance and energy improvements at no cost to them.

Homeless Assistance

If you are homeless and need emergency shelter, or need transitional or subsidized housing to get back on your feet, MaineHousing may be able to help. We finance emergency shelters and other affordable housing options, and can help you locate this housing. We also provide rental assistance

to people who are homeless and working toward self-sufficiency. MaineHousing and its partners are working to end homelessness in Maine.

Housing Development & Construction Services

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

Housing Quality

In the area of housing quality, the goal is to ensure safe and decent housing for all residents of the community. Local tax records show a home's Condition, Desirability and Use Rating (CDU) if a dwelling has a low CDU rating it is most likely a deteriorated dwelling. There are a few different reasons for substandard housing in Patten. Given the vast opportunities for outdoor recreation in the region, many of the substandard housing dwellings could be seasonal or "weekend getaways" used by those who do not live in the area year-round. Some vacant structures in Patten have been deteriorating over time while other housing units may be occupied by homeowners who are physically or financially unable to maintain needed home repairs.

Housing quality factors include, age and quality of existing homes, the number of dangerous/abandoned homes and the need for standards for new units. It has been well over 20 years since Patten has operated a publicly funded, single or multi-family residential rehabilitation program. The number of occupied, substandard homes has not been determined. All housing is a community resource and quality housing encourages people to live in Patten. This, in turn, helps establish a local labor force for business and economic growth. However, town officials continually work with the Penobscot County Action Program's (Penquis) weatherization program which purchases and installs all types of energy conservation materials (within guidelines) for income-eligible homeowners and tenants. Town officials are also working with Penquis's central heating improvement program (CHIP) which provides up to \$3000 in heating system improvements (such as cleaning, tuning, evaluation, burner retrofit, repair, replacement and conversion) to program and income-eligible households.

A potential opportunity is to develop a housing program similar to that of some of the other communities in Aroostook County. The town could potentially acquire housing units that are in disrepair, fix and modernize, and then sell those on the open market. Funds obtained through the sale of these properties would then be used to purchase additional properties.

Patten has made strides in eliminating vacant, deteriorated housing through the acquisition/demolition of homes and through enforcement of the law pertaining to dangerous buildings. The cost of demolition is more expensive than ever and may range from \$15,000 - \$25,000. This often deters owners from dealing with the problem. Town officials should consider evaluating dangerous residential structures and identify 8 homes that should be removed. These could provide a training exercise for the Fire Department. The Board of Selectmen has the final authority to take action under the dangerous buildings law.

Housing age can be considered an indicator of housing quality but as stated previously, is not always reliable. Many older homes in Patten are better maintained than some newer homes. The town should complete a town-wide housing quality assessment to determine the extent of substandard homes. After this, a housing assistance program could help them address this issue.

Patten is not required to enforce the Maine Uniform Building and Energy Code (MUBEC) but must do so if it wants to enforce building standards within the community. The State law that created MUBEC became effective December 1, 2010 and consists of residential and commercial building, existing building and energy conservation codes developed by the International Code Council and adapted to Maine. In addition, MUBEC includes standards related to ventilation for indoor air quality, energy efficiency and radon control options. Town officials may wish to consider adopting MUBEC which could help improve housing quality over time though most new construction probably meets these codes and may meet some of the standards.

Housing Analysis

Affordable housing is not a significant problem in Patten. It appears that there are an ample number of safe affordable housing units in Town; however, the stock is getting old. Over 66 percent of the current housing stock was built before the 1980 and nearly 33 percent was constructed prior to 1959, according to the 2010 US Census. Over the past 5 years mostly single-family detached units have been constructed. There was an expressed need for rental apartments. The Town has been actively involved in efforts to rehabilitate the deteriorating condition of the housing stock over the years. These housing rehabilitation efforts will also enhance Patten's ability to market itself to future potential businesses and industries, which is critical to the Town's economic revitalization and future job creation. The Town should continue to improve housing conditions for its residents wherever possible by actively pursuing federal and state grants for housing rehabilitation.

Municipal officials will also, as part of this comprehensive planning process, review the Town's need for a zoning ordinance and land use regulation to ensure it is compatible with its current economic development goals. The zoning or land use ordinance should be developed so that protects existing residential land uses, while discouraging incompatible land use encroachment into established neighborhoods, all-the-while providing safe and sanitary housing for present and future residents.

The town should monitor the development of housing and its potential impacts on the availability of municipal services. Strip development in rural areas, often in those areas with scenic views, can reduce the perceived rural character of the community, increase the need and cost of transportation improvements, and facilitate the need for unplanned capital expenditures. New development will be coming to Town as will more economic opportunities. Proper use of existing and proposed regulations by the CEO, Planning Board, and Board of Appeals will assure that new development will fit into the community and become a valuable asset, not a liability. Good planning means good development and this will in turn reduce demands upon the community's limited resources in the future.

There is a general perception that the housing stock in some areas of Patten “looks old.” Town officials will begin to seek funding to assist homeowners with the rehabilitation of those homes. Town officials will also work and partner with other agencies with weatherization and heating assistance programs.

There are homes for sale in the range of \$40,000 to \$125,000 available and there are few house lots. Should a new or existing business expand and attract new residents to the community, there are some residential lots available. Town officials may wish to consider the creation of town subdivisions in the area that are served by public utilities.

HOUSING Goals, Policies, and Strategies

State Goal

Encourage and promote affordable, decent housing opportunities for all Maine citizens

Goal

Ensure an adequate supply of affordable, safe and decent housing for all ages and income levels in Patten.

| Policy | Strategy | Responsibility | Timeframe |
|---|---|-----------------------------------|-------------------|
| Encourage and promote affordable housing. | Continue to encourage affordable housing opportunities through a mixture of housing types within the residential areas, including accessory apartments, mobile and manufactured homes, multi-family dwellings, and senior citizen housing | Town officials and Planning Board | On-going |
| | Develop a housing rehabilitation program on tax acquired homes, repairs and rehabilitated the structure, and then places them up for sale. Funds from sales would go towards the rehabilitation of additional homes | Town officials | On-going |
| | Town officials will apply for Community Development Block Grant Housing Assistance funds for development and expansion of multi-family units | Town officials | 2018 and on-going |
| | Town officials will annually contact Penobscot County Action Program for information on the availability of rental voucher/assistance and monitor trends. | Town officials | On-going |
| Encourage the maintenance, sale, and occupancy of vacant housing units. | Apply for a CDBG-Planning Grant to complete a local housing assessment that identifies unsafe homes for possible demolition and targets others for rehabilitation investment | Town officials | 2018 |
| | Apply for CDBG-Housing Assistance funds as indicated by the housing assessment. | Town officials | 2019 and on-going |

| Policy | Strategy | Responsibility | Timeframe |
|--|---|--|--------------------|
| Encourage a diversity of housing for all income and age groups. | Review the need for additional senior housing in Patten. | Planning Board | 2018 and on-going |
| | Support applications that seek funds for the construction of additional senior housing at the various developments in Patten. | Town officials | On-going |
| | Develop a local housing assistance program to benefit low/moderate income homeowners. | Town officials | On-going |
| Eliminate abandoned/dangerous residential structures from Patten. | Have code enforcement officer and health inspector rate the risk of each structure to public safety | Code Enforcement | 2018 and as needed |
| | Use the local housing assessment to create a target list of structures. | Planning Board | 2018 and as needed |
| | Send annual notices to property owners when properties violate Dangerous Building Law. Take legal action when justified by risk level. | Town officials | On-going |
| | Work with the Fire Department, MDEP, and others to remove abandoned and dangerous structures. | Fire Department and Town officials | 2018 and as needed |
| Encourage and support regional development efforts that promote affordable, workforce, and senior housing. | Participate in programs, grants and projects for the construction of subsidized housing within the town and the region to insure sufficient, affordable housing options for its elderly or low-income citizens, including subsidized housing and energy-efficient housing | Penquis, Maine State Housing, Town officials | On-going |
| Ensure that existing or future codes and ordinances encourage quality affordable housing and promote public health and safety. | Any future land use regulations should encourage increased density, decreased lot size, or provide incentives such as density bonuses to encourage the development of workforce and affordable housing in the town's growth area. | Planning Board and Town Officials | As needed |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|---|--|------------------|
| | Ensure that the CEO addresses reported violations of local ordinances and State laws and regulations that affect the health, or safety of individuals or the community. | Code Enforcement Officer, Town officials | On-going |
| | Mandate that housing units located within the service area of Patten Water and Sewer Department connect to the system. | Planning Board, Town Officials | On-going |

Transportation



TRANSPORTATION

Introduction

Transportation networks tie a community together and link the town to the surrounding region. Local roads should provide safe, reliable access to work, schools, shopping and residences. The livelihood of the town depends on how goods and services are imported and exported. In addition, the location and size of the town affects the modes of transportation available for traveling long distances.

Patten is a gateway community and a regional transportation hub. The town has major transportation routes, specifically State Highway Route 11 north/south (known locally as South Patten Road, Main Street, and North Road) and Route 159 (Crystal Road and Houlton Street to the East, Shin Pond Road to the west) that runs east/west right through the center of Patten. These highways are vital corridors for commerce and for residents traveling to and from work and other daily needs. While Interstate 95 does not run through town, Patten is accessible from exits 264 and 276.

Recently issues related to different modes of transportation other than automobile have arisen. These include horse and buggy, bicycles and pedestrian traffic. In 2016 Patten designated all roads as ATV Access Routes. Local roads, collector roads and arterial roads serve the needs of residents. The town is responsible for maintaining 20.3 miles of paved and gravel roads (16.1 miles in the summer with an additional 4.2 during the winter).

Transportation networks are also important to the economic growth of the community in providing needed access to goods and services not found in the town. Roads into and out of the town are the main mode of transportation in nearly all rural areas and the condition of these roads is very important. Lately, the state government has realized the great expense needed to improve our interstate highways. If the condition of any state highway or bridge is not adequate, then it is up to the community to make its needs known to the state highway department and state representatives. The information provided in this section will assist the town of Patten in accessing those needs.

A safe, efficient transportation system is essential to the smooth functioning of the community. The location and quality of the local street system will have a major impact on where future growth is likely to occur. Transportation links to the outside world greatly influence the potential for economic growth, as the costs of transportation are an important factor for new businesses in searching for a location.

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

Patten Roadways

Public roads in Maine are classified into three categories based on the needs served by those roads. They are local, collector and arterial. In total, there are approximately 31.8 miles of roadway in Patten. Until 2016, most roads in Patten have been graded as being in poor condition due mainly to the Town not budgeting for capital improvements. However, in 2016, MaineDOT completed 9.35 miles of highway preservation paving on Route 11 beginning in Sherman and extending to the Shin Pond Road. State Highways Route 11 and Route 159 are traveled by heavy haul truckers. A truck overload provision has been considered through Patten in an attempt to preserve the existing highways.

The remaining State Roads continue to be in need of repair. The Shin Pond Road (Route 159 west) is a gateway to Baxter State Park, the Katahdin Woods and Waters Scenic Byway, and the Katahdin Woods and Waters National Monument. It is also heavily utilized by residents of Mount Chase and visitors to the region to access regional recreational opportunities. MaineDOT classifies this route as a Priority 4 meaning that it is not high on the list for construction or maintenance projects. Route 159 between Patten and Island Falls is also in poor condition and in need of preservation paving at a minimum. While significant work was completed by MaineDOT in 2015, poor drainage has caused deterioration of the road surface. This is a Priority 3 corridor for the MaineDOT.

Local roads

There are 16.1 miles of local roads in Patten and the Town is responsible for snow plowing an additional 4.2 miles of State Aid Road (Shin Pond Road). Local roads are described as town roads including public roads not within the arterial or collector road categories. These roads are maintained by the town of Patten for local service use to adjacent land areas and usually carry low volume of traffic.

Local roads in Patten are identified as being in poor condition. MaineDOT Title 23, Section 3651 states that any legally established highway, townway or street shall be opened and must be kept in repair so as to be safe and convenient for motor vehicles. If these conditions are not met than the liable parties can be indicated, convicted and fined. MaineDOT Title 23, Section 3655 is the pothole statute. This statute states that persons who suffer bodily injury or damage to personal property resulting from any defect or want of repair in any highway, townway, causeway or bridge may bring a civil suit within one year from the date of occurrence against the county or municipality that is obliged to maintain or repair the highway, townway, causeway or bridge. In addition, a claim must be received within 180 days after the incident. The liability is dependent on whether the county commissioner, town officials, road commissioner or any other authorized person received 24 actual notice of the defect or want of repair. Actual notice can mean a telephone call, verbal notice or written letter to a town official.

Local Road Update

Road repair had not been budgeted for in Patten since 2004 and as a result, the condition of most local roads has deteriorated. Residents voted in 2016 to allocate \$50,000 for to complete highway

capital improvement but due to budget constraints, this funding was eliminated. As residents and town officials are discovering, road maintenance and reconstruction projects are very expensive, especially when maintenance has been deferred for many years. Therefore, due to limited resources and funds only a very few roads will be upgraded.

Patten intends to spend between \$3 and \$4 million on road improvement projects in the next 20 years.

A seven (7) year Capital Improvement Plan was approved by residents in 2017. Town officials are allocating \$100,000 of excises taxes to begin to implement the plan. This level of funding will increase each year and Town officials are currently looking to improve as many roads as possible beginning with the Happy Corner, Waters Road, and Barleyville Roads. These local roads could potentially have future connection to the National Monument especially where they connect to the American Thread Road. Regardless of the status of the Monument, the Happy Corner Road, especially the first 2,000 feet west of Route 11, has been identified as the road in the worst condition in Patten.

After further review in the spring and summer of 2017, Town officials are working to develop a 7 to 20 year plan for highway improvements. Residents need to realize that the cost of improvements can be very expensive and time consuming. The Town plans to complete as much ditching as possible in 2017 and 2018 in anticipation of paving in 2019, starting with the Happy Corner Road.

Collector Roads

Collector roads, sometimes referred to as feeder roads, are major roads that collect or feed traffic to the arterial roads and are maintained by the State. These roads serve locations of lower population densities and are somewhat removed from main travel routes. There are approximately 12.1 miles of collector roads identified in Patten as Route 11 north/south (South Patten Road, Main Street, and North Road) and Route 159 east/west (Houlton Street). Route 159 west is also known as Shin Pond Road.

Arterial Roads

Arterial roads are identified by MaineDOT as the most important roads in the State. These roads are designed to carry significant high speed long distance traffic. There are no arterial roads in Patten. The closest arterial is Interstate 95 with both north and south bound access in Island Fall (exit 276) and Sherman (exit 264). The speed limit on I-95 is 75mph from Orono north with reduced speeds in areas of city limits (60-70mph). Patten is easily accessible from I-95 via the Island Falls and Sherman exits, both of which are approximately 10 miles away.

Patten Streets and Roads

There are 26 connector streets and roads in the community of Patten. These streets and roads are all considered local roads and consist of a total of 16.1 miles. The streets are in generally good condition while the roads are considered in poor condition by MaineDOT and town standards. The 26 connector streets and roads are maintained by the Town throughout the entire year.

In 1993 the town undertook a roadway improvement project. The roadway improvements consisted of existing surface demolition and base construction of approximately 6,465 feet of roadway. Road improvements were made on Main Street, Katahdin, Rogers, Dearborn, High, Founders, Willow, Heald, Gardner and Pleasant Streets. These streets were improved with a new storm drainage system and new road reconstruction.

As stated above, in 2017 Patten residents approved funding to begin the completion of road projects. Prior to that, the last planned road work was done in 2004, except for emergency work after flooding in 2012 and ditching, culverts, and cold patch. Local roads are considered to be in fair to poor condition, town officials and the Highway Department Director are working to develop a road improvement plan.

While the Roads Committee is in the process of completing a 20-year road plan, the Maine DOT Local Roads Center provides a “Road Surface Management for Maine Towns” training program,



including Road Surface Management System (RSMS) software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, it is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and “defend” their road maintenance budgets. The system is generic and provides an objective tool that a municipality can “customize” with its own repair techniques and local costs. The RSMS program

provides a report where the highway department can prioritize projects and develop detailed budgets. There may be assistance through the University of Maine’s Engineering Schools to assist Patten with road surveys.

Residents approved funding to complete road projects in 2017 and ongoing, utilizing excise taxes for road repairs. An ad hoc Roads Committee made up of residents, Highway Department staff, and the Town Manager, is developing a Capital Improvement Plan. The committee initially utilized the following assumptions:

- a. Recognize that the Town last spent a significant investment in roads in 2004
- b. Large road/bridge costs in 2012 because of flooding.
- c. Putting down a $\frac{3}{4}$ inch layer of black top.
- d. This basically assumed 3 miles of road per year.
- e. Working on the worst roads first.
- f. Start with 100k of excise taxes in 2017, increasing by \$20,000 per year until 100% of excise taxes used per year.
- g. Repair the bridge on Waters Road.
- h. The plan would cover all roads, including dirt roads, in 7 years (or 2023).

A concern around that original plan was developed over a seven (7) year timeframe but has been now been extended to 20 years increasing the scope of repairs in order to ensure that construction

is properly completed. New road construction specifications include rebuilding sections of certain roads, grinding and repaving other sections, and adding up to 3 inches of additional materials where needed. Town officials should consider an 8-10 plan for road maintenance and capital improvements with a continued longer-term review of road inventories to add to the 8-10-year cycle.

The following is Patten’s Road Inventory as of August 2017.

| Road Name | Paved | Gravel | Road Name | Paved | Gravel |
|-------------------|-------------|------------|-------------------------|------------|------------|
| Shin Pond Road | 4.3 | 0.0 | Waters Road | 2.4 | 0.0 |
| Happy Corner Road | 3.9 | 0.5 | Barleyville Road | 1.6 | 0.5 |
| Lovejoy Road | 0.6 | 0.0 | Clark Road | 0.6 | 0.5 |
| Park Street | 0.1 | 0.0 | Carver Street | 0.1 | 0.0 |
| Valley Street | 0.1 | 0.0 | Gardner Street | 0.6 | 0.0 |
| Hall Street | 0.0 | 0.0 | Potato Row (private) | 0.0 | 0.0 |
| Station Street | 0.2 | 0.0 | Spruce Street (private) | 0.0 | 0.0 |
| Mill Street | 0.2 | 0.0 | Gifford Street | 0.1 | 0.0 |
| Dearborn Street | 0.2 | 0.0 | High Street | 0.1 | 0.0 |
| Rogers Lane | 0.1 | 0.0 | Katahdin Street | 0.3 | 0.0 |
| Founders Street | 0.1 | 0.0 | Willow Street | 0.2 | 0.0 |
| Pleasant Street | 0.4 | 0.0 | Heald Avenue | 0.1 | 0.0 |
| Church Street | 0.1 | 0.0 | Scribner Street | 0.3 | 0.0 |
| Frenchville Road | 1.0 | 1.3 | | | |
| Total | 11.3 | 1.8 | | 6.3 | 1.0 |

Source: Town of Patten, 2017

Problem areas located on local roads include:

| Intersection/Road | Safety Issue | Cause of Issue | Possible solution |
|-------------------------|----------------------------------|---|---|
| Shin Pond Road/Route 11 | Pedestrian Crossing to Park | Pedestrians crossing from Park to Take Out restaurant | Marking of Crosswalks/ Pedestrian Crossing signage |
| All crosswalks | Improperly located | Designated where pedestrians cross rather than safe locations | Move and properly mark. |
| Main Street (Route 11) | Speed in downtown | Road configuration | Increased enforcement. Development of traffic calming measures in the area of the Post Office and Ellis Market. |
| Parking on Main Street | Vehicles park in wrong direction | | Education |

Source: Town of Patten, 2017

Private Roads

Private roads in Patten are A Frame Road, Birch Drive, Hollis Lane, Hillside Drive, Longview Drive, Maple Drive, Meadowbrook Drive, Mount View Lane, Stone House Drive, West End Road, Wild Flower Lane, Windy Drive, Winding Hill Road, Chickadee Lane, Hill Road, Potato Row, and Kellogg Road. All but Potato Row are maintained by the homeowners. Potato Row is plowed by the Town due to the Ambulance Service being located there.

Katahdin Woods and Waters Scenic Byway

The Katahdin Woods and Waters Scenic Byway is 89 miles long and offers views of Mount Katahdin and parts of the Appalachian Chain. These are some of the most scenic views located in northern Maine. In 2008, the State of Maine designated the portion of Route 11 from Medway to the North Entrance of Baxter State Park as a scenic byway, at the time called the Grindstone Scenic Byway. In 2011, the southern portion of the route was added (Medway to the South Entrance of Baxter State Park). In April 2012, the Grindstone Scenic Byway was renamed the Katahdin Woods & Waters Scenic Byway.

The Katahdin Woods and Waters Scenic Byway is one of Maine's newest Scenic Byways.

The Katahdin Woods and Waters Scenic Byway runs both north and south from points of origination along Interstate 95, one in the town of Medway (Exit 244) (convergence of the East

and West Branches of the Penobscot) and the other in the town of Sherman (Exit 264), gateway to the agricultural lands of southern Aroostook County.

The more northerly leg reaches through Patten and on to Shin Pond and Grand Lake Matagamon, offering views of Katahdin to the west and, further on, access to recreational opportunities associated with many remote rivers, lakes, and streams. This leg ends at Baxter State Park's north gate.

The southern leg passes through the industrial towns of East Millinocket and Millinocket before heading north and west to "the Lake" (convergence of Ambejejus Lake and Millinocket Lake). This leg of the Byway ends at Baxter State Park's south gate.

The Corridor Advocacy Group (CAG) has identified a "service corridor" running from Medway to Millinocket, with Millinocket representing the area's primary service center (retail, hospital, etc.).

Patten serves as a secondary service center for the more northern part of the corridor, with other communities offering various levels of visitor service at several points along the length of the Byway. The CAG has broken up the corridor into a number of segments as defined by terrain and general travel experience.

Except for Patten, Mount Chase, and Shin Pond, a large portion of the northern segment is largely undeveloped, wooded, remote, offering occasional intermediate views, including one potential intermediate view at Hurricane Deck. The segment provides access to rest areas, boat and canoe launches (Grand Lake Matagamon, East Branch of the Penobscot, Seboeis River, Shin Pond), opportunities for short hikes to points of visual interest (Haskell Rock, Grand Pitch, Shin Falls) and longer ones (International Appalachian Trail). Service points along this segment include Shin Pond and Matagamon.

A second corridor section runs from Patten to Stacyville and includes the Sherman gateway. This section traverses an agricultural landscape (open fields), passing through a limited number of traditional rural settlements (Patten, Sherman, Stacyville) offering varying levels of visitor services, with Patten serving as a primary service center. In this section of the Byway, in addition to intermediate views of farm fields, there are two identified high value views of the Katahdin Range, one at Ash Hill (Patten) which also includes views to the east including the windfarms in Oakfield and a second at the Summit Farm (Stacyville).



Recreational access along this stretch includes, in addition to snowmobile trail heads, a multimodal trail running from Patten to Sherman through Crystal Bog and seasonal road access to Whetstone Falls and bridge on the East Branch. Heritage sites in this segment include, notably, the Patten Lumberman's Museum.

A Corridor Partnership Plan was created by the CAG with the assistance of the MaineDOT and Eastern Maine Development Corporation. The Plan contains background information on the infrastructure, scenic, cultural, recreational, archaeological and historic resources along the byway. The plan also provides an assessment of market opportunities and identifies a number of strategies for attracting visitors to the byway.

Ash Hill is located south of Patten’s downtown on Route 11 and offers stunning panoramic views of Baxter State Park to the west and Oakfield, Island Falls, and Dyer Brook to the east. The Corridor Partnership plan identified Ash Hill as one of several “impressive long views” of the Katahdin area and offers a “wow” factor for travelers. MaineDOT owns approximately 20 acres on the west side of Route 11 and an additional 20 acres on the east side. Plans for the site include the development of a scenic turnout and potential visitors center.

The Upper Valley Economic Council and Eastern Maine Development Corporation have applied for grants to construct a turnout that included the construction of kiosks and informational signage while the MaineDOT is working with the Maine National Guard to help offset costs of the project.

Bridges

There are 351 bridges in the northern Maine area, five (5) of which are located in Patten. All municipalities should conduct annual inspections of their local bridges and budget for maintenance, repair and replacement if needed. Patten’s Road Commissioner is responsible for inspecting all bridges. The location of bridges in Patten are as follows:

Bridge Inventory, 2016

| Name | Number | Owner | Route | Year Built | Deck Condition | Channel Condition | Culvert Condition |
|-----------------|--------|--------|----------------|------------|----------------|-------------------|-------------------|
| Fish Stream | 3896 | Patten | Waters Road | | N/A | 8 | 6 |
| Leslies | 5549 | Patten | Waters Road | | N/A | 8 | 6 |
| Peasley | 3898 | DOT | 159 | 1978 | N/A | 6 | 5 |
| Fish Stream | 3122 | DOT | Route 11 | 1934 | 6 | 7 | N/A |
| B.A.R.R Station | 3626 | Patten | Station Street | 1930 | 8 | 4 | N |

Source: MaineDOT, 2016

Bridges in Patten are generally in a good state of repair.

Culverts

Culverts are used for drainage. Patten maintains standards for driveway culverts along town roads and the town assumes responsibility for the replacement and repair of properly installed driveway culverts. The culverts in Patten are in fair to good condition. Town officials have developed a plan to replace several culverts located in the first 2,000 feet of the Happy Corner road and have set funding aside in the 2017 budget.

The MaineDOT has identified four (4) large culverts in town. MaineDOT defines a large culvert as a pipe or other structure that has a clear span between 5 and 10 feet, or multiple pipes or structures with a combined opening between 19 and 80 square feet in area. They were formally known as a “strut.” The following large culverts are located in Patten.

| Culvert ID | Roadway | Type | Condition |
|-------------------|----------------|------------------|------------------|
| 986638 | Route 159 | Concrete Box | Poor |
| 898487 | Route 159 | Concrete Box | Good |
| 282919 | Route 11 | Corrugated metal | Fair |
| 46550 | Route 159 | Corrugated Metal | Fair |

Source: MaineDOT 2016

MaineDOT plans to replace the large culvert at Webb Brook on Route 11 (Main Street) in 2018 with an open bottom box culvert to allow fish passage. This is a large project and may result in lane closures in Patten’s downtown for a portion of the summer. Patten’s Water Department has used the MaineDOT right-of-way for a water main and will be replacing that main as part of the project. The estimated cost to the Town is nearly \$48,000 and includes the installation of a new 10-inch main.

Traffic Flow and Counts

The MaineDOT’s Traffic Engineering Division and Traffic Monitoring Section, is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database. The reduction and reporting of traffic volumes and vehicle classification data are accomplished through two types of count programs.

The following tables show traffic counts for Patten. In 2012 and 2015, MaineDOT completed counts on thirteen (13) different routes in town. Route 11 and Route 159, on average, had the highest traffic counts. Route 11, north of the intersection with Route 159, had the highest Average Annual Daily Traffic (AADT) count with 3,100 with the area just north of Katahdin Street having the second highest at 2,300 AADT. Route 11 serves as Patten’s Main Street and contains the business district which accounts for much of the traffic generated on the Route. In 2016, Patten received a MaineDOT grant to purchase and installed a radar sign in the downtown.

Route 159 has, on average the second highest traffic counts in town with an AADT of 1,650 just east of the intersection with Route 11. Route 159 serves several of Patten’s residential neighborhoods and serves the north entrance to Baxter State Park, Shin, Pond, and parts of Mount Chase.

Other smaller roads are also counted by MaineDOT. Most have AADTs of less than 300. Except for a couple of sites on Route 11 and one site on Route 159, traffic has generally decreased in Patten. Traffic counts have remained relatively stable or declined in volume between 2012 and 2015.

| Road | Location | 2012 | 2015 | Percent Change |
|-------------------|--|-------------|-------------|-----------------------|
| Route 11 | North of Route 159 Intersection (Houlton Street) | 3,080 | 3,100 | 0.64 |
| Route 11 | South of Route 159 Intersection (Houlton Street) | 2,200 | 2,200 | 0 |
| Route 11 | South of Spruce Street | 2,200 | 2,270 | 3.18 |
| Route 11 | North of Katahdin Street. | | 2,300 | |
| Route 11 | North of Route 159 Intersection (Shin Pond Road) | 1,490 | 1,210 | -18.79 |
| Route 11 | South of the Route 159 Intersection (Shin Pond Road) | 2,660 | 2,050 | -22.93 |
| Route 11 | North of Carver Street. | 1,310 | | |
| Route 11 | At Weeks Brook | 1,120 | 1,020 | -8.92 |
| Route 11 | North of Happy Corner Road | 1,990 | 1,860 | -6.53 |
| Route 11 | At Stacyville Townline | 1,760 | 1,600 | -9.09 |
| Waters Road | West of Route 159 | 190 | 100 | -47.36 |
| Happy Corner Road | West of Route 11 | 200 | N/A | |
| Lovejoy Road | Southeast of Station Street | | 170 | |
| Station Street | South of Lovejoy Road. | | 40 | |
| Station Street | South of Route 159 Intersection | 360 | 250 | -30.55 |
| Dearborn Street | West of Route 11 | 200 | 200 | 0 |
| Founder Street | West of Gardner St | | 300 | |
| Katahdin Street | West of Route 11/159 | 330 | | |
| Church Street | East of Route 11/159 | | 190 | |
| Scribner Street | East of Gardner St | | 130 | |
| Scribner Street | West of Gardner St. | | 240 | |
| Pleasant Street | North of Route 159 | 250 | 150 | -40 |
| Gardner Street | North of Route 159 | | 290 | |
| Gardner Street | North of Scribner St. | | 220 | |
| Gardner Street | South of Scribner St. | | 210 | |
| Route 159 | East of Route 11 | 1,570 | 1,650 | 5.09 |
| Route 159 | West of Station St. | 1,310 | 1,310 | |
| Route 159 | At Weeks Brook | 1,050 | 1,030 | -1.90 |
| Route 159 | West of Route 11/159 | 1,040 | 880 | -15.38 |
| Route 159 | Northwest of Waters Rd. | 750 | 620 | -17.33 |

Source: MaineDOT, 2016

Speed Limits

The speed limit in the Patten's downtown is 25 mph. On the outskirts of town, speed limits range from 35 mph to 45 mph with 50 mph in rural areas between towns. Speed is monitored by the Maine State Police and the Penobscot County Sheriff's Department.

Speeding has been identified as a concern in the downtown and to reduce speeding Patten applied for, and received, a grant from the MaineDOT to purchase and install a radar speed limit sign in the downtown. This sign is designed to be moved to various locations throughout the community. There is also the need for traffic calming measures around the Post Office and Ellis Market.

Traffic Lights

There are no traffic lights in the town of Patten and none are planned for the next 10 years.

Traffic Signs

Traffic signs are located strategically throughout Patten at strategic locations, specifically at intersections of Route 11 and Route 159. There are Stop signs located at the end of town streets that intersect with Route 11 and Route 159. Traffic signs are important to the safety of town residents and assist with smooth traffic flow. More recently the MaineDOT has installed Share the Roads in areas of high horse and buggy usage. There are also Share the Road signs indicating the potential presence of bicyclist.

One area of concern is the lack of pedestrian crossing signs in the downtown. Town officials will work with the MaineDOT to determine locations for the placement of these signs.

Access Management

Patten does not have a townwide Zoning Ordinance and there have not been corridor management planning efforts completed for the road system. Therefore, unregulated development that does not trigger a subdivision review could potentially harmfully impact the carrying capacity of roads in town. Slow, incremental development is often not perceived to be a problem until speed limits must be lowered or development begins to impact the scenic qualities of a road.

MaineDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Due to the low volume of traffic in the northern portion of Penobscot County, there are no roads in the retrograde arterial category. However, Route 11 is a designated mobility corridor and comes under stricter access management standards.

To maintain and improve traffic flows, the Land Use section of this plan and future Land Use Ordinances will include access management performance standards that are in accordance with current law. These standards do not have to be dramatic or overly prohibitive but can help guide project development as well as control costs.

Sidewalks

Sidewalks in the town of Patten are located in the business district only. There are pedestrian paths elsewhere throughout the town. According to MDOT Title 23, Section 3658 the town is not liable for damages to any person on foot because of snow, ice or slippery conditions of any sidewalk or crosswalk. Currently, each business in the town of Patten provides sand and salt to the sidewalks adjacent to the entrance and exit of their establishment. Snow and ice clearing of these sidewalks are also handled by individual businesses.

In 1993 new sidewalks, pavement, subsurface storm system and curbing were completed as part of the roadway improvement project in the town of Patten. All sidewalks were replaced to allow diagonal parking on the east side of Main Street and parallel parking on the west side of Main Street. In 2000 Maine DOT reconstructed sidewalks from Patten Drug Store to Shin Pond Road.

For the most part, sidewalks are in fair to good condition. Town officials need to plan for the long-term maintenance of the sidewalk systems and should work with MaineDOT as issues arise.

Crosswalks

There are five existing crosswalks in the town of Patten. While they are repainted annually by the Highway Department, the paint wears quickly and they need repainting. Pedestrian safety includes walking on the sidewalks facing traffic, keeping eyes and ears open to traffic, being visible by wearing light clothing and reflector shoes while walking after dark with a flashlight.

A review of the crosswalks in 2017 show that none of the curb ramps are Americans with Disability complaint (ADA). In most cases there are no flush transitions or adequate detectable warnings. The one mid-block crossing is located in the middle of one entrance, crosses Route 11 (Main Street) and ends in the middle of a second entrance. This creates safety issues for those crossing at this location. Additionally, there is no signage located at any of the crosswalks warning motorists of pedestrian crossings. Town officials will work with MaineDOT's Bicycle and Pedestrian Program and Regional Manager located in Presque Isle to ensure ADA compliance as projects are completed.

Parking

There is no municipal parking lot or garages in Patten. Parking spaces at business establishments are lined but the lines need re-painting. Some stores have parking areas specifically for store customers. Businesses in Patten have ample parking available with parking on the street as the main source of parking in Patten. An empty lot at the corner of Maine Street and Katahdin Street in the center of town has been used for parking overflow but if this location is eventually developed as a business location or new structure, these parking opportunities will be lost.

There is an informal unmarked dirt area for parking at the intersection of Route 11 north/south and Route 159 west directly adjacent to the recreation field. This is an unmarked area and could be used in the future for a Park and Ride location if approved by State and town officials and so

marked. Town officials could also consider creating a parking area for horse and buggies with water troughs to water and animals and sawdust pads can be added to collect animal waste.

High Crash Locations

According to the MaineDOT, there are no high crash locations in Patten. High crash locations (HCLs) are identified by MaineDOT as being locations with eight (8) or more crashes and exceed the Critical Rate Factor (CRF) of 1.00 or greater within a three-year period. A highway location with a CRF greater than 1.00 has a frequency of crashes that is greater than the statewide average for similar locations.

Crash Data

Between January 1, 2007 and December 31, 2016 there have been 113 crashes in Patten. Passenger cars accounted for 55 percent of the vehicles involved in crashed, pickups 44 percent, and the remainder included a range of vehicles from snowmobiles, SUVs, medium and heavy trucks, and a school bus. During the time period, there was one fatality, 165 people reported no injury, 23 had non-incapacitating injuries, and 17 had possible injuries.

Eighteen (18) crashes occurred in December, twelve (12) each in November and June, and ten (10) each in January and February. Friday saw the most number of crashes at 24, followed by Sunday (20), Monday (18), and Saturday (15). Ten o'clock AM saw the highest number of crashes (12), followed by 5PM (10), and 6 PM (9).

Fifty (50) crashes involved vehicles that “went off the road,” twenty-two (22) were “rear ending or sideswiped,” and nineteen (19) involved animals (deer, moose, or other). Over 50 percent of the accidents occurred on roads that were dry, in clear weather, and in the daylight.

Safety Issues

There are several safety issues Town Officials are working to address.

An area of concern is wildlife/vehicle collisions. Nineteen (19) of the last 113 crashes in Patten have involved animals. Town officials have identified several areas where wildlife is seen in larger numbers and seen in and on roadways. These areas include swampy areas along Routes 11 and 159 within and outside the town limits of Patten.

A relatively new safety issue for Patten and several surrounding communities is the increased population of Amish and their mode of transportation. The Amish use of horse and buggies or walking along state and local roads has created some traffic conflicts in the town. Although use of lights and reflectors is increasing among the Amish community not all means of transportation contain sufficient safety warnings. The town may wish to work with the Amish population to develop a system of improving the visibility of Amish vehicles for passing motorists through the increased use of reflectors, safety (slow moving traffic) triangles, lanterns and other safety solutions.

In order to help minimize some of the issues associated with the traffic conflicts paved shoulders should be constructed along Route 11 south of Patten's downtown and Route 159 east toward Crystal where heavy Amish travel is noted. A second issue is to deal with animal waste left along the road sides. This waste can be dangerous to bicycles and pedestrians along transportation routes.

Heavy haul truck traffic, community events and general traffic flow has, at times, created a major transportation safety problem with numerous horse and buggies utilizing these roads. There are "Share The Road" signs posted on Route 11 south where there is a larger Amish farms and population.

Environmental Concerns

Habitat fragmentation can result from roads and other transportation facilities and is likely occurring in Patten. Poorly maintained culverts and water crossing structures can physically block fish passage and/or result in increased flow velocities that cause excessive channel scouring, bank slumping and flows that limit fish and aquatic invertebrate passage in streams and which can lead to local extinctions of fish species. Current practice calls for a doubling in the size of culverts when they are replaced to allow for fish passage and allowance for flooding clearance.

Maine Department of Inland Fisheries and Wildlife (IF&W) recommends, when repairing and replacing culverts, to do so with structures with a span of 1.2 times the bank's full width to comply with the Army Corps of Engineers category 1 permit requirement. In addition, IF&W recommends using bridges, three-sided box culverts and open bottom arch culverts instead of pipe style culverts because they utilize the brook's natural stream bottom and provide fish spawning and nursery habitat. The Town will implement these recommendations where feasible.

Beginning in 2007, the StreamSmart program at Maine Audubon and IF&W surveyed culverts on local and State roads and identified those which were blocking fish passage. Stream smart crossings are designed to provide enough capacity to pass sediment, debris, fish and high flows from extreme storm events without failure or damage to the structure.

Thirty-four (34) culverts were surveyed in Patten of which thirteen (13), or 38%, were considered to be blocking fish habitat. These culverts are located throughout the community with the highest percentage located along Weeks Brook and Fish Stream. In 2018, the MaineDOT will be replacing one of the culverts, located along Weeks Brook in the downtown on Main Street. Upon completion, the culvert will better mimic natural conditions and being constructed at 1.2 times bank width; this will improve its capacity to allow large flow volumes in extreme precipitation events and allow fish passage.

As part of their creation of the 20 Year Road Improvement Plan, Town officials are utilizing this data to upgrade and increase the size of culverts to improve stream flow and fish passage as part of their normal culvert replacement program. Town officials will prioritize stream crossings that have been identified as barriers to fish and wildlife passage. Town officials will apply for grant funding to help offset the cost of replace these crossings.

Noise-Related Concerns

There are a few hills on which trucks cause noise problems due to use of engine assisted brake mechanisms also known as “jake brakes.” Some complaints are received from property owners as trucks slow down before entering the town center from the south on Finch Hill, on the North Road entering town from the north, and on Houlton Street coming from the east.

The Noise Control Act of 1972 (now codified at 42 U.S.C. § 4917) authorizes the Environmental Protection Agency (EPA) to promulgate uniform national noise emission regulations for motor carriers engaged in interstate commerce. The federal statute expressly prohibits the states and their political subdivisions (including municipalities) from adopting or enforcing noise standards applicable to any motor carrier engaged in interstate commerce unless the standards are identical to the federal standards (see § 4917[c][1]). (The current version of the EPA’s regulations is codified at 40 C.F.R. § 202.20.) Therefore, unless the noise standards in an engine braking ordinance are identical to the federal standards, the ordinance is unenforceable as applied to motor carriers engaged in interstate commerce.

If a town does not adopt an ordinance and simply puts up a sign or two, the signs have no legal authority or enforceability. It is best to work on voluntary compliance and work with the trucking industry to attempt to reduce noise.

Capital Work Plan

The Maine Department of Transportation’s (MaineDOT) new Calendar Year 2017-2018-2019 Work Plan (Work Plan) supports the department's mission, "To responsibly provide our customers with the safest, most reliable transportation system possible, given available resources." The Work Plan contains projections of transportation resources (federal, state, other) and MaineDOT’s strategy to apply them to the planning, engineering, construction, operation and maintenance of transportation infrastructure of all modes throughout Maine. The Work Plan emphasizes focusing scarce transportation resources on existing critical infrastructure needs, primarily roads and bridges, to the greatest extent possible.

Patten regularly provides input to MaineDOT as to projects listed in the Plan. Every two years, municipalities are asked to submit prioritized lists of projects for potential inclusion in the Plan. There is one (1) project listed in the 2017-2019 Work Plan for Patten. The cost listed are the total cost of these projects, some of which may extend into neighboring towns. When asked, Patten Town Officials should continue to submit projects for inclusion in the Plan.

Planned Capital and Maintenance Work 2016-2018

| Work Plan Year | Asset(s) | Description | Community (ies) | Estimated Funding |
|----------------|------------------------|---|-----------------|-------------------|
| 2018/19 | Route 11 (Main Street) | Large culvert (#282919) located 0.01 miles south of Church Street | Patten | \$200,000 |

Source: Maine Department of Transportation 2017

Planned Federal Bike Route

Northern Maine Development Commission and the MaineDOT are working on a planning project that would create a federally designated bike route (Northern Maine US Bike Route) located in Penobscot and Aroostook Counties, Maine. The bike route designation would complement and connect to the existing US Route One Bike Route located in southern and Downeast Maine. The proposed route would be located on existing state and local roads and/or existing bike and pedestrian trails in the region. It is envisioned that the route will connect to the existing US Bicycle Route in Bangor and terminates at the international bridge in Fort Kent. A draft proposed route is approximately 320 miles and includes Route 11 south of the downtown and Route 159 east to Crystal.

The Northern Maine US Bike Route would be located in Penobscot and Aroostook Counties, Maine. Project would begin/terminate in Bangor at the intersection of the Federally designated US Route One bike route and head north through the larger communities of Orono, Old Town, Medway, Sherman, Patten, Island Falls, Houlton, Mars Hill, Presque Isle, Caribou, Van Buren, Madawaska, and terminate in Fort Kent at the international border crossing. The Northern Maine US Bike Route will be part of the United States Bicycle Route System (USBRS), which is the national cycling route network of the United States. It will be part of the interstate long-distance cycling routes and will utilize multiple types of bicycling infrastructure, including existing off-road trails, bicycle lanes, and low-traffic roads.

The Northern Maine US Bike Route is intended to traverse two rural counties in Maine (Penobscot and Aroostook) and connects to previously designated scenic byways (Katahdin Woods and Waters Scenic Byway and St. John Valley Scenic Byway and the Katahdin Woods and Waters National Monument. The route will begin/terminate at the international border crossing in Fort Kent, designated as America's First Mile of US Route One.

The Route will also highlight the region's cultural resources including, but not limited to, the Swedish Colony, Amish communities, Acadian heritage, the University System, and highlight the importance of agriculture and forestry to the regional economy.

Public Transportation

Taxi Service

The nearest taxi services are in Houlton and include Houlton Cab and Shiretown Taxi. There are no taxi services operating directly out of Patten.

Aroostook Regional Transportation System (ARTS)

There are no true public transit services in northern Penobscot or southern Aroostook Counties. The Aroostook Regional Transportation System (ARTS) provides general public transportation throughout Region 1 which includes Patten. 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 the outlying towns to the commercial center and pick-up services are available in-town to the elderly and handicapped only. Fares are charged to members of the general public and half fare is charged to the elderly and handicapped. No fare is charged to Medicaid clients going to Medicaid covered services or to the elderly and handicapped going to a medical appointment. Services are provided to individuals with special needs who attend daily work or rehabilitation programs. These daily runs are also available to the general public, but no deviation from the special runs can take place due to time limitations.

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

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

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

Cyr Bus Lines

There is currently no bus stop serving the town of Patten. Cyr Bus Lines provides regional bus service from northern Maine to Bangor and points south with connections to the major national bus lines. The northern most pick-up point for the bus line is in Caribou. The closest pick up point for Patten both northbound and southbound is in the town of Sherman at the Irving Truck Stop on Route 11 just off the I-95 exit 264.

Railroads

There are no railroad lines located in Patten.

Airports

Patten does not have an airport. There is a grass runway strip located at The Hanger on Route 11 north of the business district of the town. This small aviation runway is not available for commercial aircraft but does accommodate small private airplanes. The Hanger is a restaurant and takeout food establishment with airplane décor. The two closest airports are Houlton International Airport and Millinocket Municipal Airport. A seaplane base is located at Shin Pond.

Houlton International Airport

The Houlton International Airport is a general aviation airport located adjacent to the Canadian Border and serves the southern Aroostook and Woodstock New Brunswick areas. The airport has

on 5,016 x 50 foot paved runway plus a 500 foot long stop way at the southerly end and a second 5,000 foot paved runway. A complete taxiway system has been built. The airport has been designated as an economic development airport in the State Aviation Systems Plan. Included in this plan are recommendations for a 500-foot runway extension and full precision instrument approach capability. Several navigation aids are available including very high frequency ONMI range distance measuring equipment (VOR, DME) and visual approach slope indicator (VASI) and high frequency runway end identifier lights (REIL) and a precision path indicator system.

Millinocket Municipal Airport

The Millinocket Municipal Airport has two paved runways. Runway 11/29 is 4,713 x 99 feet asphalt and in good condition and runway 16/34 is 4,000 x 100 foot asphalt in good condition. Runway 16/34 is closed during the winter months except for planes equipped with skis.

The airport features a paved tie-down area, 3 municipality owned hangars, 3 privately owned hangars, a main terminal, and paved airplane parking areas. Navigation aids include three instrument approach devices: VOR, LOC and non- directional beacon approach aids with visual assistance of a rotating light beacon. The airport has pilot activated VASI lighting and UNICOM. There is capacity for 10,000 gallons of aviation fuel. The airport has been designated as a priority airport for future upgrading through the State's Aviation Systems Plan.

Sea Plane Base

Shin Pond contains a sea plane base that is open to the public. The base is located approximately 8 miles northwest of Town and is privately owned. Aviation fuel is available in an emergency only.

Landing Strips

There are currently two unused landing strips in Patten. These small airstrips are basic but meet the most general requirements for accepting small general aviation aircraft operations. While the town does not have control over the use of these strips, they are transportation assets to the community and could potentially be an important asset in the future.

Alternate Transportation

With the field of computerized fast speed internet and cyberspace exchange of information and communication this area is included in the alternate form of transportation. For this reason, some residents may no longer need to commute to work by automobile travel daily but can work from home via the computer. Direct satellite broadcast signals make it possible for residents to attend meetings and take college courses anywhere without leaving home. If this is the wave of the future then the condition of roads and highways may deteriorate at a slower rate. This technology, however; has not had a major impact on the town of Patten in this present day.

Regional Transportation Issues

It is important that Patten continue to participate in regional transportation planning efforts. Municipalities can cooperate with neighboring communities and regional committees. The largest communities in southern Aroostook County and northern Penobscot County- Island Falls, Medway, East Millinocket, and Millinocket - have particularly significant transportation linkages that are all dependent on a shared labor force, retail services (in Millinocket and Houlton), regional education and health services, and the industrial forests located to the west.

As stated previously, transportation linkages in Patten consist of Routes 11 and 159. Route 11 runs north and south through Patten while Route 159 runs east and west. Route 11 contains areas of dispersed residential and light commercial/industrial development. Patten and the entire region are reliant on Routes 11 and 159 as the primary means of transportation movement

Transportation Analysis

Unrestricted access to a roadway ultimately results in traffic congestion and safety problems. Most growth in Patten occurs with single lot development along the collector or local roads and the effect of driveway traffic causing side friction that could impede traffic flow or cause a safety issue. Good access management and the careful planning of driveways and intersections can reduce accidents and prolong the useful life of the roadway. Regulations which control or manage access to a highway or main road are designed to avoid or resolve conflicts arising from the use of those properties abutting the roadway and the function of the roadway to swiftly and safely move vehicular traffic. How this will be accomplished will depend upon existing land use patterns, policies developed under this growth management program, land use plans and the priority given to the arterial and collector roads over other functions, such as providing access to local businesses and serving the needs of the town where the roadway also serves as the main street. Controlling accesses and land uses adjacent to roadways can be addressed through the development of the town's proposed land use plan.

At an increasing rate, there have been conflicts with horse and buggies and vehicles especially along Routes 11 south of Patten's downtown and Route 159 east toward Crystal. To date there have been no serious accidents or deaths resulting from traffic conflicts but these types of accidents can be catastrophic. Town officials may want to work the Amish community to develop an educational program. This could include the development of brochures or handouts proved to driver's education programs, local chamber of commerce, placed in local stores, and other locations. The program could also include working with some of the larger business and industry in the community to help inform drivers of the present of horse and buggies, bicyclist, and pedestrians.

While the transportation system in Patten is limited its infrastructure is extremely important to the town residents and the northern Maine region. The major north/south of Route 11 runs right through the Patten business district and serves as Main Street. For the most part, the roads in Patten are in poor condition with aged paved roads cracking and breaking up with numerous and many potholes in paved roads and dirt roads. With the road and highway budget of the town of Patten at

a limited amount the roads are deteriorating at a fast pace therefore costing more to improve in the future.

A goal for Patten is to develop a 7 to 20 year management plan for local road maintenance. This plan should include paving the Crossover road, also known as Frenchville Road, as two new families have moved onto the dirt portion of this road and another interested party was contemplating buying property on this road but the road condition at its current state was a drawback to this family. Included in the road maintenance plan is re-paving of Waters Road and Happy Corner Road especially with the designation of the Katahdin Woods and Waters National Monument. While the main access is located in Stacyville and the National Park Service's priority is the Swift Brook Road, access could be developed on the Happy Corner Road, Frenchville, and Waters Roads to the American Thread Road.

The residents of the town of Patten have pride in their community and seem genuinely concerned with the town's appearance including the condition of all town roads. Beautification projects can increase community spirit and support for other projects and activities and they send a clear message to visitors that the community is vibrant and active. Patten could propose a road side enhancement project to the Rural Planning Organization (RPO) which might include new sidewalks, curbs and landscaping on Route 11 in the village/business district to help improve the appearance of the town. Such a project could be proposed for inclusion in MaineDOT's Capital Work Plan.

Town officials should continue to work with the Corridor Advisory Committee, MaineDOT, UVEC, and Eastern Maine Development Corporation to implement the strategies located in the Katahdin Woods and Waters Scenic Byway plan. This includes the development of scenic turnout at Ash Hill, informational kiosks, and other road improvement and signage projects.

Town officials should also work with NMDC and MaineDOT during the creation of a Federal Bike Route. Officials should assist in the identification of a potential route through town as well as provide information regarding the amenities that long distance bicyclist should visit.

Town officials need to work with MaineDOT to help bring sidewalks and crosswalks to ADA compliance. As part of this project. town officials should work to identify locations where pedestrian signage is needed.

**TRANSPORTATION
Goals, Policies, and Strategies**

Strategies are listed in priority order.

State Goal

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

Local Goal

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

| Policy | Strategy | Responsibility | Timeframe |
|---|---|------------------------------------|-------------------|
| Improve the safety and efficiency of traffic flow on all of Patten’s roads. | Develop a Road Surface Management System (RSMS) plan. Update plan as projects are completed. | Town Officials | 2018 and On-going |
| | Work with MaineDOT to identify areas along Route 11 and Route 159 where paved shoulders should be constructed. | Town Officials | 2018 |
| | Implement the road improvement plan developed by the Road Committee. | Highway Department, Town Officials | Annually |
| | Annually budget for road improvement projects | Town officials, Highway Department | Annually |
| | Work with major employers and trucking companies to educate heavy haul truck drivers of increased horse and buggy, bicycle, and pedestrian traffic. | Planning Board, Town Officials | 2017 and on-going |
| | Convert part-time Highway Department staff to full-time position. | Town Officials | 2018 and on-going |
| | Investigate grant opportunities that help meet the goals for the road improvement plan. | Highway Department, Town Officials | On-going |
| | Collaborate with the University of Maine Capstone Project when feasible. | Highway Department | On-going |
| | Work with MaineDOT to install pedestrian crossing signs at the intersection of Route 11 and 159 (east), near Academy Park. | Town Officials | 2018 |

| Policy | Strategy | Responsibility | Timeframe |
|---|--|---|-------------------|
| | Add street lights within the populated residential areas of the designated Growth Area as needed. | Town Officials | 2019 |
| | Continue to use training provided by the MaineDOT Local Roads Center. | Highway Department, Town Officials | On-going |
| | Work with the Amish community on ways to reduce the amount of animal waste left alongside the roads. | Town Officials and MaineDOT | 2017 and on-going |
| | Add additional “Share the Road” signage at strategic locations near Amish farms, recreational areas, and businesses. | Town Officials and MaineDOT | 2018 |
| | Work with MaineDOT to install anti-animal collision devices (reflector systems) along the swampy areas of Route 11 near the Mount Chase line. | Town Officials Planning Board, and MaineDOT | 2018 |
| | Plant trees in areas where snowdrifting is a problem. | Town Officials and MaineDOT | 2018 |
| | Require proof of MaineDOT highway entry permit for new developments along state roads. Check with MaineDOT on compliance with required standards. | Planning Board | 2018 and on-going |
| | Monitor the amount and type of traffic roads such as the Happy Corner, Waters, and Frenchville Roads and develop as part of the town’s RSMS program, a maintenance plan should heavy truck traffic increase. | Town officials | 2017 and on-going |
| | Continue to submit projects for inclusion in the MaineDOT’s Capital Work Plan. | Town Officials | On-going |
| | Work with the Penobscot County Sheriff’s Department and Maine State Police to enforce speed limits in the village area. Maintain the radar sign installed in the downtown. | Town Officials | On-going |
| Maintain and broaden local options for transportation alternatives and parking. | Work with MaineDOT to ensure ADA compliance of sidewalks and crosswalks | Town Officials and MaineDOT | 2018 |
| | Continue to fund the Aroostook Regional Transportation Systems for transportation services for the elderly and LMI populations. | Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|--|---|--|------------------|
| | Develop signage in the village area that directs snowmobilers, ATV's bicycling, and pedestrian to trail systems. | Town Officials, Recreation Dept. and Planning Board | 2017 |
| | Study the feasibility of constructing a parking area for horse and buggies with water troughs waste collection, and sawdust pads near Ellis Market and Richardson Hardware. | Planning Board, Highway Dept., and Town Officials | 2017 |
| | Continue to support ATV and Snowmobile Club efforts in trail development and safety education through the Recreational Trail Program and SCORP. | Recreation Dept., Clubs, and Town Officials | On-going |
| | Develop mapping and literature to support rural bike routes and mountain biking. | Recreation Dept. | 2019 |
| | Complete a walkability/bikeability evaluation of the community and respond to recommendations. | Planning Board | 2018 |
| | Seek grant funds and civic involvement for installation of bike stands at locations in the downtown, Academy Park, and at the Recreation Department | Town Officials, Recreation Dept. School Dept., and Planning Board | On-going |
| Maintain and strengthen regionally essential transportation systems including Maine Northern Railway, and Interstate-95. | Support work with surrounding communities and MaineDOT to upgrade the rail line and work with the rail provider to improve service to Patten's businesses and industry. | Town Officials and MaineDOT | 2017 |
| | Participate in all regional transportation planning initiatives including MaineDOT's Capital Work Plan, Penobscot County Emergency Management Planning efforts, and NMDC's regional transportation efforts. | Town Officials, Planning Board, Highway Dept. and Recreation Dept. | On-going |
| | Work with the Aroostook Regional Transportation Systems to assure Patten's residents are getting full benefit of the public transportation services offered | Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|---|-----------------------|------------------|
| | Devote substantial economic development effort to the agricultural and forest product and other industries that require rail or improved access to Interstate 95. | Town Officials | On-going |
| | Support and encourage the use of rail facilities by local companies. Work with those industries to apply for additional state and federal funding as rail projects, such as additional sidings are identified. | Town Officials | On-going |
| | Participate in a continuing dialogue between communities along Routes 11 and 159 to advocate further improvements to and address maintenance, planning priorities, and the impact of adjoining development along arterials. | Town Officials | On-going |

Local Economy



Local Economy

IMPORTANT NOTE: Current census data contained within this chapter is compiled from the American Community Survey (ACS) 2007-2011 5-year estimate. The ACS 5-year estimates data for rural communities is based on a very small sample and therefore subject to a range of sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error, whenever possible. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value.

Patten Business and Employment Historical and Today

Patten's economy is often thought of being based on the abundant natural resources in the region. There are commercial forestlands, prime agricultural soils, and resources of State importance such as Baxter State Park and a newly designated Katahdin Woods and Waters National Monument. Often thought of as a lumber town, Amos Patten was considered a lumber baron when he purchased T4R6. As evidenced by the number of trucking companies and logging contractors, many residents work or worked in the woods or at mills located in East Millinocket, Millinocket, Lincoln, Masardis, New Limerick, and Ashland. While the mills in East Millinocket and Millinocket have closed and there has been a general downsizing in the industry, town residents still work in this industry and today, logging trucks are a common sight on Main Street, Shin Pond Road and Houlton Street and local businesses support this industry. The Patten Lumberman's Museum connects these roots in real tangible ways.

Although lumbering played an important role in the town's economy, agriculture was equally important. Initially, most of the agricultural production was for personal use, the industry grew and supplied fresh produce, dairy products, and meat to logging camps and to families in town and the surrounding region. Patten had a robust potato industry through the 1970s and many farmers were growing beef and raising cows for the dairy industry. Today, while large scale potato farming has declined, there are numerous smaller farms that grow a variety of produce and sell to the general public. The importance of agriculture is evidence by the fact that the Ambulance Service is located on Potato Row Road.

Tourism, in the form of hunting, fishing, ATVing and snowmobiling, has been part of Patten's economy for decades. In the past, Patten was a destination for hunters and fishermen and sporting camps and registered Maine Guides were a draw. This is still the case today and Patten is a jumping off point to outstanding fishing for brook trout, lake trout, bass, and other species and offers a near wilderness experience for those hunting black bear, white-tailed deer, moose, and small game. There is a flying service located in nearby Shin Pond that flies sports to remote areas. Several sporting camps in and around Patten, offer the traditional Maine experience for those wishing to visit the region.

While hunting and fishing is still important, Patten is located at the gateway to the North entrance of Baxter State Park and now the Katahdin Woods and Waters National Monument. The impact of the new monument has yet to be determined but Baxter State Park draws many visitors to the region each year. These two regional resources along with the International Appalachian Trail and Katahdin Woods and Water Scenic Byway attract visitors who purchase supplies at stores and eat at restaurants located in the downtown.

Patten’s downtown is a regional economic hub and contains a variety of retail and service establishments. Several businesses, such as Patten Drug Store, Katahdin Trust, Ellis Family Market, and Richardson’s Hardware have been at the same location for many decades.

Patten has seen a resurgence of interest in their downtown area and new businesses have opened, previously vacant buildings have been purchased, and there is a general level of “excitement” in the downtown. As shown below, total consumer retail sales have grown by nearly 10 percent since 2007.

The reality is that the community is still part of a regional, state, and national economy. Patten is part of the Houlton Labor Market Area (LMA). A LMA consists of an economic center (in this case Houlton) and 29 other communities stretching from Weston to Mount Chase. Labor Market Areas are defined by the United States Department of Labor every 10 years and are based on commuting patterns. This designation fits with reality as townspeople go to Houlton (45 minutes away) rather than Bangor (90 minutes).

Conditions and Trends

Substantial public and private investment is continuing in Patten in the form of road construction, utility upgrades, new business and industries locating in the community such as Haymart, Katahdin Valley Health Care facility (KVHC), National Park Service headquarters, several new convenience stores and take out restaurants.

Patten has a solid record of economic sustainability because of a diversified economic structure while supporting the mainstay forestry and recreational industries located within the community.

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

The table below lists the current employers located in Patten as of April 2017. A vast majority of Patten’s employers fall into the 1-4 employees and nearly all of the employers fall into the less than 20 employee categories. The table shows a nice mixture and diversity of employers in town.

| Patten’s Businesses- 2017 | |
|----------------------------------|--------------------------------|
| Business | Business |
| Lonewolf Autobody | Debbie’s Deli and Pizza |
| R+L Storage | Dri-Ki Woodworking |
| Savage Autobody | Eastmill Federal Credit Unions |
| Ellis Family Market | Fairpoint New England |
| Richardson’s Hardware | McNally Land Surveyors |
| Katahdin Trust Company | Scott Willett Trucking |
| Magic Wand Carwash | Willigar Farm |
| NAPA Auto Parts (Gallagher’s) | Wedding Videography of Maine |

| Business | Business |
|--|---|
| Flatlander BBQ | Four Season Painting |
| Abbilli Trucking Inc. | D. Gardner Trucking |
| Sheldon Anderson Concrete and Construction | Gardner & Sons Trucking |
| Stacy Anderson Carpentry | David L. Gardner |
| Anderson's Construction | JS Gardner Trucking |
| Avon | Brian Glidden Inc. |
| Bartlett's Lodge | Green Valley Association |
| Blue's Wilderness Hunts | Guptill Farms |
| Bowlin-Matagamon Snowmobile Club | Michael A. Hanson Trucking |
| Hangar Pizza | Harris and Sons Trucking |
| Bradford House Bed and Breakfast | Hartsgrove Appraisal Services |
| John H. Brown Septic System Services | Hathaway Apartments |
| Frederick Brownlee Trucking | Haymart |
| Brownlee Builders | Kevin Higgins Apartments |
| Casual Elegance Catering | Innovative Strategies and Intervention Services |
| CM&S Ent, LLC | Integrated Solutions of Maine |
| Calculations | J&B General Auto Maintenance |
| R D Campbell | John's Electric and Solar Service |
| Care Professional Resources | K&C Quick Stop and Service Center |
| Carlene's Barbering and Family Hair Care | KJR & Son Trucking |
| Cheryl's Tax Service | Kenney Farm |
| Collaboration Studios | Katahdin Outdoors |
| Conklin's Lodge and Camps | Katahdin Photo Tours |
| Christie Crouse Embroidery | Katahdin Region Wilderness Guide Service |
| Shawn Craig | Katahdin Valley Health Center |
| Michael Craig Inc. | Katahdin Welding |
| Craig's Clam Shop | Sean Kelly |
| Ben Cullen Carpentry | Frank Landry and Sons |
| Cutting Edge Lawn Care | George Landry and Sons, Inc. |
| D&T Transportation | Paul Landry and Son |
| D.A.N Trucking Inc | Landry Wood Enterprises |
| Daisy Boutique | Main Street Outback Garage |
| Dauphinee Enterprise LLC | Stephine Matwyko |
| Dead River Company | Alain McNally |
| JD Landry | McNally Farm |
| Frank Landry and Sons | Mountain Glory Farm |
| Matagammon Guide Service | Deanna Morse Property Management |
| CM Trucking | Towering Forest |
| McNally Land Surveyors | Vambutas Land Company, LLC |
| Brett Morse Trucking | Washtub Laundromat |
| Scott V. Willett II | Wet Paint |

| Business | Business |
|----------------------------------|----------------------------|
| Paul Morse | NEPSK, Inc. |
| Patten Redemption Center | Ordway Land and Lumber |
| Paradigm Marketing Group, Inc. | Parker Woodworks |
| Patten Drug | Patten Water Wells Company |
| Patten Hunting Lodge | R&L Storage Rentals |
| Peavey Sons Plumbing and Heating | REM Logging, Inc. |
| Philips Contractors, Inc. | Red Moose Gift Galley |
| Qualey Farms, Inc. | Richardson's Greenhouse |
| Samantha Richardson Photography | Albert Rickards |
| Katahdin View Storage | Savage and Savage Logging |
| Savage Paint and Body | Scrapbooking Dreams |
| Spruce Street Business Service | Smallwood, Inc. |
| T&W Trucking | Swp Maine, Inc. |
| The Chimney Man | Becky Taylor Tax Services |
| Three Oak Farm | Theresa's Headquarters |
| Katahdin Clapboard Mill | |

Source: Town of Patten, 2017

Unemployment

The tables below show the annual average unemployment for Patten and the Houlton Labor Market area (LMA). The trend shows that both Patten and the LMA had an unemployment rate near or above the State's average. Most recently, the State's average unemployment rate has been improving while the LMA's has improved slightly or remained stable, potentially a sign of a lag in the regional economy. Economic activity is divided into "export" and "service" activities. Export activities bring dollars into the community through the sale of goods and services to the outside, i.e. the next town or the world. Service activities provide goods and services locally that re-circulate money that is already here. Some services, like retail sales, overlap as export and local activities.

Employment sectors help identify which activities are important exports in the local economy. Economic growth is driven by export activities which are also referred to as economic engines. Their importance cannot be over stated. Patten's unemployment rates decreased from 6.1% in 2004 to 4.7% in 2016. According to the Maine Department of Labor, the high was in 2009 when 12.2% of Patten's workforce was unemployed.

Houlton LMA's unemployment rate also increased from 6.3 percent in 2004 to 7.7 percent in 2016. At no time has the LMA's rate been below 6.0% and the high was 11.5% in 2009. The jump in unemployment rates at this time can be attributed to mill closures or downsizing in New Limerick, East Millinocket, and Millinocket.

Patten Unemployment 2004-2016

| Year | Civilian Labor Force | Employment | Unemployment | Unemployment Rate % | Maine Unemployment Rate |
|------|----------------------|------------|--------------|---------------------|-------------------------|
| 2016 | 450 | 429 | 21 | 4.7 | 3.9 |
| 2015 | 449 | 426 | 23 | 5.1 | 4.4 |
| 2014 | 472 | 436 | 36 | 7.6 | 5.6 |
| 2013 | 479 | 440 | 39 | 8.1 | 6.7 |
| 2012 | 477 | 432 | 45 | 9.4 | 7.2 |
| 2011 | 485 | 432 | 53 | 10.9 | 7.7 |
| 2010 | 492 | 434 | 58 | 11.8 | 8.2 |
| 2009 | 557 | 489 | 68 | 12.2 | 8.1 |
| 2008 | 554 | 507 | 47 | 8.5 | 5.4 |
| 2007 | 562 | 516 | 46 | 8.4 | 4.7 |
| 2006 | 557 | 512 | 45 | 8.1 | 4.7 |
| 2005 | 562 | 516 | 46 | 8.2 | 4.9 |
| 2004 | 537 | 504 | 33 | 6.1 | 4.6 |

Source: Maine Department of Labor, 2017

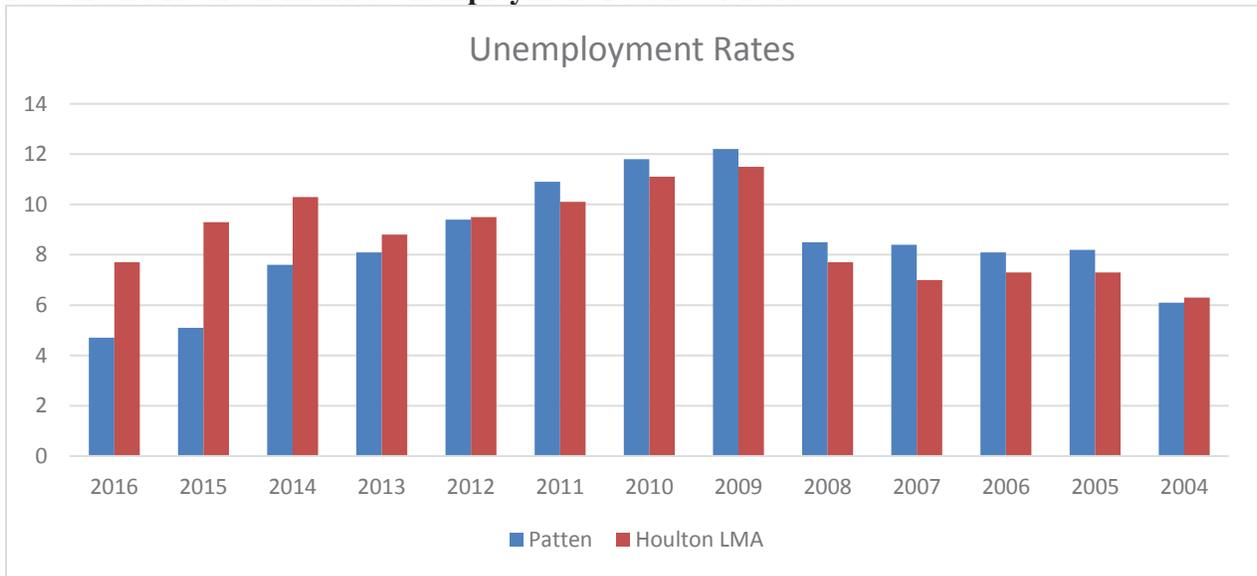
Houlton LMA Unemployment Rates

| Year | Civilian Labor Force | Employment | Unemployment | Unemployment Rate % |
|------|----------------------|------------|--------------|---------------------|
| 2016 | 7,881 | 7,273 | 608 | 7.7 |
| 2015 | 8,130 | 7,373 | 757 | 9.3 |
| 2014 | 8,133 | 7,292 | 841 | 10.3 |
| 2013 | 8,310 | 7,580 | 740 | 8.8 |
| 2012 | 8,380 | 7,580 | 800 | 9.5 |
| 2011 | 8,500 | 7,640 | 860 | 10.1 |
| 2010 | 8,530 | 7,590 | 940 | 11.1 |
| 2009 | 8,490 | 7,510 | 980 | 11.5 |
| 2008 | 8,480 | 7,830 | 650 | 7.7 |
| 2007 | 8,482 | 7,888 | 594 | 7.0 |
| 2006 | 8,537 | 7,910 | 627 | 7.3 |
| 2005 | 8,533 | 7,907 | 626 | 7.3 |
| 2004 | 8,307 | 7,763 | 544 | 6.3 |

Source: Maine Department of Labor, 2017

The following chart compares Patten's unemployment with Houlton LMA between 2004 and 2016. Patten's rate has been about the same as that of the LMA but higher between 2005 and 2011. This is due to mill and plant closures and a general downturn in the forest economy during that timeframe.

Patten and Houlton LMA's Unemployment rate 2004-2016



Source: Maine Department of Labor, 2017

The table below shows the major employment sectors in Patten and their relative importance in the local economy as compared to the State. The location quotients help to show which sectors are most important in the Town's economy. They illustrate the ratio between the percentages employed in a given sector locally and at the State level. If the Town is more dependent on one sector as compared to the State then, in theory, it must be exporting some of these goods or services outside the region. Patten's "export" industries create the engines that power the local economy and its potential for growth. These are the structural components of the local economy.

Patten Employment – Occupation 2015

| | Patten | | Penobscot County | | Maine | |
|---|--------|------------------|------------------|------------------|---------|------------------|
| | Number | Percent Employed | Number | Percent Employed | Number | Percent Employed |
| Civilian employed population > 16 years | 426 | | 71,852 | | 651,335 | |
| Agriculture, forestry, fishing & hunting, mining | 29 | 6.8 | 1,475 | 2.1 | 15,564 | 2.4 |
| Construction | 47 | 11.0 | 4,642 | 6.5 | 47,092 | 7.2 |
| Manufacturing | 10 | 2.3 | 4,201 | 5.8 | 62,054 | 9.5 |
| Wholesale trade | 1 | 0.2 | 1,613 | 2.2 | 15,957 | 2.4 |
| Retail trade | 19 | 4.5 | 10,856 | 15.1 | 89,517 | 13.7 |
| Transportation, warehousing, and utilities | 54 | 12.7 | 3,245 | 4.5 | 26,241 | 4 |
| Information | 0 | 0.0 | 1,079 | 1.5 | 12,280 | 1.9 |
| Finance and insurance, and real estate | 37 | 8.7 | 3,105 | 4.3 | 40,187 | 6.2 |
| Prof., scientific, mgmt., admin., & waste mgmt. | 13 | 3.1 | 5,053 | 7.0 | 56,069 | 8.6 |

| | Patten | | Penobscot County | | Maine | |
|---|--------|------------------|------------------|------------------|---------|------------------|
| | Number | Percent Employed | Number | Percent Employed | Number | Percent Employed |
| Education, health care, & social assistance | 180 | 42.3 | 24,105 | 33.5 | 174,744 | 26.8 |
| Arts, entertain., rec., accommodation, & food | 15 | 3.5 | 6,393 | 8.9 | 54,953 | 8.4 |
| Other services, except public administration | 13 | 3.1 | 3,097 | 4.3 | 29,129 | 4.5 |
| Public administration | 8 | 1.9 | 2,988 | 4.2 | 27,548 | 4.2 |

Source: American Community Survey, 2016

The leading areas of employment or occupations fall into four broad categories. The highest number includes Education, Health Care and Social Assistance with 42.3% of the workforce employed in this sector. This is due to the number of health care facilities in Town as well as the sub region and the fact that there are schools located nearby. Next is Transportation, Warehousing, and Utilities which is represented by the trucking companies and other businesses and the third highest is Construction. The final category is finance and insurance and real estate which includes banking and credit union employees, insurance sales and service, and real estate brokers.

Forestry and Agriculture

Forestry and farming need economically viable conditions. While the development of a comprehensive plan can do little to create markets for agricultural and forest products, there are several strategies town officials can take to encourage additional markets and local transactions). Property taxation; the crowding of working lands by homes and other uses that might consider farm and forest operations a nuisance; and sewer and water line extension policies that promote residential development into rural areas all affect the economics of farming and forestry. Patten can consciously influence or control these factors.

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

According to the Bureau of Labor Statistics (2016), between 1988 and 2015, average wages in the forestry and logging industries grew from \$40,528 to \$47,556, approximately 17% increase. Conversely wages in the wood products and manufacturing sector shrank from \$37,776 to \$30,304, a 4 percent decrease. Regional mill closures have severely impacted the economy of the greater Patten area as well as those of Medway, Millinocket and East Millinocket.

More localized data was compiled with the assistance of the Maine Forest Service and town officials. Town officials keep track of Tree Growth information. The Maine Tree Growth Tax Law provides for the valuation of land that has been classified as forest land on the basis of productivity value, rather

than on just value. The law is based on Article IX, Section 8 of the Maine Constitution that permits such valuation of forest land for property tax purposes. The land must be used primarily for the growth of trees to be harvested for commercial use. Owners must manage tree growth classified parcels according to accepted forestry practices designed to produce trees having commercial value. In considering this option owners may be guided by, but are not limited to, the following accepted forestry practices: timber harvesting, tree planting, direct seeding, site preparation, thinning, cleaning, weeding, pruning, inventory of standing timber, forest protection measures (insect, fire, wind, etc.), and boundary line work.

Patten Tree Growth, 2017

| Number of Landowners | Number of parcels | Softwood Value | Mixed Wood Value | Hardwood Value | Total Value |
|-----------------------------|--------------------------|-----------------------|-------------------------|-----------------------|--------------------|
| 48 | 72 | \$258,822 | \$892,097 | \$500,744 | \$1,651,693 |

Source: Town of Patten, 2017

The following harvest information was provided by the Maine Department of Agriculture, Conservation, and Forestry and is the most recent available. On average, there are about 723 acres of land (18 harvesting operations) harvested in Patten each year.

Summary of Timber Harvesting for the Town of Patten

| YEAR | Selection harvest, acres | Shelterwood harvest, acres | Clearcut harvest, acres | Total Harvest, acres | Change of land use, acres | Number of active Notifications |
|-------------|---------------------------------|-----------------------------------|--------------------------------|-----------------------------|----------------------------------|---------------------------------------|
| 1991 | 215 | 10 | 195 | 420 | 0 | 4 |
| 1992 | 477 | 28 | 124 | 629 | 0 | 9 |
| 1993 | 155 | 0 | 0 | 155 | 0 | 6 |
| 1994 | 426 | 50 | 17 | 493 | 0 | 6 |
| 1995 | 370 | 68 | 10 | 448 | 0 | 9 |
| 1996 | 632 | 0 | 5 | 637 | 0 | 11 |
| 1997 | 472 | 0 | 0 | 472 | 5 | 9 |
| 1998 | 387 | 125 | 0 | 512 | 0 | 11 |
| 1999 | 701 | 32 | 0 | 733 | 0 | 25 |
| 2000 | 322 | 159 | 0 | 481 | 0 | 21 |
| 2001 | 708 | 168 | 12 | 795 | 2 | 15 |
| 2002 | 1,024 | 4 | 0 | 1,028 | 0 | 25 |
| 2003 | 500 | 316 | 0 | 816 | 0 | 22 |
| 2004 | 576 | 15 | 0 | 591 | 0 | 23 |
| 2005 | 1,141 | 124 | 0 | 1,265 | 0 | 31 |
| 2006 | 1,204 | 392 | 0 | 1,596 | 1 | 31 |
| 2007 | 744 | 138 | 0 | 882 | 5 | 31 |
| 2008 | 755 | 515 | 0 | 1270 | 0 | 27 |
| 2009 | 503 | 136 | 23.4 | 662.4 | 0 | 21 |
| 2010 | 772 | 105 | 0 | 877 | 0 | 22 |

| YEAR | Selection harvest, acres | Shelterwood harvest, acres | Clearcut harvest, acres | Total Harvest, acres | Change of land use, acres | Number of active Notifications |
|---------|--------------------------|----------------------------|-------------------------|----------------------|---------------------------|--------------------------------|
| 2011 | 443 | 377 | 0 | 820 | 0 | 20 |
| 2012 | 213 | 157 | 26 | 396 | 22 | 18 |
| 2013 | 263 | 397 | 0 | 660 | 0 | 17 |
| Total | 13,003 | 3,316 | 412.4 | 16,638.4 | 35 | 414 |
| Average | 565 | 144 | 18 | 723 | 2 | 18 |

Source: Maine Department of Agriculture, Conservation, and Forestry, 2017

There have been several noticeable enhancements to the forestry industry that could greatly benefit landowners in Patten. In February 2017, 42 Railroad Ave LLC announced the finalization of the purchase agreement for the 24 megawatt power generation station Sherman Development, from Niagara Worldwide LLC. 42 Railroad Ave LLC plans to rebuild the turbine, activate new transmission lines, and build a rotary kiln to produce more than 100 tons per day of activated carbon, which has a number of applications, including water and air purification, oil spill cleanup, medical treatments, and trapping mercury emissions from coal-fired power stations and natural gas wellheads.

Additionally, the re-opening of the ReEnergy Plant in Ashland provides new markets for woodchips harvested in the Patten area. JD Irving recently invested more than \$32 million to modernize their mill in Ashland. This mill produces more than 100 million board feet of softwood lumber and is considered one of the most modern sawmills in North America. Maibec recently spent over \$2 million to upgrade and modernize their mill in Masardis. These three projects are projected to create 100 new jobs and open up new markets for landowners in northern Penobscot and Aroostook Counties.

Agriculture

As in Forestry, town specific agricultural information is difficult to obtain but Penobscot and Aroostook County information was obtained through the Census of Agriculture and American Community Survey. The following tables show agricultural data for Penobscot and Aroostook Counties for 2002, 2007, and 2012, the latest Census of Agriculture.

Penobscot County Agricultural Data 2002-2012

| | 2002 | 2007 | 2012 | Percent Change |
|---------------------------------------|----------|----------|----------|----------------|
| Number of Farms | 575 | 545 | 677 | 17.7 |
| Land in Farms (acres) | 107,082 | 68,719 | 75,725 | -29.3 |
| Average Size (acres) | 186 | 126 | 137 | -26.3 |
| Market Value of Products Sold (\$000) | \$28,955 | \$42,523 | \$50,155 | 73.2 |
| Average Farm Reporting Sales | \$50,357 | \$60,231 | \$74,084 | 47.1 |
| Government Payments (\$000) | \$1,417 | \$889 | \$1,044 | -26.3 |

Source: USDA 2002, 2007, 2012 Census of Agriculture Summary Report

Aroostook County Agricultural Data 2002-2012

| | 2002 | 2007 | 2012 | Percent Change |
|---------------------------------------|---------------|---------------|---------------|----------------|
| Number of Farms | 1,084 | 1,246 | 895 | -17.4 |
| Land in Farms (acres) | 391,675 | 375,568 | 350,911 | -10.4 |
| Average Size (acres) | 361 | 301 | 392 | 8.6 |
| Market Value of Products Sold (\$000) | \$121,158,000 | \$146,516,000 | \$210,517,000 | 73.7 |
| Average Farm Reporting Sales (\$000) | \$111,770 | \$117,589 | \$235,215 | 110.4 |
| Government Payments (\$000) | \$2,333,000 | \$2,779,000 | \$2,942,000 | 2.6 |

Source: USDA 2002, 2007, 2012 Census of Agriculture Summary Report

As stated in the introduction, Patten’s potato acreage has declined since its heyday in the 1970s. However, there is a varied and diverse agricultural community that grows a variety of crops that are for sale to the general public. These include vegetables, beef, dairy, pigs, hay, oats, barley and other crops.

McNally Farms has a farm stand located on Main Street as well as pick your own blueberries on their farm on the Frenchville Road. There are other producers with stands on the Shin Pond Road, Crystal Road, Frenchville Road, and Waters Road.

Haymart owns and operates farms in Maine, Arkansas, Missouri and Nebraska. (approximately 4,200 acres). The owners work to certify that their farms are organic and they typically purchase abandoned or over-grown farms which guarantees that the land is free from chemicals. Haymart currently owns four (4) parcels in Patten including Grandpa’s Mettle Farm, Falling Barn Farm, Hidden Heirloom Farm, and Casey’s Fishtale Farm. They grow soybeans, oats, barley, apples, and harvest wood for their pellets. Haymart also owns farms in surrounding communities.

Haymart purchased the closed Appalachian Katahdin wood veneering mill in 2013. In late 2014, Haymart made the decision to partially transform the structure into a pellet milling operation that would also be capable of pelletizing hay and grains grown on their farms. A localized pelleting operation also affords Haymart an outlet for wood from their clearing operations as well to pelletize hay and grains. In 2017, Haymart received a building permit to allow for the placement of grain silos on site.



The Amish have purchased two (2) parcels on the South Patten Road and one (1) on the Happy Corner Road, as well as in surrounding communities. Much of this land was fallow and were vacant farms

which have now been brought back into production. They also provide stick built structures and carpentry services in the area.

There has also been an increase in the number of small “home” farms that are producing beef, chicken, and poultry, mainly for their own use but also on a limited sale basis. There is currently a very strong market for grass fed beef.

Another growing opportunity in town has been the increase of berry farms, maple sugaring operations, and grass/hay farming.

Maine Potato Production

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

Maine Potato Production 1999-2016

| | Acres Planted | Acres Harvested | Yield/Acre (CWT) | Production (000) |
|----------------|----------------------|------------------------|-------------------------|-------------------------|
| 1999 | 65,000 | 62,500 | 285 | 17813 |
| 2000 | 64,000 | 64,000 | 280 | 17920 |
| 2001 | 62,000 | 62,000 | 260 | 16120 |
| 2002 | 64,000 | 64,000 | 265 | 16960 |
| 2003 | 66,000 | 65,500 | 260 | 17030 |
| 2004 | 63,500 | 62,000 | 310 | 19220 |
| 2005 | 57,500 | 56,200 | 280 | 15736 |
| 2006 | 58,500 | 58,000 | 315 | 18270 |
| 2007 | 57,100 | 57,000 | 290 | 16530 |
| 2008 | 56,000 | 54,700 | 270 | 14769 |
| 2009 | 56,500 | 55,500 | 275 | 15263 |
| 2010 | 55,000 | 54,800 | 290 | 15892 |
| 2011 | 57,000 | 54,000 | 265 | 14210 |
| 2012 | 58,000 | 57,300 | 270 | 15471 |
| 2013 | 54,500 | 53,000 | 295 | 15,635 |
| 2014 | 51,000 | 50,500 | 290 | 14,645 |
| 2015 | 51,000 | 50,500 | 320 | 16,160 |
| 2016 | 46,500 | 46,000 | 315 | 14,490 |
| Average | 57,922 | 57,067 | 286 | 16,247 |

Source: Maine Potato Board, 2017

Tourism

For tourism purposes, Maine is broken into eight (8) regions. Patten, appropriately, is considered part of the Highlands region and is also closely related to the Crown of Maine (Aroostook) region. The Highlands region is located in central Maine and includes Patten, Lincoln, Bangor, Millinocket, Greenville, the Baxter State Park area, and the Moosehead Lake region.

DPA, a travel and tourism consulting firm, compiles data on tourism for the State of Maine. They compile information on tourism related trips which include day trips, leisure trips, trips to see friends, or business trips for trade shows conferences/ conventions. Expenditures are estimated for visitors spending the night and all out of state day trips.

Their data shows that an estimated 4.4 million visitors came to the Maine Highlands region in 2016, a nearly 10% increase over 2015. These visitors spent \$856 million (20% increase over 2015) with a majority of the spending on lodging, followed by retail sales, and restaurant and food. It is estimated that tourism supported 14,714 jobs and provided over \$78 million in taxes in 2016.

DPA estimated that Aroostook County (Crown of Maine) region had 1.4 million visitors in 2016, a 9.5 percent increase over 2015. These visitors spent \$157 million with a majority of the spending on lodging, restaurant/food, and retail sales. Tourism supported 2,784 jobs and \$14.7 million in taxes. The Crown of Maine Region includes all of Aroostook County.

Tourism has been part of Patten's economy for many years. In the past, Patten was a destination for hunters and fishermen and sporting camps and registered Maine Guides were a draw. There was a flying service located in nearby Shin Pond that flew sports to remote areas which is still in existence today. Several sporting camps offer the traditional Maine experience for those wishing to visit the region.

While hunting and fishing is still important, Patten is located at the gateway to the North entrance of Baxter State Park and now the Katahdin Woods and Waters National Monument. The impact of the new monument has yet to be determined but Baxter State Park draws many visitors to the region each year. These two regional resources along with the International Applicant Trail and Katahdin Woods and Water Scenic Byway attract visitors who purchase supplies at stores located in the downtown.

Patten has hundreds of miles of snowmobile and ATV trails that are maintained by local clubs. These trails attract visitors to the region, especially those who do not have the opportunity to utilize their vehicles where they live. Town officials work with both clubs and landowners to ensure that the trail systems remain open for use. In 2016, the Town agreed to make all town roads ATV Access Routes

The Butler Foundation is seeking permits to build a \$5 million outdoor education facility south of Patten near Baxter State Park and the Katahdin Woods and Waters National Monument. If permitted by the MDEP, the Maine Waterside Trails will be built on the East Branch of the Penobscot River off Route 11 and would be the first large-scale investment near the Katahdin Woods and Waters National Monument. It is projected that Waterside Trails will host as many as 3,500 students in grades 4-12

annually to hiking, mountain bike trail riding, snowshoeing and cross-country skiing, plus an outdoors curriculum.

The proposal calls for the construction of a 3,000-square-foot administrative office and storage facility on the river's east bank in Soldiertown. The proposal also seeks the construction of about eight miles of trails through some of the 5,000 acres of foundation-owned land in the area, including one trail that will run to within 800 feet of monument lands. The proposal will allow the foundation to shift some educational activities from a smaller base built on the Passadumkeag River in Passadumkeag that has been operating for a few years.

Fiber Optics-Three Ring Binder

To improve Maine's connectivity, the 3-Ring Binder project was designed by a group including the University of Maine and GWI, a telephone and internet provider. The federal government, as part of the economic stimulus programs in 2008-2009, awarded \$25.4 million for this project, supplemented by a private investment of \$7.5 million from Maine Fiber Company (MFC), which owns and operates the fiber facilities. MFC completed construction of this new 1100 route-mile fiber-optic network in August of 2012. Fiber is now available for lease in some of Maine's most rural areas. MFC is actively seeking customers to lease fiber-optic facilities, and has several carriers, retail ISPs, and public sector customers currently utilizing fiber on the network.

- The 3-Ring Binder is a 1,100 mile, open access, middle-mile fiber optic network that was completed in August of 2012. The project will make broadband Internet access more readily available to approximately 110,000 households in Maine.
- Carriers have signed up to use the network. In addition, there are (2) higher education organizations, and (2) municipalities taking advantage of the middle-mile fiber. The University System of Maine uses the fiber to connect 22 of their campus and satellite locations.
- The network passes through approximately 172 towns in the state, including many in very rural areas of Maine.
- The project connects 100 community anchor institutions (CAI) to the network. Community anchor institutions include hospitals, rural healthcare clinics, community colleges, University of Maine campuses, libraries, government facilities, and public safety departments.

Commute to Work 2016

The table below suggests employment location based on travel time to work. According to the American Community Survey, the largest percentage of Patten's workforce over the age of 16 travels to work in a personal vehicle. It is assumed that those traveling under 15 minutes to work reside in Patten. Based on this, 29% of residents that are employed work in Patten. According to the American Community Survey, over 20% of Patten's workforce travels more than 45 minutes to work each day and nearly 32% travel more than 30 minutes which suggest that Island Falls, Lincoln, Medway, Ashland and Houlton are some of the largest employee destination of Patten's residents. Patten is located on a major transportation hub, Route 11, which opens employment opportunities both north and south.

| | Patten | Percent | Aroostook County | Percent | Penobscot County | Percent | Maine | Percent |
|---------------------------------|---------------|----------------|-------------------------|----------------|-------------------------|----------------|--------------|----------------|
| Workers | 416 | | 29,882 | | 70,797 | | 635,475 | |
| Car, Truck, or van, drive alone | 328 | 78.8 | 23,619 | 79.0 | 56,468 | 79.8 | 495,743 | 78.0 |
| Car, Truck, or Van, carpooled | 7 | 1.7 | 3,427 | 11.5 | 6,968 | 9.8 | 65,287 | 10.3 |
| Public Transportation | 0 | 0.0 | 35 | 0.1 | 398 | 0.6 | 4,032 | 0.6 |
| Walked | 53 | 12.7 | 971 | 3.2 | 2,784 | 3.9 | 25,475 | 4.0 |
| Other | 3 | 0.7 | 508 | 1.7 | 1,286 | 1.8 | 10,451 | 1.6 |
| Work at Home | 25 | 6.0 | 1,322 | 4.4 | 2,893 | 4.1 | 34,487 | 5.4 |
| Mean Travel time (minutes) | 20.2 | | 17.6 | | 22.3 | | 23.6 | |

Source: American Community Survey, 2016

Travel Time to Work, 2016

| | Patten | Aroostook County | Penobscot County |
|--|---------------|-------------------------|-------------------------|
| Workers over 16 who did not work at home | 391 | 28,560 | 67,904 |
| Less than 5 minutes | 97 | 3,372 | 3,881 |
| 5 to 9 minutes | 83 | 6,121 | 9,372 |
| 10 to 14 minutes | 29 | 4,784 | 12,160 |
| 15 to 19 minutes | 42 | 4,392 | 11,790 |
| 20 to 24 minutes | 16 | 3,415 | 9,905 |
| 25 to 29 minutes | 0 | 1,143 | 3,374 |
| 30 to 34 minutes | 28 | 2,491 | 7,022 |
| 35 to 39 minutes | 3 | 432 | 1,395 |
| 40 to 44 minutes | 12 | 376 | 1,697 |
| 45 to 59 minutes | 42 | 966 | 3,253 |
| 60 to 89 minutes | 30 | 644 | 2,159 |
| 90 or more minutes | 9 | 424 | 1,896 |

Source: American Community Survey, 2016

Taxable Retail Sales

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

1. Consumer Retail Sales: Total taxable retail sales to consumers.

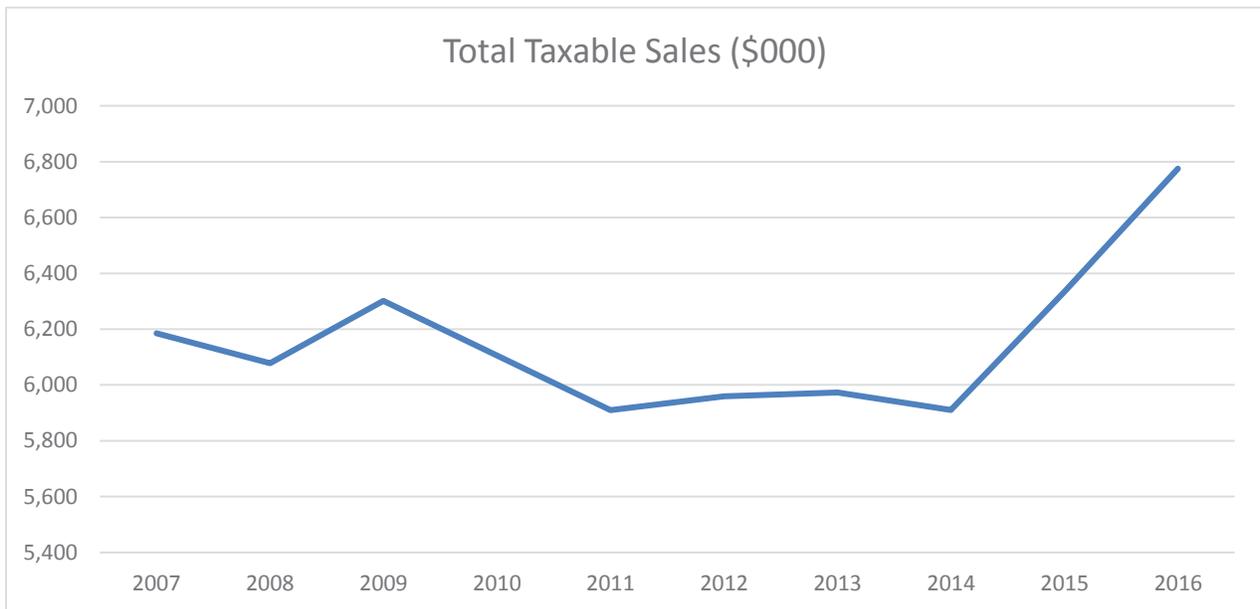
2. Total Retail Sales: Includes Consumer Retail Sales plus special types of sales and rentals to businesses where the tax is paid directly by the buyer (such as commercial or industrial heating oil purchases)
3. Building Supply: Durable Equipment Sales, Contractors' Sales, Hardware Stores and Lumber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

The following table shows that total taxable retail sales have increased by 9.5 percent since 2007. The category with the largest increase was **Food Store** followed by **Auto Transportation**. The largest decline is in **General Merchandise** followed by **Other Retail**. It should be noted that a \$0 does not mean that there were not sales in this category. Typically, it indicates either a single store is selling general merchandise and Maine Revenue Services protects their confidentiality or that sales fell below reportable levels.

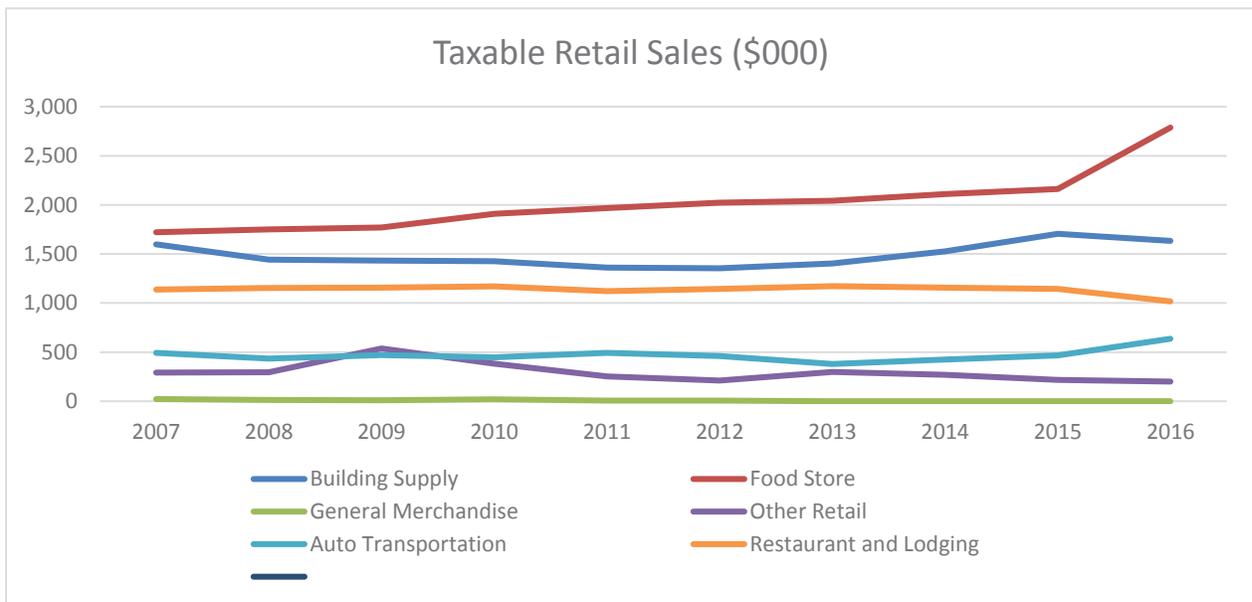
Patten Taxable Sales (in Thousands of Dollars)

| | Building Supply | Food Store | General Merchandise | Other Retail | Auto Transportation | Restaurant and Lodging | Total |
|---------------|------------------------|-------------------|----------------------------|---------------------|----------------------------|-------------------------------|--------------|
| 2007 | \$1,599 | \$1,721 | \$22 | \$291 | \$494 | \$1,136 | \$6,185 |
| 2008 | \$1,443 | \$1,750 | \$14 | \$295 | \$433 | \$1,153 | \$6,078 |
| 2009 | \$1,433 | \$1,768 | \$9 | \$537 | \$469 | \$1,157 | \$6,301 |
| 2010 | \$1,427 | \$1,910 | \$20 | \$382 | \$448 | \$1,170 | \$6,105 |
| 2011 | \$1,362 | \$1,966 | \$7 | \$254 | \$493 | \$1,122 | \$5,910 |
| 2012 | \$1,354 | \$2,023 | \$6 | \$212 | \$461 | \$1,144 | \$5,960 |
| 2013 | \$1,402 | \$2,041 | \$1 | \$298 | \$379 | \$1,172 | \$5,973 |
| 2014 | \$1,527 | \$2,111 | \$0 | \$270 | \$423 | \$1,158 | \$5,911 |
| 2015 | \$1,705 | \$2,160 | \$0 | \$216 | \$467 | \$1,145 | \$6,334 |
| 2016 | \$1,634 | \$2,787 | \$0 | \$200 | \$636 | \$1,017 | \$6,775 |
| Change | 2.1% | 61.9% | -100% | -31.3% | 28.7% | -10.5% | 9.5% |

Source: Maine Revenue Services, Office of Tax Policy Research, 2017



Source: Maine Revenue Services, 2017



Source: Maine Revenue Services, 2017

Median Household Income

The US Department of Commerce derives household income by taking the income of all persons living in a household aged fifteen (15) and over and dividing by the total number of households within the town. In 2015, the median household income for Patten was \$40,547. This is slightly higher than the Aroostook County median household income of \$36,923 (\$496 per household) and slightly lower than

Penobscot County’s household income of \$44,271. As compared to the State’s median household income, Patten is lower by \$7,672 per household, with the Maine's median household income equaling \$48,219.

Per Capita Income

Per capita income is derived by adding the incomes of all residents of Patten and dividing by the total population of the town (even those with no income). According to the 2016 American Community Survey, the per capita income for Patten equals \$22,646. This is slightly lower than the per capita income for Penobscot County at \$24,149 and higher than that of Aroostook County, which equals \$21,763. Patten’s per capita income was significantly less than Maine's per capita income of \$27,655.

Poverty Status

According to the 2016 American Community Survey, the poverty status of residents living in Patten shows 15.1 percent of all persons have incomes below the poverty level. This is slightly lower than the Aroostook County statistic of 15.9 percent and significantly higher than the State of Maine's 13.9 percent of all persons having incomes below the poverty level. The highest percentage for all categories surveyed belongs to “unrelated individual” where 32.6% have incomes below the poverty level.

Regional Plans

Northern Maine Tourism Plan

With funding from the USDA Department of Agriculture-Rural Development, NMDC and Aroostook County Tourism (ACT) began planning for a five-year tourism plan in January 2011. The result of their efforts is the Northern Maine Tourism Action Plan 2011-2016. This tourism action plan has been shaped through extensive community engagement with sector businesses and nonprofits, committee participation, and general research. It includes all of the towns, townships and communities within Aroostook County and builds upon, and is a continuation of, the previous tourism business plan completed in 2005.

There are five goals listed in priority, for building a stronger tourism sector:

1. Improve organizational structure and capacity
2. Enhance tourism sector through education and training
3. Build and maintain collaborative partnerships and networks
4. Clarify the message and sharpen communications
5. Strengthen the product and expand the market.

Re-Engineering the Region: Leveraging Emerging Opportunities.

In 2016, Eastern Maine Development Corporation (EMDC) completed a Re-Engineering the Region: Leveraging Emerging Opportunities report. While this report did not deal with Patten specifically, it did look at the Millinocket/East Millinocket area and Penobscot County region. The report concluded that “Small changes, marginal improvements, and tinkering at the edges will not suffice. New vision

to think big, coupled with new culture to build capacity for regional transformation is needed to leverage emerging opportunities.” The plan is designed to energize the region and identified seven (7) sectors that provide the most opportunity including:

- Forest and Woods Products
- Tourism and Hospitality
- Bioscience and Healthcare
- Agriculture and Food Production
- Emerging Technologies
- Construction and Boat Building

Comprehensive Economic Development Strategy (CEDS)

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

EMDC is an Economic Development District focused on business development, workforce development and community development. EMDC is responsible for the facilitation of a 5 year Comprehensive Economic Development Strategy (CEDS). In addition, each year, EMDC updates the Priority Project List section of the CEDS. Patten should provide input to EMDC into this plan.

Analyses

Patten has seen significant fundamental changes in its economic structure. While closures of mills had impacted residents, the town has seen growth in its downtown, a resurgence of interest in the area based on the creation of scenic byway and national monument, increased popularity of Baxter State Park and outdoor recreation in general.

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

Priorities for economic development in Patten identify natural resource based businesses as vital economic engines with the greatest potential to create jobs and enhance the local economy. One area of focus is on forestry and agricultural forest resources and supports for businesses that produce, harvest and add value to these resources. Haymart is an outstanding example of this where they add value to the land and to the products. Additionally, the redevelopment of mills in the Ashland area and the potential restart of the chip plant in Sherman may help create and maintain vital forestry jobs.

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

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

The town capitalizes on its many natural resource based tourism assets as well as its cultural distinction. These are discussed in more detail in the sections on Recreation and History and Culture. The most notable efforts to capitalize on the town's unique assets involve local clubs and several other local organizations that sponsor major events and generate extensive media attention. These include the Patten Pioneer Days, Fiddlehead Festival, and the Lumberman's Museum. The economic impact of these events requires further study to understand their significance to the local economy. Snowmobiling has been a major calling card in the region for 25 years and trails are highly rated thanks to club efforts. ATV riding and trail network development is expected to grow significantly during the planning period and may surpass snowmobiling in economic impact.

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

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

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

LOCAL ECONOMY
Goals, Policies, and Strategies

State Goal

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

Local Goal

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

| Policy | Strategy | Responsibility | Timeframe |
|--|--|--|-------------------|
| Encourage, create and attract companies that produce, harvest, utilize and add value to agricultural and forest related resources to remain or locate in Patten. | Seek State/Federal grant and loan funding and identify job creation and capital equipment related tax incentives that may benefit existing businesses and communicate with business owners | Town Officials, NMDC, Planning Board, DECD, USDA | On-going |
| | Continue to explore and support opportunities for biomass utilization and other alternatives for heating and electrical generation. | Town Officials | 2017 and on-going |
| | Identify medium sized, natural resource based, Maine companies and implement an ongoing business outreach/attraction program that targets their expansion. | Town Officials | On-going |
| | Evaluate the interest of local farmers in the establishment of a packing/shipping and grain milling facility. | Town Officials | 2018 |
| | Identify areas within Patten that would be suitable for alternative energy sites. | Planning Board | 2017 |
| | Seek, when needed, the creation of Tax Increment Financing District(s) (TIF) in Patten. | Town Officials | 2020 |

| Policy | Strategy | Responsibility | Timeframe |
|--|--|--|-------------------|
| | Study the feasibility of extending infrastructure to prospective industrial sites and seek funding for the development of infrastructure improvements. | Planning Board and Town Officials | 2017-19 |
| | Participate and support regional business development/attraction initiatives. | Town Officials. | 2017 and on-going |
| | Research, support and initiate with industry participation, a private or public vocational/technical program in forestry and forestry equipment operation. | Town Officials | 2018 |
| | Contact existing natural resource based businesses to determine their interest in expansion or diversification and provide assistance. | Town Officials | On-going |
| | Research and identify available northern Penobscot and southern Aroostook labor force skills and expatriated labor force skills and use in business attraction. | Town Officials, EMDC, NMDC, Aroostook Partnership, University, Community Colleges, | On-going |
| | On an on-going basis, advocate for changes in State and Federal policy that are favorable to business. | Town Officials | On-going |
| Support continued economic diversification to ensure the long-term sustainability of the local economy. Seek funding to initiate new programs. | Support the needs of existing businesses by applying for business assistance, energy efficiency and other grants that address specific needs. | Town Officials | 2017 and annually |
| | Work with all potential sources including local banks, private interests, local government, the Maine Department of Economic and Community Development and other State and Federal institutions to assist with business startups and expansions. | Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|--|---|-------------------|
| | Seek grants to assist small, home-based businesses with needs for capital improvements, market access and other challenges. | Town Officials | 2017 and on-going |
| | Support on-going efforts and investment in telecommunication system redundancy to facilitate internet based businesses. | Town Officials | On-going |
| | Form relationships with the Greater Houlton and Katahdin Area Chambers of Commerce and provide input on their efforts to promote tourism, organize festivals and events and support the needs and interests of retail businesses. | Clubs, Recreation Dept., and Town Officials | On-going |
| | Maintain a dialog with the University of Maine system, Katahdin Valley Health Center, Green Valley Associates, Mountain Heights, and other major employers to understand their need for local support. Encourage education and job creation in health care areas that serve an aging population. | Town Officials | On-going |
| | Continue to partner with Patten's civic organizations and clubs on projects that provide a broad benefit to community members and visitors. | Town Officials and Clubs | On-going |
| | Participate in and support regional efforts to improve telecommunications infrastructure needed to support hi-tech, information based companies. | Town officials | On-going |

Public Facilities and Services



PUBLIC FACILITIES AND SERVICES

Introduction

The Public Facilities and Services section identifies and profiles Patten's public facility and service systems including general administration, public water and sewer, electric power, telecommunications, emergency and public safety response services, solid waste disposal and recycling, highway maintenance, education, cemeteries and health/social services.

This section addresses these systems in terms of their physical condition, extent, capacity and use to gauge how well they meet current demand; how well they will meet the needs of the projected population and, if necessary, what improvements or additions will be needed and estimate the general costs of those improvements or additions. This section also looks at the role Patten public facilities and service systems will play in shaping growth and preserving rural areas.

Municipal Administration

Board of Selectmen

The Board of Selectman-Town Manager form of local government combines the political leadership of elected officials in the form of a Board of Selectmen with the managerial experience of an appointed local government manager. The Town Manager is appointed by the Board of Selectmen, who in turn appoints and manages all other town department directors. Patten has operated under this form of government since town meeting on March 17, 1941. Archer Scribner served as the first Town Manager.

The Town of Patten is governed by an elected five (5) member Board of Selectmen that have the authority to approve local laws, or town ordinances and set official rules, codes, and policies for the Town. The Board is the official governing body of the town and selectmen are elected to three (3) year terms. Elections are on a three-year cycle with two selectmen elected in the first and second years and one in the third year.

The Selectmen elect the Chairman from among its members following each election. The Chairman presides over all Selectmen meetings and acts as the Town Officer designated to represent the town in agreements with other governmental entities, but has no administrative duties except as required to carry out the responsibilities outlined in the Town Charter. The Selectmen also elect a Vice Chairman. The Town Manager serves as Secretary to the Board.

The Selectmen meet every other Wednesday at 6:30pm at the Town Office. Notice of the meetings and agendas are normally posted seven (7) days in advance at the Town Office, at the Post Office, at Ellis Family Market, and at Katahdin Trust Company. The intent is to also post agendas and minutes of Board of Selectmen meetings on the town website at www.pattenmaine.org.

Town Manager

The Town Manager is the chief administrative officer of the Town of Patten, and is responsible for the management of all town affairs as provided for in the Town Charter. The Town Manager's office is in the Town Office at 21 Katahdin Street, Patten. Since February 19, 2016, the Town Manager has been Raymond A. Foss.

The Town Manager oversees each of the town departments, and is responsible for their performance. The Town Manager is also the General Assistance Administrator, the Administrator of the Ambulance, the Administrator of the Water and Sewer Departments, a Deputy Town Clerk, Treasurer, and the Tax Collector.

Patten also provides, since 2004, administrative services for the Town of Hersey and Moro Plantation. The municipal officers affirmed this arrangement at a joint meeting on July 26, 2017. The Patten Town Manager is the Town Agent, Treasurer, Tax Collector, and Town Clerk for Moro Plantation and for the Town of Hersey.

The Town Manager assumes responsibility for:

- Overseeing day-to-day operations.
- Hiring, supervising, and evaluating town personnel.
- Developing and administering town policies and procedures.
- Recommending policies or programs to the Board of Selectmen.
- Overseeing the preparation of the annual municipal budget.
- Attending and participating in Board of Selectmen meetings and various committee meetings, especially Budget Committee and Planning Board meetings.
- Ensuring citizen recommendations and/or complaints are handled in a timely and professional manner.
- Representing the Town at inter-governmental meetings, and serving on a variety of boards, committees, and commissions.

Town Clerk

The Town Clerk is also located in the Town Office. The Clerk's mission is to accurately maintain all town records including vital statistics, conduct elections with professionalism in accordance with State Law, issue State and Town licenses and permits, and provide information to both Town Officials and the general public in a friendly, efficient, and confidential manner.

The Town Clerk conducts the following activities:

- Coordinates & supervises elections for the Town including absentee voting.
- Serves as Voter Registrar.
- Serves as Deputy Tax Collector & Deputy Treasurer.
- Serves as custodian for all official Town records & ordinances.
- Assists in the preparation of Annual Town Reports.

- Issues Licenses and Permits.
- Serves as Payroll & Accounts Payable Clerk.
- Prepares reports to IRS & Maine Revenue Services.
- Prepares reports to state agencies.
- Records & maintains Vital Statistics Records (Births, Deaths & Marriages).
- Issues Marriage Licenses.
- Serves as the Welfare Officer.

Part-time Administrative Assistant/Town Clerk

The part-time Administrative Assistant/Town Clerk works in the Town Office and assists the Town Manager and Town Clerk with their duties. This is an appointed position.

Other Municipal Officers/Boards

| Title | Appointed (A) Elected (E) | Duties |
|---|--------------------------------|---|
| Health Officer | A | Assessing, planning and providing needed health related services; investigating complaints of health-related problems; coordinating investigations with appropriate town officials and maintaining records. Patten’s Health Officer has been in this position since 1976. |
| Tax Collector, Treasurer, General Assistance Administrator | A | Collecting taxes due, accounting and reporting taxes received and billing. The Town Manager completes these duties. |
| Planning Board | E/ A | Facilitate and interpret land use ordinances and writing and updating the Comprehensive Plan |
| RSU 50 Directors | E/ A | Oversees the educational programs of Katahdin Valley Elementary, Middle and High Schools as well as Southern Aroostook Consolidated Schools. |
| Budget Committee | E/ A | Prepares and submits an annual budget through a budget summary, budget details and annual capital program to the Selectmen |
| Parks and Recreation Advisory Committee | E/ A | Developing, implementing, and administering the recreation programs for the town. |

| Title | Appointed (A) Elected (E) | Duties |
|-------------------------------------|--------------------------------|---|
| Board of Tax Review | A | Reviews tax rates for the community. |
| Animal Control Officer | A | Enforcing Town and State laws and regulations in the control of pets and animals in the town. The Animal Control Officer also files animal related incident reports. |
| Plumbing Inspector | E/ A | Reviewing plumbing plans, inspecting buildings for compliance to the State planning code, issuing permits, and investigating possible violations. |
| Code Enforcement Officer | A | Enforcement of municipal codes and other applicable state and federal ordinances; enforcement of rules and regulations and initiating legal action in relation to town codes and ordinances; analysis of town codes and ordinances and making revision suggestions to the Planning Board. |
| Tax Assessors' Agent | A | Annually inspects and evaluates property for the eventual tax amount charged to the landowner. The Tax Assessor's Agent since 1985 has been Randy Tarr of Tarr Assessing. |
| Cemetery Trustees | E/ A | Oversee the operation of the Patten Cemetery. |
| Veteran's Memorial Library Trustees | E/ A | Oversee the operations of the Veteran's Memorial Library |

Source: Town of Patten, 2017

Patten, like many towns and communities in Maine, is very dependent on the vast amount of time volunteered by residents for local government. The above description shows elected and appointed positions that serve the Town of Patten. The product of tremendous time commitment of all town volunteers and paid positions is a plan for delivery of the efficient public services. In most instances, the appointed positions, as noted above, have been held by the same individual for several years which affords the benefit of consistency and continuity while limiting training costs. There were no issues or problems associated with these appointed positions other than recruitment.

Town Office

Patten's Town Office, built in 1984, is located at 21 Katahdin Street and is a small three-room facility. The Town Manager, Town Clerk, and Deputy Clerk are housed in the front office and

there is a small conference room where the Selectmen the Budget Committee and the Planning Board meet. Overall, the facility is in good condition and the building is ADA compliant.

Meeting space and storage is limited although town officials have recently constructed storage in the Fire Department building. Town officials should consider constructing a larger meeting room. At times, if there is large attendance at a Selectman’s meeting, residents have to wait in the front office or outside. Larger, planned, meetings and the annual Town Meeting are held at the Fire Department or Recreation Center.



Highway Department

Patten’s Highway Department is responsible for summer and winter road maintenance of the 26.4 miles of road located in Patten. The Department employs one (1) full time employee and one-half time employee and is overseen by the Town Manager. Historically, there were two (2) full-time and 2 part-time employees. As budgets were reduced, staffing was decreased while road mileages remained the same, regulations increase, and additional duties added. In addition to the day-to-day activities associated with the Highway Department, the Highway Department Director also assists with the Recreation Department, library maintenance, and oversees the Water and Sewer Departments.



The Highway Department maintains a pickup truck, backhoe, and plow truck. The backhoe is also used by the Water and Sewer Departments and at the cemetery.

In 2017, Patten residents approved funding to begin the completion of road projects in the annual budget. Prior to that, the last planned road work was done in 2004, except for emergency work after flooding in 2012, and ditching, culverts, and cold patch annually.

Local roads are in fair to poor condition and town officials and the Highway Department Director are working to develop a road improvement plan. While the Roads Committee is in the process of completing a 20-year road plan, the Maine DOT Local Roads Center provides a “Road Surface Management for Maine Towns” training program, including Road Surface Management System (RSMS) software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, it is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and “defend” their road maintenance budgets. The system is generic and provides an objective tool that a municipality can “customize” with its own repair

techniques and local costs. RSMS provides a report where the highway department can prioritize projects and develop detailed budgets. There may be assistance through the University of Maine's Engineering Schools to assist Patten with road surveys.

As stated above, residents approved funding for road projects in Patten in 2017 and ongoing, working to use excise tax for road repairs. As a result, an ad hoc Roads Committee made up of residents, Highway Department staff, and the Town Manager, is developing a Capital Improvement Plan. The committee initially utilized the following assumptions:

- a. Recognize that the Town last spent a significant investment in roads in 2004
- b. Large road/bridge costs in 2012 because of flooding.
- c. Putting down a $\frac{3}{4}$ inch layer of black top.
- d. This basically assumed 3 miles of road per year.
- e. Working on the worst roads first.
- f. Start with \$100,000 of excise taxes in 2017 (or one half of excise taxes), increasing by \$20,000 per year until 100% of excise taxes used per year.
- g. Repair the bridge on Waters Road.
- h. The plan would cover all roads, including dirt roads, in 7 years (or 2023).

A concern around that original plan was developed over a seven (7) year timeframe but has now been extended to 20 years. Town officials should consider an 8-10 plan for road maintenance and capital improvements with a continued longer-term review of road inventories to add to the 8-10-year cycle.

Police Protection

Patten does not have a constable or municipal police department and, as of the drafting of this plan, is not considering the creation of one in the ten (10) year planning period. Police protection is provided by the Maine State Police and the Penobscot County Sheriff's Department. Protection is provided on alternating weeks (State Police one week, Sherriff's Department the next). The State Police handle calls including accidents, homicide and theft. The nearest State Police headquarters is located in Houlton, about 45 miles away. The Penobscot County headquarters is located in Bangor (90 miles south) but Deputies live throughout the service area. All are located south of Patten.

Residents have expressed a concern of increasing crime in town which is often associated with drug use. According to the Maine State Police and the Sheriff's Department a majority of the crime in Patten is considered "property" crime. Property crimes include burglary, larceny, motor vehicle theft, and arson. These crimes do not involve the threat of violence, but entail property taken from one by another, or the destruction of property by arson. Overall property crime in Penobscot County decreased 7.7% since 2014

As stated above, residents have expressed a frustration concerning police protection in town and maintaining a municipal police department is extremely expensive. Between training, personnel costs, vehicle purchase and maintenance and other items, running a small police department is cost prohibitive. While both the State Police and Sheriff's Department respond to calls, they do not

necessarily have a day to day presence in the community. In the past, the Sherriff's Department had a Deputy who lived in the Patten area and oftentimes residents called upon him in time of need.

Town officials are considering several options to increase police protection in town. These options include:

- Funding a deputy for an 8-hour shift in the region. Patten could partner with surrounding Penobscot County towns to help fund the position.
- Development of a Neighborhood Watch program.
- Subcontract with East Millinocket and Millinocket for the improvement of police protection.
- Seeking individuals who may be interested in working for a "local police department". Town officials could work with existing municipal police departments to facilitate training and equipment needs.

If the level of crime does not abate after implementing one or more of the options listed above, Town Officials may have to consider the creation of a municipal police department.

Fire Protection

Fire protection in Patten is provided by the Patten's Volunteer Fire Department. The Fire Station has a three-bay garage and is located on Dearborn Street. The town is serviced by two pumper trucks, a tanker, an ambulance, and one utility vehicle. Patten provides fire protection for Moro Plantation, Hersey, and Crystal.

There is a need for a four-wheel drive min-pumper vehicle that can be used to fight fires in rural areas as well as the forestlands. Town officials are seeking funding for this vehicle. It was considered for inclusion in the 2016 budget and may well be included in the future.



The Fire Department is fully equipped with the required firefighting equipment and uniforms. The Thermal Imaging Camera detects electrical fires in walls and ceilings as well as helps seek out individuals who may be trapped in a burning building. The department is entirely volunteer.

There are currently 15 volunteer fire fighters for the town. The Fire Chief and Assistant Fire Chief are elected by the fire fighters and approved by Patten's Board of Selectmen. The Fire Chief reports to the Town Manager.

As in many small rural communities, firemen receive training through the National Fire Prevention Association standards and through the State Fire Association. The Department also conducts fire training drills throughout the year to keep abreast on fire-fighting, equipment reliability and team building techniques. They meet regularly for training on Sunday afternoons.

All fire calls (911) are dispatched through a dispatcher that activate an individual pager system. Response time to a fire is approximately 15 to 20 minutes to the furthest property in Patten. In 2016 the department responded to 27 calls broken down as:

| | |
|---------------------|---|
| Structure fires | 8 |
| Vehicle Fires | 1 |
| Vehicle Accidents | 7 |
| Snowmobile Accident | 1 |
| Chimney Fires | 1 |
| Fire Alarms | 2 |
| Grass Fires | 3 |
| False Alarms | 1 |
| Miscellaneous | 3 |

Fire Hydrants

The town of Patten has 29 fire hydrants administered by the Water Department. Pursuant to the formula of the PUC, Patten allocates \$29,000 for fire hydrant rental each year. Because of efforts to replenish the general fund in 2016, the town was able to pay the encumbered rental fees for 2014, 2015, and 2016, along with the 2017 cost in 2017.

Emergency Response and Ambulance Service

Patten Ambulance Service is a municipal ambulance service run under the direction of the Town Manager and Board of Selectmen. As with other departments it has the same Employer Identification Number (EIN) for payroll tax purposes. The ambulance service has a Director who is responsible for billing and day to day operations as well as providing Advance Life Support as an on call Critical Care Emergency Medical Technician on a 24hour/7day a week basis. The Service has six other employees, including a Paramedic EMT, an Intermediate EMT, a Basic EMT and two drivers. There are three employees who remain on call on a 24/7 basis, at least one of which is licensed to the Advanced Life Support level.



The Houlton Ambulance Service, East Millinocket Ambulance Service or Island Falls Ambulance Service provide backup emergency service. Patten Ambulance Service has three ambulances which are housed on Potato Row and a fourth located at the Fire Department. The Patten Ambulance Service is equipped to respond to snow sled accidents with the rescue-boggan, snowsled and trailer which are housed at the station on Potato Row. The ambulance is dispatched from the Penobscot County Regional Communications Center in Bangor accessed by dialing 911.

The Patten Ambulance Service responds to approximately 250 to 300 calls per year. Most patients are transported to either Houlton Regional Hospital or Millinocket Regional Hospital. The Patten Ambulance Service, on occasion, does respond to requests from Houlton Regional Hospital or Millinocket Regional Hospital to execute transfers to other hospitals throughout the state.

The Patten Ambulance Service's long-range goals include providing educational opportunities to service personnel with the intent of having a greater number of advanced life support personnel while continuing the education program that ensures all service members remain proficient and up-to-date with their respective training and duties.

Patten also provides ambulance service for a number of communities including Stacyville, Hersey, Sherman, Crystal, Mt. Chase, County of Aroostook (Benedicta, Moro Plantation, Silver Ridge, T2R4, T3R4, T1R5, and T1R4), and Penobscot County (T1R6, T2R7, T2R8, T3R7, T3R8, T4R7, T4R8, T5R7, T5R8, T6R6, T6R7, T6R8, T7R6, T7R7, T8R6, T8R7, and T8R8).

Post Office

Patten's Post Office is located at 24 Main Street in the middle of the business district of the town. The Post Office counter is open Monday through Friday from 9:00am to 4:00pm but closed from 11:30am to 12:30pm for lunch. On Saturday, the counter hours are 8:30am to 11:30am. There are counter services providing postage and parcel services and residents can apply for passports. There are 753 post office boxes for rent in the post office. Also provided are package and parcel supplies at the counter. The Post Office employs five personnel including local mail delivery drivers and processes in excess of 68,000 pieces of incoming mail and packages annually to town residents.

Churches

Patten is home to the Patten Pentecostal Church, St. Paul's Catholic Church (seasonal in the summer months with the main parish located in Benedicta), and the Stetson Memorial United Methodist Church. There is a Congregational Church located in Sherman and Baptist Churches in Stacyville, and Island Falls.

Sand and Salt Storage

Patten's salt shed is located on Lovejoy Road. Sand and salt is available to the road maintenance crew and the winter maintenance contractor who care for Patten's roads in the winter. Salt supplies are purchased through a Penobscot County sponsored cooperative bulk purchase program. Moro Planation and Hersey utilize the sand/salt storage shed as Patten administers a consolidated winter road plowing contract with those communities.

Street Lights

Patten's downtown is well lit by street lights. Presently all lights are 4,000 lumen high pressure sodium. In an effort to protect Patten's dark skies, there are no plans to install additional street lights or extend the current number of street lights. 2016 budgeted cost for street lights is \$18,500.

There are in excess of 50 street lights lighting the downtown area streets. Street lights are felt to provide adequate lighting at this time. There have been no identified areas where additional street lighting is requested.

In order to help maintain the dark skies Patten is becoming known for, town officials are looking at the type of lighting in the downtown and as development occurs. Town officials will work with EMERA and possibly develop a Light ordinance as part of the zoning ordinance that regulates the type and wattage of light fixtures and hours of operations (dimming after hours).

Patten Academy Park had light fixtures in the past which were unfortunately vandalized and subsequently removed. Bases and wiring are still in place and town officials are considering re-installing decorative lighting in the future.

There is also an annual decorative display lining Main Street that includes snowflakes, bells, trees, snowmen, and candy canes.

American Flags

Since 2006, Patten's Main Street(s) are lined with American flags. Currently there are approximately 100 flags that are displayed. Flags are maintained by volunteers and the project is supported through fund raising efforts and donations. Flags are displayed on light poles going in and out of the town and at the cemetery where a display of seven flags fly (US Flag and a flag representing each of the branches of services). Branches of service flags are also flown along Founders and Houlton Streets.

Over the years the town residents have felt pride and patriotism as they see these flags be erected each spring, near Memorial Day, and continue flying over the summer into November for Veteran's Day. Beginning in 2016, the town has budgeted \$1,000 to help keep these flags, poles, ropes, and manpower going. The display of the American flag certainly makes Patten unique.

Education

Currently (2017), Patten is part of Regional School Unit (RSU) #50 which is comprised of Katahdin Elementary School (PK-6), Katahdin Middle/ High School (7-12), and Southern Aroostook Community Schools (PK-12). The RSU currently serve approximately 700 students and offer adult education programming as well. The RSU was formed in July 2011 and encompasses the former SAD 25 and CSD 9 school districts. The district lies in Northern Penobscot and Southern Aroostook Counties and is approximately 460 square miles, making it one of the largest geographic school regions in Maine. The RSU serves the twelve communities of Crystal, Dyer Brook, Hersey, Island Falls, Merrill, Moro Plantation, Mt. Chase, Oakfield, Patten, Sherman, Smyrna, and Stacyville.

The RSU School Board is made up of 16 members who are elected by communities within the RSU. Patten has two members serving on the Board. School buses transport students to Katahdin Elementary, Middle and High School. Education comprises a large portion of the Patten town

budget which is typical of many small towns in Maine. Patten has experienced an increase in the per pupil expenditures partly due to the loss of State Aid to Education, loss of state revenue sharing (local), declining enrollments, and compliance with federal and state program guidelines. The cost of maintenance of school buildings has been a major concern for the town as well as surrounding towns who utilize Katahdin Elementary, Middle and High School. The Katahdin Elementary, Middle and High Schools are located 1.4 miles south of the Patten town line on Route 11.

The following table shows school enrollments from 2011 to 2016. Patten school children make up between 16 and 19 percent of the total enrollment in the RSU. As also noted, the number of students from Patten has declined by 46, a 29% reduction, since 2011.

RSU School Enrollment

| Year | Total Enrollment | Patten | Percent of Total |
|-------------|-------------------------|---------------|-------------------------|
| 2011 | 799 | 158 | 19.8 |
| 2012 | 758 | 146 | 19.3 |
| 2013 | 736 | 146 | 19.8 |
| 2014 | 717 | 134 | 18.7 |
| 2015 | 677 | 118 | 17.4 |
| 2016 | 692 | 112 | 16.2 |

Source: RSU 50, 2016

The following table shows projected school enrollment through 2025. According to Planning Decisions, RSU 50 is projecting a 14 percent decline in all students to the year 2025.

| School Year | PreK -6 | Grades 7-12 | Total | Percent Change |
|--------------------|----------------|--------------------|--------------|-----------------------|
| 2016-17 | 357 | 303 | 660 | -1.79 |
| 2017-18 | 346 | 293 | 639 | -3.18 |
| 2018-19 | 336 | 294 | 630 | -1.41 |
| 2019-20 | 324 | 293 | 617 | -2.06 |
| 2020-21 | 324 | 284 | 608 | -1.46 |
| 2021-22 | 312 | 281 | 593 | -2.47 |
| 2022-23 | 320 | 263 | 583 | -1.69 |
| 2023-24 | 320 | 254 | 574 | -1.54 |
| 2024-25 | 317 | 249 | 566 | -1.39 |

Source: Planning Decisions 2015

Katahdin Elementary School

Katahdin Elementary School, located at 805 Station Road in Stacyville, ME was built in 1967 for \$500,000 and provides space for 19 faculty and up to 400 students from kindergarten to grade 6. The school contains classrooms, library, gymnasium, and kitchen facilities. School enrollment has been on the decline over the last few years.

Katahdin Middle-High School

Katahdin Middle-High School located at 800 Station Road in Stacyville, was built in 1975 for \$2.2 million with a student capacity of 425 students and 21 faculty. At one time, Katahdin Middle/High School was the 99th largest public high school in the State and the 17,894th largest nationally. The student ratio is 9.9 to 1. In the 2016 school year enrollment for grades 7 through 12 was 178 students. Of these, 3% were minority, 64% were economically disadvantaged. There were 16 full time teachers. Graduation rate in 2016 was approximately 83% with test scores ranging from the low 40s to 50s in subject proficiency.

The following tables are developed from information from the Maine Department of Education, and illustrate trends in budget, State and local funding appropriations, and per pupil operating costs. RSU 50 was formed in 2011 and SAD#25 information was provided before that.

| RSU 50 | Total Allocation | Local Contributions | State Contribution* | Adjusted State Contribution** | State Share* | Adjusted State Share** |
|----------------|-------------------------|----------------------------|----------------------------|--------------------------------------|---------------------|--------------------------------|
| 2016 | \$7,372,315 | \$2,499,283 | \$4,873,032 | \$4,849,388 | 66.10 | 65.78 |
| 2015 | \$7,313,547 | \$2,504,933 | \$4,808,614 | \$4,787,671 | 65.75 | 65.46 |
| 2014 | \$7,535,358 | \$2,447,843 | \$5,087,514 | \$5,039,468 | 67.52 | 66.68 |
| 2013 | \$7,359,849 | \$2,464,398 | \$4,895,451 | \$4,857,586 | 66.52 | 66 |
| 2012 | \$7,130,558 | \$2,329,964 | \$4,800,593 | \$4,825,865 | 67.32 | 67.68 |
| Average | \$7,342,325 | \$2,449,284 | \$4,893,041 | \$4,871,996 | 66.64 | 66.32 |
| SAD #25 | Total Allocation | Local Contributions | State Contribution* | Adjusted State Contribution** | State Share* | Adjusted State Share*** |
| 2011 | \$3,576,817 | \$979,800 | \$2,597,017 | \$2,531,540 | 72.6 | 70.78 |
| 2010 | \$3,533,635 | \$935,596 | \$50,346 | \$2,553,692 | 73.52 | 72.27 |
| 2009 | \$3,382,074 | \$902,391 | \$2,479,683 | \$2,496,933 | 73.32 | 73.83 |
| 2008 | \$3,361,055 | \$1,002,540 | \$2,358,515 | \$2,393,165 | 70.17 | 71.2 |
| 2007 | \$3,084,994 | \$899,460 | \$2,185,534 | \$2,185,534 | 70.84 | 70.84 |
| 2006 | \$2,748,930 | \$935,445 | \$1,813,485 | \$1,849,095 | 65.97 | 67.27 |
| Average | \$3,281,251 | \$942,539 | \$1,914,097 | \$2,334,993 | 71.07 | 71.03 |

Source: Maine Department of Education, 2016

* Includes Debt Service adjustment, Minimum Special Education adjustment and Minimum State Allocation adjustment.

** Includes Audit adjustments, MaineCare Seed adjustments, etc.

*** Includes Audit adjustments, Laptop Payment adjustment, Emergency Bus Replacement adjustment, Transition adjustments, etc.

Historical Comparison of per pupil costs- RSU 50

| 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 |
|---------|---------|---------|----------|----------|
| \$8,750 | \$9,633 | \$9,154 | \$10,203 | \$11,084 |

Source: Maine Department of Education, 2016

The table above shows that per pupil operating costs have increased, a 26.7% increase in cost, four (4) out of the last five (5) years and with State projections indicating that the school age population continue to decrease in each of the RSU's communities, costs will continue to increase. As property values increase and enrollment drops, the State appropriation will decrease, widening the gap that must be filled by the local share.

In the Fall of 2017, Patten voters will voice their opinion whether to withdraw from RSU 50. A Withdrawal Committee, made up of members from Patten, Mt. Chase, Sherman, and Stacyville met on a regular basis and have developed a reorganization plan. The plan identifies:

- Program for grades pre-kindergarten through 12 at the Katahdin Elementary and High Schools;
- Numbers of Board members for Patten, Sherman, Stacyville, and Mt. Chase;
- Fiscal obligations for each of the communities;
- Disposition of real and personal school property;
- Assignment of personnel contracts and other related contracts and agreements;
- Disposition of existing school funds and existing financial obligations; and
- A Transition Plan

The Withdrawal Committee also developed cost sharing for the proposed RSU. The proposed RSU may raise money, in addition to the required local contribution for educational purposes. The additional local costs of operating the RSU shall be shared among all the municipalities within the RSU on the basis of the following formula:

| Town | Initial Year (2018/19) Share of local Additional | Second Year (2019/2020) and Subsequent Years Share of Local Additional |
|-------------|--|--|
| Patten | 31.5% | 35.0% |
| Sherman | 31.0% | 30.0% |
| Stacyville | 14.5% | 15.0% |
| Mount Chase | 23.0% | 20.0% |

Source: Reorganization Planning Committee, 2017

This local cost-sharing formula applies only to the amount, if any, of additional local funds and non-state funded debt service raised by the RSU. It does not apply to the required local contributions raised by each municipality.

Veterans Memorial Library

The Veterans Memorial Library was established in 1927. The Patten library currently has nine trustees. The library currently holds hundreds of books, videos, DVDs historical information, magazines for loan to town residents. Residents can also pick up tax forms at the library for filing Federal income taxes. The goal of the library is to increase patronage and provide up to date books and materials for loan. The library is served by one librarian. The duties of the librarian is to provide research, answer questions, keep track of the vast array of books and materials and provide on loan services from other libraries in the state. The circulation numbers for the years 2016 include the loan of 3,400 books, 350 videos and DVDs, 45 magazines, 15 books on tape and 105 inter-library loans.



The library has three computers with high speed internet access, wireless access and printer capability for the convenience of town residents and over 650 people utilized the computer system in 2016. Other services include: large print books, videos and DVDs, books on CD historical information, and tax forms and assistance filing taxes on-line. The library relies on the generosity of the community for financial assistance conducting an annual book sale to raise funds for new books. Many patrons donate used books to the library specifically for this book sale.

The town provides funding for library expenses including building maintenance and taxes and office supplies. The Patten Area Woman's Club provides books and the Highway Department assists in keeping the sidewalk and stairs shoveled during the winter months. Several volunteers assist with landscaping and lawn care.

In 2017, a \$94,500 gift was received. This gift can be used for all library operations except day to day maintenance.

Veteran's Memorial Monument

This landmark is located outside the library on Main Street (Route 11) in the business district of Patten. The Memorial lists the names of Veterans from Patten who served the Country in the military.

In 2016, the town voted to spend \$6,645.50 from the Veteran's Monument Reserve Fund to add names to the existing Veteran's Monument and/or construct a new Veteran's Memorial Monument. This budget has been reaffirmed in 2017.

Patten Cemetery

Patten Cemetery (22 acres) is located on Route 11 north of the business district. Current cemetery



lot prices (2017) are: ½ lot \$200, full lot \$400, and cremation lot \$100. Burials are conducted between May 15 and November 15 of each year. Access to the Cemetery from Route 11 is excellent and there is adequate burial space for the planning period. There is also a veteran's memorial located at the Patten Cemetery. Through a volunteer effort, seven flag poles were constructed, six (6) representing the branches of service and POW/MIA and one (1) with the US flag. There are also benches and stones memorializing those who served

Public Services

Television

Patten is served by WLBZ2 in Bangor, WABI5 in Bangor, WAGM-TV Channel 8 in Presque Isle, and WMEM PBS. These stations are available to residents of the town of Patten who have television sets.

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

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

Radio

There are no radio stations located in Patten with the closest stations being located in Millinocket and Houlton. Radio stations broadcasting from Canada also service the Patten area both in English and French. These stations are owned by the Canadian Broadcast Corporation (CBC).

Newspapers

Patten is served directly by The Houlton Pioneer Times, a weekly paper with news from Southern Aroostook area; one daily paper The Bangor Daily News and one weekend paper The Bangor Daily News weekend edition.

Telephone

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

Electric

Emera Maine (Maine Public District) provides electrical service to Patten. In 2017, the standard offer for small was, medium Commercial Class ranges between \$0.07 and \$0.09 kWh) and 0.08 kWh for large commercial class. Commercial rates vary depending on the size and make-up of the business and if it is located in a special zone (Pine Tree Zone, Economic Development zone, etc). Three-phase power is available on all arterial routes that lead to and enter the town center. Many local businesses utilize 3-phase and availability can serve new development in existing commercial zones and future industrial sites.

Eastern Maine Electricity Cooperative (EMEC) also provides power to Patten. EMEC is geographically the largest American owned electric utility in the state. EMEC is a private not-for-profit electric utility with a consumer elected Board of Directors. Board members are elected in each zone (Patten is zone 11)) and serve a three-year term. The current Zone 11 Board member is from Mount Chase. EMEC's service area is approximately 3,000 square miles and serves 77 communities in Washington, Aroostook, and Penobscot Counties.

As of March 1, 2017, rates are as follows:

Base Delivery Charge- Includes delivery of the first 50 kiloWatt-hours (kWhs) per month.

- \$7.04 per month, effective until February 28, 2018;
- \$9.00 per month, effective from March 1, 2018 - February 28, 2019.
- \$10.96 per month, effective March 1, 2019 and afterward.
- \$0.080551 per kiloWatt-hour (kWh) for the delivery of all kWhs in excess of 50 kWhs per month.

Telecommunications

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

There are two registered cell phone towers located in Patten. One is located approximately .77 miles south of the downtown and owned by United States Cellular and the second approximately 4 miles north.

Three Ring Binder

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

This project proposes to:

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

Public Water and Sewer

Patten Water Department

Patten has operated a municipal water department since December 1977. There are two sources of water supply located in different parts of the water system. Both sources are located in fractured bedrock. The Creamery Well (well #1) is located between Katahdin Street and Dearborn Street and is 265 feet deep while the School Yard Well is located on Main Street and is 161 feet deep. Well #1 can provide a total of 90-100 gallons of water per minute and well #2 provides a total of 85 gallons of water per minute. Two 10 horsepower submersible pumps each with a capacity of 75 gallons per minute at 100psi are installed in each of the wells

The Town has not experienced any problems with the quality of the present source of water. In 2011 and on-going, due to it's effort to protect the water supply, Patten Water Department was granted a 'Synthetic Organics Waiver.' This is a three-year exemption from the monitoring/reporting requirements for the following industrial chemical(s): herbicides, carbamate

pesticides, toxaphene/chlordane/PCB and semi-volatile organics. This waiver was granted due to the absence of these potential sources of contamination within a half mile radius of the water source. The Maine Department of Health and Human Services Drinking Water Program grants a waiver only upon a finding that “it will not result in an unreasonable risk to health.”

In 1992, an upgrade to the water system was completed consisting of the installation of a new 10” diameter transmission main. The transmission main is connected to the wells and serves the Patten downtown area. From the transmission system, water is distributed through distribution mains varying from 8” to ¾” in size. The system comprises approximately 7,700 linear feet of 10” diameter water main; 1,140 linear feet of 8” main and 750 feet of 6” main. There are 29 fire hydrants located throughout the service area. The renovation of the water system also consisted on the construction of a water reservoir and valve chamber and a new water level control system.

The Water Department supplies over 8 million gallons of clean, safe drinking water to its approximately 180 customers and there is sufficient capacity to meet the daily needs of customers, including fire protection. The Department maintains several days of back up water supply for emergencies.

Patten has a Wellhead Protection program that was developed in 2010. The Source Protection Plan inventories known and potential sources of contamination in the wellhead area and developed a series of regulatory and non-regulatory strategies designed to help manage sources of contamination. The Plan also develops a contingency plan for future development in the wellhead protection area. This Plan calls for the creation of a wellhead protection ordinance.

System wide capital improvements identified by Water Department staff include:

- Replacement of galvanized pipes located on Valley Street
- Line extension along Katahdin Street
- Replacement of pumps.
- Clean and make identified repairs to the reservoir.

Patten Sewer District

In 1991, Patten applied for and received a license to operate a subsurface wastewater disposal system involving pre-treatment, storage and slow rate irrigation of municipal waste waters. The waste water treatment facility, located on Lovejoy Road, has a 40-year life span. The facility consists of two parcels. Three stabilization lagoons and the operations building are located on the east side and the site of effluent spray irrigation is located on the west side of the former Bangor and Aroostook railroad tracks. The treatment system has an influent capacity of 30,200 gallons per day and an effluent capacity of 103,700 gallons per day. Currently the system serves the entire downtown area including all business and industry. The downtown is served by approximately 7,460 linear feet of 8” sewer main collection system and approximately 2,430 linear feet of force main. The system has a total of 33 manholes and two pump stations.



Sewer Department personnel have battled with the improper disposal of materials into the sewer system for many years. These items often clog the pumps and result in unexpected and costly repairs. Town officials have developed fliers, provided information in the annual Town Report, and with other Town officials to educate the public about the proper disposal of certain sanitary items.

Patten's sewer system has become a financial burden on the Town and as a result, all taxpayers are subsidizing the 45 users of the system. It would be easy to write that the solution is to mandate that all of the properties located within the service area of the department hook to the system. It is just as easy to have the conversations to close the plant and allow those using it to return to the use of private septic systems. For a number of reasons, this will not happen.

Approximately 25 years ago, Patten applied for and received a Small Community Grant from the Maine Department of Environmental Protection (MDEP). These funds were used to replace faulty septic systems in the downtown area. Around the same time, officials began working with the MDEP in an effort to construct a sewage treatment plant as MDEP determined that the efforts were not cost effective nor environmentally sound. So, it became a double-edged sword, the town had a new sewage treatment plant facility and many of the potential users of the system had brand new septic systems. Today, these systems are nearing the end of their life expectancy.

Closing the existing sewer plan could create a financial hardship on business, industry, and residence in the downtown as they would be forced to seek private and costly alternatives. This could include the need for engineered systems for commercial and industrial development and the need to purchase additional land for residential users.

By all accounts, Patten has seen new development in its downtown. This can be attributed to a variety of reasons including new industrial development, the creation of the Katahdin Woods and Waters National Monument, economic and community development efforts of town officials, and an overall renewal of interest in the Patten area.

A public sewer system is a vital economic development tool for the town and officials are faced with the hard question of how to increase the number of users of the systems and/or should the sewer lines be expanded to reach additional areas of the downtown. Ultimately, the more users on the system decreases the cost per user. Town officials need to work with the MDEP and seek funds for the development of a feasibility study concerning sewage treatment in the downtown. This plan needs to have specific costs association with plant upgrades, line extension, and user fee information.

Capital improvements identified by the Sewer Department include:

- Replace liners in the lagoons
- Replace pumps located on Gardner and Lovejoy Streets
- Replace piping inside of pump station
- Rebuild identified manholes.

Water and Wastewater Technical Assistance

For both the water and wastewater systems, Town officials should consider the use of Check Up Program for Small Systems (CUPSS) Asset Management Tool. CUPSS is an asset management that helps small utilities develop:

- A record of assets,
- A schedule of required tasks,
- An understanding of the utilities financial situation, and
- A tailored asset management plan.

Free technical assistance can be provided by the MDEP and Environmental Protection Agency (EPA) on the use of this tool. CUPSS can be used to develop a long-term capital improvements program that works within the Town's municipal budget. EPA also has a large technical, managerial, and financial capacity resource programs for small drinking water systems. This program is designed to help with the long-term sustainability and compliance with national safe drinking water regulations.

Septage Disposal

Septage is disposed of at a licensed site located on the Happy Corner Road, on land owned by Robert and Louise Guptill. This is a 6-acre site that is roughly broken up into two (2) three acre disposal fields. One site is due for relicensing in 2018. There is also a septage disposal tank located on the Lovejoy Road. This tank is utilized during the winter months when land spreading is not an option. Septage disposal is adequate for the planning period.

The town is exploring the possibility of acquiring another site if the current site were to be sold.

Solid Waste Disposal

Solid waste is disposed of at the Northern Katahdin Valley Waste Disposal District (NKVWDD) located in Dyer Brook. NKVWDD serves the communities of Amity Crystal, Dyer Brook, Hammond, Hersey, Island Falls, Merrill, Moro, Mount Chase, New Limerick, Patten, and several unorganized townships.

The transfer station accepts a variety of solid waste including Universal wastes, scrap metal, recyclables, tires, wood and demolition debris, batteries, and white goods. Residents of Patten either need to take their solid waste to the transfers station or pay a hauler on a monthly basis.

Town officials may consider a one-day amnesty for solid waste that would allow residents the opportunity to clean up their properties.

Town officials also may consider the creation of a public solid waste hauling service for residents. This may help eliminate some of the need to travel to Dyer Brook to dispose of solid waste.

Health Care Services

Mountain Heights Health Care Facility

One of Patten's oldest landmarks now known as Mountain Heights Health Care Facility, a five star health care facility, was built in 1910. The home is one of the finest in the area. It was built for H. P. Gardner who served in Maine legislature for several years. In 1951 the home was sold to Bob and Opel Goodall. It was at this time that the building became a nursing home known as Resthaven. In 1966 the home was sold again but continued as a nursing home facility. The facility has undergone many changes over the years including being renamed to Mountain Heights Health Care Facility. New codes and State regulations required a new addition that brought security to stay in business and allowed the operation of a nursing home to the area for many years to come. Today, the home is owned by Dr. Steven Weisberger of Jonesport, Maine and managed by North Country Associates in Lewiston, Maine.

Mountain Heights Health Care offers senior housing in a 25-unit housing facility for seniors. Mountain Heights Health Care offers nursing home care. They can provide care for people who are severely infirmed and require assistance with daily activities and who need to have frequent access to medical services. Mountain Heights Health Care has been registered with Medicaid and Medicare since 1994. In the latest Medicare report, they received 5/5 stars based upon a collective criterion of personnel evaluations, overall quality, and health investigations. Upon annual State review in 2016, there were no total penalties applied, no fines applied, 2 deficiencies reported, no payment denials, and no complaints made within this reporting year.



Katahdin Valley Health Center

Katahdin Valley Health Center has two facilities located in Patten. The goal of KVHC is provide good health. This Center is a provider of high quality, cost effective primary health, dental, podiatry, optometry, substance abuse, pharmacy (including mail order), and mental health care to the residents of the greater Katahdin region. Katahdin Valley Health Center (KVHC) is a nonprofit business governed by a board of directors, comprised of area volunteers, funded by a federal grant under Section 330 of the Public Health Service Act of the United States Department of Health and Human Services.

Its mission is to provide community accessible quality health care with compassion and dignity. KVHC includes two buildings in Patten; one for outpatient clinical services and the other is administrative. The outpatient clinic building is providing ample parking available. Approximately 10,500 patients are served annually by 12 providers. Medical services provided are community health, behavioral health, family health and primary care health. Laboratory services are available at all clinics. Patten Office personnel are available to make appointments and answer questions. In total KVHC employs over 50 people at its facilities in Millinocket, Island Falls and Patten. There are six KVHC clinics locally; in Ashland, Houlton, Brownsville, Millinocket, Island Falls and Patten employing 92 staff members serving 37,400 patients annually. A patient portal is available for patients to access their personal health record and renew prescriptions on line.



Administrative. The outpatient clinic building is providing ample parking available. Approximately 10,500 patients are served annually by 12 providers. Medical services provided are community health, behavioral health, family health and primary care health. Laboratory services are available at all clinics. Patten Office personnel are available to make appointments and answer questions. In total KVHC employs over 50 people at its facilities in Millinocket, Island Falls and Patten. There are six KVHC clinics locally; in Ashland, Houlton, Brownsville, Millinocket, Island Falls and Patten employing 92 staff members serving 37,400 patients annually. A patient portal is available for patients to access their personal health record and renew prescriptions on line.

A newly constructed KVHC building in Patten is solely administrative. Total square footage of this new building is 8,640 with a main building, two canopies and a back section. In the future, the building has ample space to incorporate a community center. It is the hope of KVHC to bring more services to the community. Patients must travel to Houlton Regional Hospital or Millinocket Community Hospital for x-rays, CAT scans, MRIs or other specialized services if ordered by their primary care physician. Katahdin Valley Health Center also provides a shuttle service for those needing to go out of the area for medical appointments.

A newly constructed KVHC building in Patten is solely administrative. Total square footage of this new building is 8,640 with a main building, two canopies and a back section. In the future, the building has ample space to incorporate a community center. It is the hope of KVHC to bring more services to the community. Patients must travel to Houlton Regional Hospital or Millinocket Community Hospital for x-rays, CAT scans, MRIs or other specialized services if ordered by their primary care physician. Katahdin Valley Health Center also provides a shuttle service for those needing to go out of the area for medical appointments.

Houlton Regional Hospital

The Houlton Regional Hospital (HRH) is a modern, 91-bed, acute care hospital that is fully accredited by the Joint Commission on the Accreditation of Health Care Organizations and licensed by the State of Maine. The hospital offers complete obstetric, general medical, surgical, pediatric and psychiatric services in addition to operating a 45-bed long term care facility. The Houlton Regional Hospital has arranged for specialists to offer regular clinics at the hospital to meet her needs of area patients. A Clinical Social Worker is available for counseling by appointment. Physicians are available in the Emergency Department on a 24-hour, 7-day a week basis. The emergency room is staffed by highly trained and skilled personnel who address a wide array of emergency medical problems. Patients are transferred to Eastern Maine Medical Center in Bangor if their condition warrants. HRH also offers a diabetic support group, a cancer support group, quit smoking support, weight loss group, and narcotic anonymous.

Millinocket Regional Hospital

Millinocket Regional Hospital (MRH) is a 25-bed facility with the availability of swing bed and special care services. MRH features a medical staff of Family Practice, General Surgery, Internal

Medicine, Nurse Practitioners, Orthopedics, Pediatrics and Physician Assistants in full-time practices. Visiting consultants include Cardiology, E.N.T., Oncology, Ophthalmology, Optometry, Podiatry, Pulmonology, Radiology, and Urology. Millinocket Regional Hospital offers a wide range of comprehensive services featuring highly skilled staff; from modern diagnostic imaging and laboratory services to healthcare education to physical, occupational and speech therapies.

MRH primarily services the Katahdin Region of Millinocket, East Millinocket and Medway. Providers attend outreach clinics in Patten and Lincoln. MRH offers acute inpatient and outpatient hospital services including 24/7 emergency care, rehabilitative services including a swing bed program as well as outpatient physician services.

Other medical centers are located in Bangor and provide services to residents.

Social and Human Service Agencies

There are many social service programs and facilities who serve Patten.

Penquis County Action Program (PenCAP)

Penquis provides social and other support services to low income individuals and families throughout Penobscot, Piscataquis and Knox counties in order to alleviate and eliminate the causes and conditions of poverty. Some of the services include installing above ground heating oil storage tanks, replacing central heating systems, providing home heating assistance and assisting income eligible households with home heating costs and energy assistance programs. Volunteer drivers are also available for appointments.

In 2016, Penquis provided the following services to Patten residents: Above Ground Storage Tank replacement, Central Heating Improvement, Emergency Crisis Intervention, Friends and Family miles, Good Neighbor Heating Assistance, Low Income Home Energy Assistance, and volunteer driver miles. The estimated value of these services is \$54,200.

Eastern Area Agency on Aging

The Eastern Area on Aging provides support to seniors in Patten and surrounding areas by providing transportation and companionship. This agency is vital to helping elderly residents age 65 and older stay in their homes. Services include Commodity Supplemental Food Program, Congregate Meals, EZ Fix, Family Care Giver Services, Furry Friends, Home Delivered Meals, Information and Assistance. Legal Services, Nutrition Improvement Program, Pantry Partners, and Transportation.

American Red Cross

The American Red Cross conducts periodic blood drives in the Katahdin region and provides disaster services to those who experience major losses.

Bread of Life

The Bread of Life program provides meals to those going through hardship.

Methodist Church Food Pantry (Heaven's Blessings Cupboard).

In 2017, Stetson Memorial United Methodist Church opened. It is open Tuesday through Friday, 9am to noon.

Agape Food Pantry

The Agape Food Pantry is food shelf serving Patten and surrounding communities with the goal to combat hunger for low income residents.

Upper Valley Economic Corporation (UVEC)

Located in Sherman the UVEC operates a food pantry serving the communities of Patten, Sherman, Stacyville, Benedicta, Silver Ridge, Crystal, Hersey and Island Falls. Since its inception in December of 2008 UVEC has assisted 75 households of which there are 34 elderly, 94 adults and 45 children totaling 173 individuals from the Town of Patten served through this program. Patten is not a member of UVEC.

Patten Community Organizations

There are a number of community organizations located in Patten that are led by a dedicated group of volunteers. These groups include:

Patten Little League (PLL)

PLL is a part of the Katahdin Valley Little League which includes the town teams for Patten, Island Falls, Oakfield and Sherman. PLL helps to maintain the ball fields located in the Patten Recreation area.

Patten Historical Society

Located on Main Street in Patten the Historical Society works to preserve the history of Patten and surrounding areas. Tours of the Historical Society are available.

Patten Area Women's Club

Active in the Patten Pioneer Days, the Club plays a vital role for annually planning this event. The Women's Club plants flowers along Main Street, helps maintain the Alumni Park, completes fundraisers for scholarship programs, and provides books to the Library.

Patten Senior Citizens

Supporting the Senior Citizens of Patten this group provides help to our senior citizens by way of supporting affordable senior housing in Patten. Seniors helping Seniors is a popular part of the Patten Senior Citizens group.

United Methodist Women

The women of the Methodist Church are an organization who promote fundraising for the Methodist church including holding church suppers, yard sales and food sales among other special events.

United Methodist Men

The United Methodists Men meet monthly with a speaker series. The sponsor a spaghetti supper during the Patten Pioneer Days to help raise funds.

Neighbors Helping Neighbors

A town program of neighbors assisting neighbors with basic needs that arise on a temporary basis such as providing transportation, food or child care services.

Rockabema Snow Rangers

The Rockabema Snow Rangers maintains more than 100 miles of trails through 10 township and two counties. This social club is open to membership from everyone, not only those who snowmobile. They meet on the second Saturday of each month from September through May. Additional information is found in the Recreational and Historic and Cultural Resources sections.

Patten ATV Club

The Patten ATV club consists of those members who operate ATVs. There are 100 miles of ATV trails in the Patten area maintained by the club. ATV trails run through private properties and property owners provide permission to the club to maintain these trails. Maintained trails include cutting trees and clearing the trails for safe operation of ATVs.

Public Facilities and Services Analysis

There had been times when it seems that Patten has been adrift during the last several years and oftentimes vital municipal functions haven't been completed. The last complete Comprehensive Plan was in 1969, with an update in 1970. This is not the case today and there has been a genuine enthusiasm to "get things done" and to be purposeful in charting our way forward.

Patten's residents have always taken great pride in their community as evidenced by the number of boards, groups, and organizations in town. These range from Little League. ATV and Snowmobile Clubs, playground committee, men's and women's clubs and others. This enthusiasm has carried over to municipal government.

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

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

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

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

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

The big issues in Patten are: education, roads, sewer treatment, and police protection, and the potential for change where tourism increases as an economic driver. As town officials are discovering there are no easy fixes to issues associated with their infrastructure and remedies will take time. Residents are starting to voice concern over public safety and what is perceived to be increased criminal activity.

While Patten does not have a police department, it is looking at steps to improve police protection within the community. Town officials are working with the Maine State Police and Penobscot County Sheriff's Department to increase patrols. They are also looking at working with East Millinocket and Millinocket to determine if there is a possibility of increased police patrols in Patten.

Town Officials consider education a pass thru expenditure, it is the largest expenditure in the municipal budget. School District #RSU 50 has experienced a general decline in enrollment over the last decade and a per pupil cost increase. With decreased enrollment comes an increase in education funding gaps assuming the cost of education continues to increase. Patten officials and the School Board should proactively look at possible ways to consolidate education services and facilities with neighboring towns. Additionally, Patten residents and officials should encourage legislative representatives to work for a better school funding formula or funding system that places less strain on small rural communities.

Patten's voters will decide whether to withdraw from RSU 50 in the Fall of 2017. A withdrawal committee made up of members from the former SAD#25 has been formed and are completing a withdrawal plan. Town officials should continue to review these efforts as well as provide input into the planning process.

Patten's roads are considered to be in poor to fair condition. It is difficult to provide large scale projects with the small Highway Department but the road committee has begun to look at the

development of a road improvement plan. Initially this was a 7-year plan but the reality of costs and the expense of bringing roads back to good condition extended that plan to 20 years. This plan should be expedited whenever possible. Additionally, town officials should partake in any trainings and other programs offered by the Maine Department of Transportation's Local Roads Program.

Patten's water and sewer system is an economic development asset. Unfortunately, the system is underutilized and costing all taxpayers in the community. Town officials are working with the Maine Department of Environmental Protection to develop a feasibility study that looks at increasing the number of users on the systems. There will be some difficult decisions that need to be made but the end result should indicate that more users lower the costs for all. Patten's downtown is well served by water and sewer and as growth occurs, restaurants, laundromats, hotels/motels, and bed and breakfasts need a consistent and safe water and sewer system.

As Patten residents continue to age the local availability of additional elder services will become increasingly important. Patten should consider which senior services can be most efficiently and effectively be delivered to its elder residents in the future. This may be accomplished by working in partnership with service agencies such as the Department of Human Services and the Area Agency on Aging to develop regional strategic opportunities to improve service delivery in Patten through offering cheaper health care through outpatient or mobile screening units.

PUBLIC FACILITIES & SERVICES
Goals, Policies, and Strategies

State Goal

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

Local Goal

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

| Municipal Government Policy and Strategies | | | |
|--|---|------------------------------------|------------------|
| Policy | Strategy | Responsibility | Timeframe |
| Maintain and, when justified, improve department capacity in the areas of communication, equipment, staffing and training. | Continue to budget for annual expenses related to all town owned building maintenance. | Town Officials | On-going |
| | Continue to update computer systems and software every 3-5 years to improve speed and reliability. | Town Officials | On-going |
| | Develop the Town’s information database and technology to include the following online services; vehicle registrations, hunting/fishing licensing, electronic funds transfer for property tax, and other fee payments, submission of building permit applications, real estate assessment data and expand over the next 10 years. | Town Clerk and Town Manager | On-going |
| | Continue to control costs by utilizing access to State/Federal grant programs and surplus sites for some heavy equipment purchases. | All Departments and Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|---|------------------------------------|------------------|
| | Explore options for regional coordination of needed local services such as but not limited to highway department, town office services, police protection, recreation, emergency management, fire and ambulance services, and code enforcement. | Town Officials | On-going |
| | Continue to participate in existing cooperative purchasing programs. | All Departments and Town Officials | On-going |
| | Actively recruit new members to community and municipal boards. Work with families and schools to instill a culture of civic pride and understanding of the importance of civic participation. | Town Officials | On-going |

Water and Wastewater Policy and Strategies

| Policy | Strategy | Responsibility | Timeframe |
|---|---|-----------------------|------------------|
| Maintain water and wastewater facilities and staffing to protect the health of users, water quality, control operating and maintenance costs, and support economic and community development. | Seek funding for the creation of a feasibility study that examines the increased usage of the water and sewer system, user fee structure, potential extensions, and capital improvements. | Town Officials | 2018 |
| | Implement the findings of the water and sewer system feasibility study | Town Officials | 2019 |
| | Increase the number of users on the sewer system. | Town Officials | On-going |
| | Continue to apply for Small Community Grant funds that replaces faulty septic systems. | Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|--|--|-------------------------------|-------------------|
| | Utilize the Check Up Program for Small Systems (CUPSS) asset management tool to help develop an asset management plan for water and wastewater systems. | Town Officials | 2018 |
| | Apply for USDA and CDBG infrastructure funds to provide water/wastewater service to new business and industry as opportunities emerge. | Town Officials | On-going |
| | Annually review and update, as needed, the Source Protection Plan | Water Department | Annually |
| | Periodically review user fees with other southern Aroostook or northern Penobscot County municipalities as a basis for rate adjustment and report to the Selectmen | Water and Wastewater Dept. | 2018 and on-going |
| Public Safety Policy and Strategies | | | |
| Policy | Strategy | Responsibility | Timeframe |
| Maintain and, when justified, improve department capacity in the areas of communication, equipment, staffing and training. | Continue to budget for annual expenses related to all town owned building maintenance. | Town Officials | On-going |
| | Replace fire vehicles and equipment outlined in the Town's capital improvement plan. Continue to raise funds through the use of incremental contributions to reserve accounts and application to Homeland Security and other Federal and State grant programs. | Fire Dept. and Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|---|-----------------------|-------------------|
| | Participate in a regional firefighter training and recruitment program with automatic/mutual aid departments and seek funding under FEMA-Staffing for Adequate Fire and Emergency Response (SAFER) and other sources. | Fire Department | On-going |
| | Work with the Maine State Police, Penobscot County Sheriff's Department, Millinocket, and East Millinocket Police Department to improve police protection in Patten. | Town Officials | 2017 and on-going |
| | Partner with surrounding communities to increase police protection. | Town Officials | 2017 and on-going |
| | Continue to negotiate to reduce the long response time by the Sheriff's office and State Police. | Town Officials | On-going |

Highway Department Policy and Strategy

| Policy | Strategy | Responsibility | Timeframe |
|--|---|-----------------------|--------------------|
| Improve the efficiency of operations and control costs of services delivered by the Highway Department | Evaluate Highway Department equipment for refurbishing or replacement to help decide either to upgrade or extend the life of the equipment. | Highway Dept. | 2017-18 |
| | Research the design and cost of road improvement projects and work to expedite the 20 Year Capital Plan. | Highway Department | 2017 and on-going |
| | Develop a Plan for road improvement projects. Expedite projects listed in plan when feasible. | Town Officials | 2017-2018 |
| | Continue to participate in regional cooperative purchasing programs | Highway Department | 2017 and on-going. |

| Policy | Strategy | Responsibility | Timeframe |
|--|--|-------------------------------------|-------------------|
| | Address future funding needs for new and replacement items through the Capital Improvements Plan. Provide a listing and cost estimated annually to the Town Manager. | Highway Department and Town Manager | 2018 and annually |
| | Implement the road improvement plan developed by the Road Committee | Highway Department, Town Officials | Annually |
| | Annually budget for road improvement projects | Town Officials, Highway Department | Annually |
| | Convert part-time Highway Department staff to full-time position. | Town Officials | 2018 and on-going |
| | Investigate grant opportunities that help meet the goals for the road improvement plan. | Highway Department, Town Officials | On-going |
| | Collaborate with the University of Maine Capstone Project when feasible. | Highway Department | On-going |
| Health Care Policy and Strategy | | | |
| Policy | Strategy | Responsibility | Timeframe |
| Continue to provide adequate levels of health care that improves the overall well-being of Patten's residents. | Continue participating in plans to provide access to both primary health care and specialized services for residents by working with area providers to assure that the town's needs are articulated. | Town Officials | On-going |
| | Continue programs such as Agape Food Pantry, Neighbors Helping Neighbors, and other programs offered by Penquis County Action Program and Eastern Area Agency on Aging. | Town Officials | On-going |

| Service Organization Policies and Strategies | | | |
|---|--|---|-----------------------|
| Policy | Strategy | Responsibility | Timeframe |
| Encourage non-profits and entrepreneurs to provide new community services, when appropriate, as a means of creating jobs and serving local needs. | Publicize the need for new local services through the Town's website and contact with non-profits and entrepreneurs. | Town Clerk Town Manager, and all Depts. | On-going |
| | Continue to seek grants and provide local funds for non-profits and new service businesses. | Clubs and Town Officials | On-going |
| | Work with the Katahdin Area Chamber of Commerce to promote the need for new services. | Town Officials | On-going |
| | Seek and provide CDBG and other grant funds for non-profit and new services businesses | Town Officials | On-going as needed |
| Solid Waste Disposal | | | |
| Policy | Strategy | Responsibility | Timeframe |
| Provide adequate levels of solid waste disposal for Patten's residents and visitors | Consider the creation of a publicly funded solid waste department | Town Officials | 2019 |

Recreation and Open Space



RECREATION AND OPEN SPACE

Introduction

When planning for municipal recreation facilities and programs, the key is to understand and balance the needs of the community with availability of recreation opportunities, programs and funds. Patten's Recreation Department provides a very popular recreation program for all ages. The Department strives to compliment other public and private programs and facilities. Local recreation partnerships include Patten Recreation Department, RSU 50, Katahdin Elementary and Middle/High School, local ATV and snowmobile clubs, Little League, and many others. These diverse recreation interests collectively support recreational facility and program needs of the community.

In 2010, over thirty-one (31) percent of Patten's population was between 45 and 64 and approximately 20 percent of Patten's population is under 18 while 23 percent are over the age of 65. Given the age of the town's facilities and the diversity of the recreational programs, one area of focus is on the 10-year needs for facility modernization and programs that meet changing demographics and recreation preferences. For example, today's "newly retired" tend to be more health conscience and desire year-round activity. However, efforts to create jobs and attract population are also part of this 10-year picture so interim review of recreation needs is critical. As population growth occurs, especially with a diversity of age groups, at a greater rate priority may need to shift.

Municipal recreation facilities are public facilities and as such, the Town needs to plan for needed investments and upgrades over time. Some of these upgrades are mandated by State and Federal laws like the Americans with Disabilities Act. These facilities are public assets that should be maintained for the long-term benefit of Patten's residents. Capital recreation projects are included in the 10-year capital investment plan found in the section on Fiscal Capacity.

Conditions and Trends

Recreation Department

Patten has a well-supported recreation program conducted by the Patten Recreation Department. The Department offers a variety of recreational programs year-round for community members of all ages and is overseen by a part-time Recreation Director. Popular youth programs include the Sports Program which includes: basketball, soccer, softball; Theater programs; dodgeball; kickball; and dances. Other programs include Hunters Safety course, ATV and snowmobile safety and fundraiser softball games with municipalities in the RSU. Fees to participate in recreational programs are \$15 per child per sport. Children from Patten, Mount Chase, and Crystal participate in these recreation programs.

Adult and senior activities are very limited and residents have been asking for increased programming. At the time of the writing of the plan, programs include Zumba (2 nights per week), craft fairs, participation in Patten Pioneer Days, and concerts. Other programs that are gaining

popularity and should be considered in Patten include: weekly nutrition and exercises classes and monthly field trips to areas of interest around the region.

The Department relies on volunteers to maintain recreational facilities and support the wide variety of programs it offers and continually seeks volunteers from the community to help. It is this community support of the recreational programs that make them successful. The Recreation Department is overseen by a seven (7) member Recreation Advisory Board. Recreation Committee meetings are typically held on the first Tuesday of each month at the Recreation Department building.

Patten also partners with RSU 50 (Katahdin Elementary and Middle/High School) for after school recreational programs. Children are bused to the recreation center with after school buses. The use of Middle/High School facilities has been problematic due to sports schedules.

Several popular programs have been eliminated in recent years including swimming lessons and BINGO night. Although BINGO cannot be run by a Town entity and must be hosted by a 501c(3) non-profit, Recreation Department staff is looking at rejuvenating these programs along with the creation of a new ice skating program in the winter.

Local Facilities and Areas

Patten has two (2) publicly owned recreation facilities/areas that support a broad range of activities for all seasons. Snowmobile and ATV trails are also discussed separately. Recreation activities and programming that has been described are supported by public and private areas and facilities summarized in the tables that follow.

Patten’s Public Recreation Facilities/Areas

| Name | Parking | Restroom | Activity |
|---|----------------|-------------------------------------|---|
| Patten Recreation Center | X | X | Basketball court, kitchen facilities, office |
| Patten Recreation Area/Patten Academy Alumni Park | X | X (outhouses during events only) | Lighted Baseball/softball field, picnic area, basketball court, pavilion, playground, and hot dog stand. There is also a Katahdin Woods and Waters Scenic Byway Gateway Facility located at the recreation site. |

Source: Town of Patten 2017

The Recreation Center is located on Founders Street, is in good condition, and ADA compliant with wheelchair ramps. There are bathroom facilities, a basketball court, kitchen facilities, and

office space. The basketball court area is used for other events such as dances and theater programs. The facility can be rented for events and parties at a rate of \$20 per hour with kitchen or \$15 per hour without.

The building was closed in 2014 due to structural hazards. In 2015, a \$30,000 construction was completed and the building re-opened.

The Patten Recreation Area/Patten Academy Alumni Park is located on Main Street and contains a number of recreational amenities. Overall the park is in excellent condition and well maintained



by the head of the Playground Committee. In October 2017, the Town will be soliciting bids for the construction of a year-round concession stand/ restroom facility that will allow for increased usage of the park area. Currently there is a hot dog stand and outhouse that can be used during events. Recent vandalism to the stand has created the need for the construction of a new more secure facility.

Plans include the construction of a concession stand, bathroom facilities including chemical toilets and sinks, and a heated gathering area. There is also the potential to re-install lighting that was vandalized in the past.

The Patten Academy Alumni Park is located within the Patten Recreational Area. The park was established by the Patten Area Women’s Club and contains a garden, pavilion and sitting area. Maintenance is completed both by the Club and the Recreation Department. There will be a tree lighting and pavilion decorating ceremony during the 2017 Christmas season.

Recreational Needs in Patten

Addressing unmet needs in recreation programming and facilities requires a financial commitment, a sense of community priorities, and an understanding of the benefit-cost relationship. The longevity of the program or facility strongly influences the latter. Patten’s focus on traditional and family oriented recreation activities has resulted in many longstanding programs and facilities that have served the Town well. Recreation programming and facility needs identified during the planning process are listed below and detailed in the analyses section.

Public Recreation Programming Needs

1. Re-establish swimming lesson program possibly using the beach at Upper Shin Pond village.
2. Re-establish a BINGO program in town through a non-profit organization.
3. Develop a Christmas Tree lighting and decorating program.
4. Establish an ice skating program.



5. Enhanced safety training for young ATV and snowmobile riders.
6. Survey high school as to their needs for recreational programs.

Public Recreation Facility Needs (See Capital Investment Plan)

1. Update and modernize bathrooms at Recreation Department building.
2. Install a new hot water heater.
3. Install larger fans in the area around the basketball court.
4. Purchase of van to transport participant to various programs.
5. Explore the development of a new trailhead access points for snowmobilers and ATV riders in the downtown area.
6. Construct a seasonal ice skating rink in the recreational area.
7. Better designation of crosswalks near the recreation area.
8. Explore the feasibility of becoming a 501-c-3 organization to better access grant programs, reduce fees, and allow for the enhancement of recreational programming.
9. Repair all basketball court damage.

Recreational Trail System

Sherman to Patten Trail

The Sherman to Patten Trail is a six (6) mile long multi-use trail systems that travels through open fields, forested areas, and the perimeter of the Thousand Acre Bog. This remote trail is open year-round and can be used by and for ATVers, cross country skiing, dog sledding, hiking, horseback riding, off-road biking, snowmobiling, snow shoeing, and wildlife watching.

ATV Trails

Patten ATV Club was established in 2010 as an all-volunteer organization and maintain trails in Patten, Mount Chase, Moro, Hersey, Crystal and Stacyville. Since 2010, the club has over 150 members join and close to 100 landowners who have granted permission to utilize their land for the trail systems. At the time of the writing of the plan, there are over 100 miles of trails already accessible, all of which are side by side friendly and plans include the construction of additional trails.

Patten's ATV trail system connects to several local clubs in the surrounding area including: Katahdin Valley Wheelers, Island Falls Freewheelers and the Knowles Corner Wheelers. This relationship adds 100's of miles of additional trail riding opportunities. Patten's trail system connects to many local businesses in the area, with gas stations, lodging, and restaurants nearby and conveniently marked on the trails. In 2016, all roads in Patten were designated as ATV Access Roads which greatly improves access to the trail system and to Patten's downtown from the trail systems.

The Town provides financial support to the ATV Club on an annual basis.

Snowmobile Trails

The Rockabema Snow Rangers maintain many miles of snowmobile trails including segments of the Interconnecting Trail System (ITS) as well as local club trails. ITS 81 extends northerly through Patten from Sherman Station and continues through Shin Pond and points north. ITS 112 begins in Patten and heads west towards Island Falls where it connects to ITS 83. There are also local trails 112 and 64 located in Patten. All of the trail system is located on private land in Patten. The Club maintains a groomer (Rockabema Screama) and relies heavily on volunteers to maintain equipment and the trail systems.

The Rockabema Snow Rangers host an annual cook out for landowners allowing access to their private land. This is in appreciation for their cooperation and is held at the clubhouse on the Clark Road.

The centrality of the use of ATV and snowmobile trails is evidenced by the fact that the Town Office driveway is an ATV/snowmobile trail. Patten voters provide financial support to the club on an annual basis by approving funds for use in promoting snowmobiling in the Northern Katahdin region.

Proposed Walking Trail

Town officials are looking at developing a pedestrian trail around Fish Stream in the downtown area. This trail would provide beneficial recreational opportunity close to the downtown area. Town officials will seek grant funding as it become available. Funding and technical assistance can also be provided by the National Park Service.

Outdoor Recreational Opportunity

Nearly all of the outdoor recreational opportunities in the region are related to the usage of private property. In Maine, if the land is not posted it can be utilized by hunters and fishermen. The posting of land has not become a major issue within town although there has been an increase in posted land in Patten. Town officials maintain “Ask First” information pamphlets at the town office and encourage those wishing to use private property to ask permission first.

It is assumed that outdoor trends in recreation will continue to utilize the abundant open space and water resources in the spring, summer and fall and snow during the winter.

Hunting Access

Hunting and fishing are a large part of the culture of the northern Maine region. There are numerous guide services in business to help visitors to the region with their outdoor experience. Registered Maine Guides have a long and colorful history along with being recognized as having the gold standard in outdoor skills and knowledge. Guides had to be registered by the state beginning in 1897. It should be noted that hunting enjoyed a stable pattern of activity between 1995 and 2015 in the New England market, and grew nationally. Although the fishing rates for the New England market exhibited a growth trend, the overall household participation rate for New

England (22.4 percent) is still below the national rate (28.8 percent). Town officials should continue to work, when feasible, with landowners to ensure access to private land remains open.

A discussion of wildlife and fisheries habitat is included in the Natural Resources section of this Plan.

Key Regional Facilities and Areas

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

Katahdin Woods and Waters Scenic Byway: The Katahdin Woods and Waters Scenic Byway is 89 miles long and offers views of Mount Katahdin and parts of the Appalachian Chain. These are some of the most scenic views located in northern Maine. In 2008, the State of Maine designated the portion of Route 11 from Medway to the North Entrance of Baxter State Park as a scenic byway, at the time called the Grindstone Scenic Byway. In 2011, the southern portion of the route was added (Medway to the South Entrance of Baxter State Park). In April 2012, the Grindstone Scenic Byway was renamed the Katahdin Woods and Waters Scenic Byway.



The Katahdin Woods and Waters Scenic Byway runs both north and south from points of origination along Interstate 95, one in the town of Medway (Exit 244) (convergence of the East and West Branches of the Penobscot) and the other in the town of Sherman (Exit 264), gateway to the agricultural lands of southern Aroostook County.

The more northerly leg reaches through Patten and on to Shin Pond and Grand Lake Matagamon, offering views of Katahdin to the west and, further on, access to recreational opportunities associated with a number of remote rivers, lakes, and streams. This leg ends at Baxter State Park's north gate.

Ash Hill has been identified as a site for a potential visitor center as a parcel of land is in MaineDOT ownership. Ash Hill provides panoramic views of Mount Katahdin to the west and Oakfield and points east.

Baxter State Park: Patten is the gateway to the North entrance of Baxter State Park. In the 1930s, Governor Percival Baxter, using his own wealth, purchased more than 200,000 acres of land, including Mt. Katahdin and then donated this property to the citizens of Maine with the provision that the land would remain “forever wild”. The additional \$7 million endowment Governor Baxter left to the care of the park made it a truly unique gift. Baxter State Park offers dozens of mountain and back country trails for hiking, campsites, picnic areas, streams, ponds, waterfalls and lakes. Matagamon Wilderness is located at the North entrance of Baxter State Park along the East Branch of the Penobscot River. This area offers food and lodging, miles of trails groomed for hiking or cross-country skiing and the adventure of being in the great outdoors.

Baxter State Park rules include no domestic animals of any kind are allowed, no motorcycles are allowed and vehicle size is limited to 9 feet high, 7 feet wide and 22 feet long for a single vehicle and 44 feet long for combined vehicles such as campers. One of the goals for Baxter State Park is to protect the health and natural instincts of all animals living in the Park and to ensure a safe, enjoyable camping experience to Park visitors.

Katahdin Woods and Waters National Monument: Katahdin Woods and Waters National Monument is a U.S. National Monument which was designated in August 2016. The Monument spans 87,563 acres of mountains and wilderness in the North Maine Woods area of north-central Maine and includes a section of the East Branch of the Penobscot River. The monument is located on the eastern border of Baxter State Park and just to the west of Patten. The National Park Service has established an office in Patten and are currently conducting feasibility studies to determine the location of the Visitor’s Center. There is potential access to the Monument through Patten over the Happy Corner, Waters, Frenchville, and American Thread Roads. National Park Service Headquarters are located in Patten

Katahdin Woods & Waters Area Map



Maine Public Reserve Lands: Maine's public reserved lands comprise more than half a million acres of protected wilderness. Allowed activities include hiking, camping, fishing, hunting, cross-country skiing, and wildlife watching. The closest Public Reserve Lands are in Moro Plantation and contain two lots totaling 295 acres. The Bureau of Public Lands is planning to complete a timber harvest on these lots and improve access. There may also be the construction of a picnic area in the future.

Another nearby unit is located around Scraggly Lake in T7 R8. The Unit comprises 10,000 acres of gently rolling, heavily forested land, with numerous ponds, brooks and bogs. Scraggly Lake has a campground and boat launch, while Ireland Pond offers a more remote recreational experience.

Fishing, hunting, camping, and hiking are popular activities. The lake shore, combined with the well forested uplands and the presence of a number of small marshes and wetlands, provide a diverse range of habitats that host more than 200 of Maine's indigenous species of wildlife. The lake and ponds offer excellent habitat for trout and salmon.

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

Ki-Jo Mary Multiple Use Forest: The Ki-Jo Mary Multiple Use Forest is approximately 175,000 acres of privately owned, commercial forest, located between Millinocket, Greenville and Brownville. The forest contains over 30 miles of the Appalachian Trail, the Gulf Hagas Reserve, the Hermitage, the east and west branches of the Pleasant River, White Brook, more than 50 lakes and ponds and over 100 miles of brooks, streams and rivers.

KI Jo-Mary, Inc. contracts with North Maine Woods, Inc., a professional forest recreation management company, to manage recreation in the KI Jo-Mary Forest. The KI Jo-Mary, Inc. Directors, who represents the landowners, set fees and policies regarding use of the area. North Maine Woods, Inc. implements these policies. User fees offset the costs of checkpoint operations and campsite development and maintenance.

International Appalachian Trail: The International Appalachian Trail (IAT) is a hiking trail which runs from the northern terminus of the Appalachian Trail at Mt. Katahdin in Baxter State Park, through New Brunswick to the Gaspé Peninsula in Quebec which it takes a ferry ride to Newfoundland and then continues to the northern-easternmost point of the Appalachian Mountains at Belle Isle, Newfoundland. The IAT was proposed in 1994 with plans to traverse the portions of the Appalachian Mountains in Maine, New Brunswick, and Quebec that the Appalachian Trail did not cover. Following route selection, construction of the trail took place through the late 1990s.

The IAT extends northeast from the northern terminus of the Appalachian Trail at Katahdin, Maine to Mars Hill, Maine, before following the United States-Canadian border north to Fort Fairfield, where it crosses the border into Perth-Andover, New Brunswick.

Maine Waterside Trails: There are plans to seek permits to build a \$5 million outdoor education facility near Baxter State Park and the Katahdin Woods and Waters National Monument. If permitted by the MDEP, the Maine Waterside Trails will be built on the East Branch of the Penobscot River off Route 11 and would be the first large-scale investment near the Katahdin Woods and Waters National Monument. It is projected that Waterside Trails will host as many as 3,500 students in grades 4-12 annually to hiking, mountain bike trail riding, snowshoeing and cross-country skiing, plus an outdoors curriculum.

The proposal calls for the construction of a 3,000-square-foot administrative office and storage facility on the river's east bank in Soldiertown which is located to the southwest of Stacyville. The proposal also seeks the construction of about eight miles of trails through some of the 5,000 acres of foundation-owned land in the area, including one trail that will run to within 800 feet of monument lands. The proposal will allow the foundation to shift some educational activities from a smaller base built on the Passadumkeag River in Passadumkeag that has been operating for a few years.

Whitewater Rafting: The West Branch of the Penobscot River has class 4 and 5 whitewater including areas named the Exterminator, Staircase, Cribworks, Big Amberjackmockamus, and Nesowadnehunk Falls rapids. The West Branch has been rated as one of the best whitewater rivers in the eastern United States and there are numerous guides and outfitters that offer rafting services.

Golfing: There are public golf courses located in Millinocket, Island Falls, Lincoln, and Houlton. All are open to the public

Planned Federal Bike Route: The Maine Department of Transportation (MaineDOT) and Northern Maine Development Commission (NMDC) are exploring the creation of a federally designated bicycle route in Penobscot and Aroostook Counties. The bike route designation would complement and connect to the existing US Route One Bike Route located in southern and Downeast Maine. The proposed route would be located on existing state and local roads and/or existing bike and pedestrian trails in the region. Project would begin/terminate in Bangor at the intersection of the Federally designated US Route One bike route and head north through the larger communities of Orono, Old Town, Medway, Sherman, Patten, Island Falls, Houlton, Mars Hill, Presque Isle, Caribou, Van Buren, Madawaska, and terminate in Fort Kent at the international border crossing.

It connects to previously designated scenic byways (Katahdin Woods and Waters Scenic Byway and St. John Valley Scenic Byway and the Katahdin Woods and Waters National Monument with potential connections to bike routes located in New Brunswick and Quebec. The route will begin/terminate at the international border crossing in Fort Kent, designated as America's First Mile of US Route One. The Route will also highlight the region's cultural resources including, but not limited to, the Swedish Colony, Amish communities, Acadian heritage, the University

System, and highlight the importance of agriculture and forestry to the regional economy. A draft proposed route is approximately 320 miles long.

Analyses

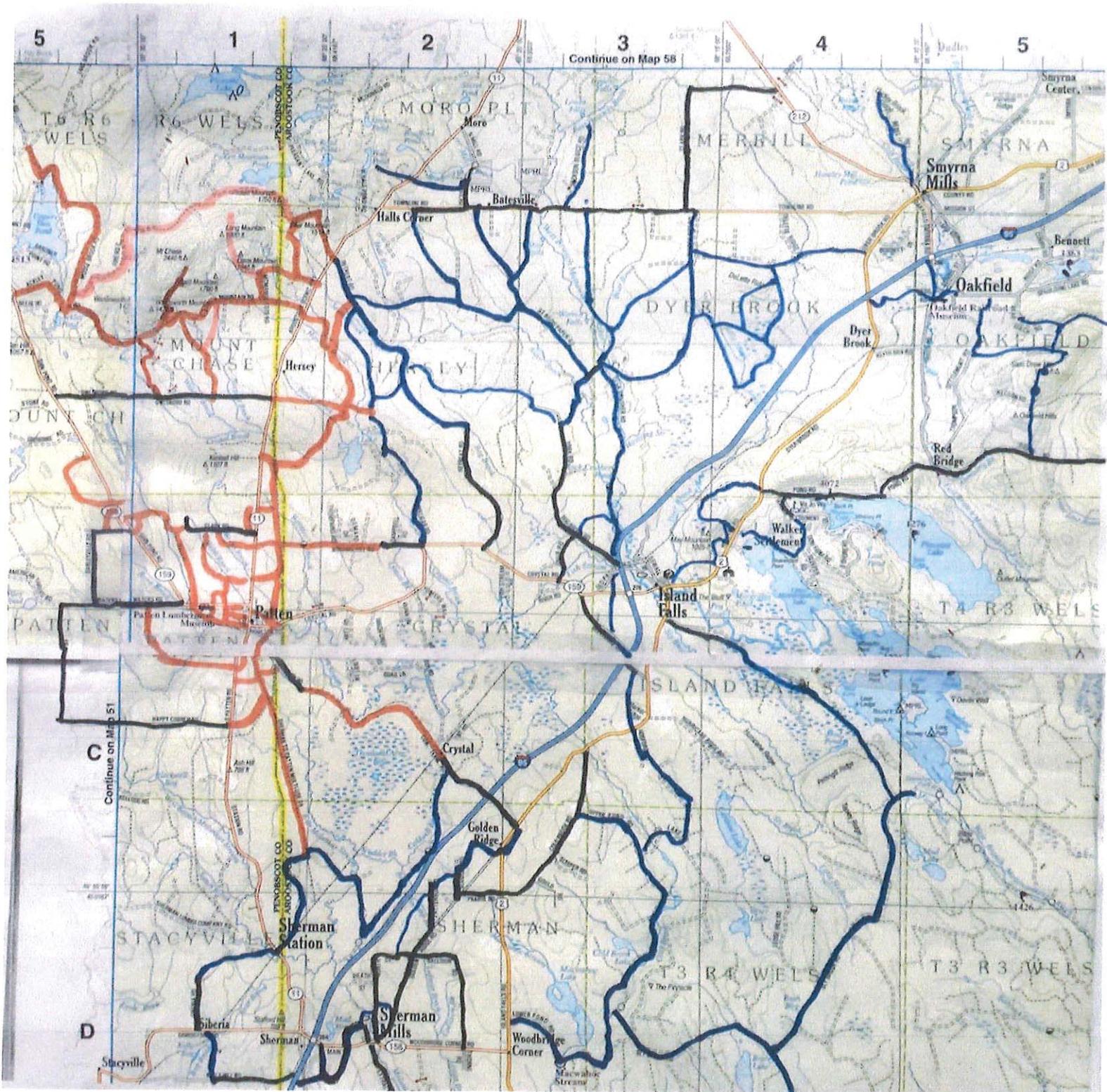
Patten has declining population and a demographic shift toward an increasing number of persons in the 45-64 year old age group. Based on these facts, recreation facilities and programs available locally and in the region marginally meet community needs. Overall participation remains strong in the youth programs that are offered and adult programming could be expanded. The Recreation Department's budget, while small, has remained relatively stable and Town officials should be watchful for stagnation which could limit its capacity to raise matching funds for capital projects that could be partially or substantially funded by grants. The town is considering applying for grants and may need matching funds in order to obtain those grants.

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

Patten has two (2) facilities, Recreation Center and Recreation Area and Academy Park, that are in need of updates and upgrades. The Town may be faced with making significant investments in these facilities in the near future. Upgrades and modernization of the Recreation Center is needed but these improvements should not be overly costly.

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

Recreational trails in the community are well maintained because of a distinct combination of public and private efforts. Financial support including staff time comes from the Town and the Maine Department of Conservation at the State level. Cooperating landowners and volunteerism ensures that maintenance work on the trail systems is completed. The snowmobile club may find it necessary to consider looking at alternate funding sources in the future if State funding for trail maintenance tightens any further. This would be a sensible move and may even help improve maintenance of the local club trails. The ATV club has relied on the extensive use of public roads to access trails on private land and in neighboring communities. This helps alleviate the trail maintenance responsibility.



BOWLIN MATAGAMON SHIN POND

SNOWMOBILE TRAILS - 2017

TRAIL SIGNS AND DESCRIPTIONS

Many signs are used along the various snowmobile trails in our region. These are for your safety, as well as to protect property owners and other riders. Please familiarize yourself with, and obey, all signage. Thank you.



GROOMERS
have the right-of-way!
Be prepared to encounter them anywhere & anytime!

WATCH FOR WILDLIFE!
Be prepared to encounter them anywhere & anytime.

The Baxter State Park road - aka "West Perimeter Road" - is ungroomed. A speed limit of 20 mph is necessary for safety; your cooperation is appreciated.

PLEASE READ THIS:
Every effort has been made to make this map reflect the most accurate and up-to-date information available at the time of printing, however the publisher, designer, supporting clubs, advertisers, property owners or any other parties contributing to the development of this map accept no responsibility as to whether the trails shown are open to the public or assume no responsibility for any accidents that should happen while riding these trails. All trails are subject to closure and trail conditions may change at any time.
YOU ARE RESPONSIBLE FOR YOUR OWN SAFETY

Don't Drink and Ride!

CAUTION: WATCH FOR TRUCKS!

MAP LEGEND & SYMBOLS

- ITS Corridor Trails
- Groomed Local Club Tr.
- XC-Ski Trails
- Ungroomed Trails
- Interstate Highway
- Other Main Highway
- Other Local Road
- Scenic Viewpoint
- Watch For Moose!
- Trail Junctions
- Interstate Hwy Exits
- Fuel (Gas/oil)
- Advertiser (See Backside)

NORTHERN GEOMATICS
www.northerngeomatics.com
www.shinpond.com
www.matagamon.com
www.bowlin.com



**RECREATION AND OPEN SPACE
Policies & Strategies**

State Goal

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

| Policy | Strategy | Responsibility | Timeframe |
|--|--|---|------------------|
| Maintain and upgrade existing recreational facilities and Parks as necessary to meet present and future needs. | Continue to budget for recreation center and Recreation area repairs and maintenance and transfer budgetary surplus to recreation reserve for capital improvements. | Town Officials and Recreation Dept. | 2018 |
| | Continue to request capital improvement funds in the annual recreation budget to be used as matching funds for capital improvement grants. | Recreation Dept. and Town Officials | On-going |
| | Consider the development of public recreational facility “adoption” programs to the local scouting organizations, clubs, groups and civic organizations to support maintenance and beautification of these assets. | Town Officials, Recreation Dept. and Planning Board | 2017-18 |
| | Explore the feasibility of the Town becoming a 501c (3) organization | Town officials | 2018 |
| Implement recreation programming that fills service gaps and that is complimentary and collaborative with RSU 50 or School Department. | Continue to support athletic and sports programs that create greater opportunity for participation at all grade levels | Town Officials | On-going |
| | Continue to seek public/private grant funds for programs that support the needs and interests of all youth. | Recreation Dept., and Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|--|---|---|-------------------|
| | Maintain recreational programming to meet present interests and needs of all students. | Recreation Dept. and Town Officials | On-going |
| | Continue to develop programming to meet the older age groups through the adult education program | Town Officials, and Recreation Dept. | On-going |
| | Form partnerships that help develop programs for teens that do not presently participate and that help deter risky, inappropriate or unproductive behavior. | Recreation Dept., and Town Officials | On-going 2018 |
| Maintain, expand and improve the recreational trail systems and open space as an asset to the community and in support of economic development, private businesses and recreation organizations. | Continue to contact landowners at least once annually for appreciation and recognition. | Clubs and Town Officials | 2017 and annually |
| | Study feasibility of the development of ATV and snowmobile trailer parking and trail access at appropriate locations. | Clubs and Town Officials | 2018 |
| | Continue to seek grant funding and to raise private matching funds for parking including trailers and service facilities at trailheads | Town Officials | On-going |
| | Raise funds through grants, club fundraisers and private donations for the development of shelters that serve all trail systems. | Clubs, Town Officials, and Recreation Dept. | 2017 and on-going |
| | Continue to participate in the new Maine ATV interconnecting trail system (MATS) and support its growth. | Clubs, Planning Board, and Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|---|---|------------------|
| | Continue to be responsive to trail neighbor and owner concerns regarding noise, dust and other issues. | Clubs and Town Officials | On-going |
| | Through the local clubs, implement an annual landowner awareness program to educate existing and perspective trail landowners on tax incentives and insurance benefits available to them. | Recreation Dept., Clubs, and Town Officials | On-going |
| | Seek the input and support of the MaineDOT to construct paved shoulders along roads that have high bike and pedestrian usage. | Recreation Dept. | 2019 |
| | Seek funding for the purchase of a new snowmobile trail groomer. | Town Officials | As needed |
| | Study feasibility of the development of ATV and snowmobile trailer parking and trail access at appropriate locations. | Clubs and Town Officials | 2018 |
| | Continue to be responsive to trail neighbor and owner concerns regarding noise, dust and other issues. | Clubs and Town Officials | On-going |
| | Explore the feasibility of creating a pedestrian trail along Fish Stream. Seek funding when available. | Town Officials, Recreation Department, Planning Board | On-going |

Natural Resources



NATURAL RESOURCES

Introduction

Patten is a rural community with freshwater streams and brooks and several small ponds. There are scattered fields dedicated to small agricultural activities. Patten contains a patchwork of forestland, shrub/scrubland, and wetlands. The water and forestlands provide an array of habitats that support abundant wildlife, wading bird and waterfowl habitat, candidate deer wintering areas, and two (2) rare plant communities.

Patten's natural resources contribute significantly to its quality of life. These resources provide open spaces for wildlife and recreational opportunities such as fishing, boating, snowmobiling, hunting, canoeing, hiking, cross-country skiing, and some of the best views of Maine's highest peak, Mount Katahdin.

Patten is located in northeastern Penobscot County on the Aroostook County line and is bordered by Crystal to the east, Mount Chase to the north, T4 R7 to the west, and Stacyville to the south. Total area is 38.2 square miles (24,448 acres) of which 38.1 square miles (24,384 acres) is land and 0.06 square miles (38.4 acres) is water. Patten can be characterized as moderately rolling terrain with areas of steep slopes located to the south of Blackwell Bog and along Fish Stream. The highest elevation in town is approximately 870 feet above Mean Sea Level located just south of downtown on Route 11.

Soils

“Soil survey” is a general term for systematic examination of soils in the field and laboratory. It involves describing, classifying, and mapping soil types, and then interpreting their suitability for various uses such as residential, commercial, agricultural and recreational. The Soil Survey Office of the Natural Resource Conservation Service (NRCS) located in Bangor has analyzed the characteristics, behavior, distinctive properties and appropriate uses of each different soil type. This data can be found on-line at <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

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

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

The following soil types are located in Patten:

| Map Unit Symbol | Map Unit Name | Acres in PATTEN | Percent of PATTEN |
|-----------------|--|-----------------|-------------------|
| BaB | Bangor silt loam, 2 to 8 percent slopes | 1,547.6 | 4.1% |
| BaC | Bangor silt loam, 8 to 15 percent slopes | 836.4 | 2.2% |
| BaD | Bangor silt loam, 15 to 25 percent slopes | 46.1 | 0.1% |
| BnB | Bangor very stony silt loam, 0 to 8 percent slopes | 484.8 | 1.3% |
| BnC | Bangor very stony silt loam, 8 to 15 percent slopes | 395.0 | 1.1% |
| BnD | Bangor very stony silt loam, 15 to 25 percent slopes | 352.7 | 0.9% |
| BrA | Burnham silt loam, frequently ponded, 0 to 3 percent slopes | 5,143.6 | 13.7% |
| BxB | Biddeford-Scantic-Lamoine complex, 0 to 8 percent slopes, very stony | 4.3 | 0.0% |
| CcC | Colton cobbly sandy loam, dark materials, 8 to 15 percent slopes | 4.8 | 0.0% |
| CnB | Colton gravelly sandy loam, dark materials, 2 to 8 percent slopes | 156.2 | 0.4% |
| CnC | Colton gravelly sandy loam, dark materials, 8 to 15 percent slopes | 30.2 | 0.1% |
| CnD | Colton gravelly sandy loam, dark materials 15 to 25 percent slopes | 3.9 | 0.0% |

| Map Unit Symbol | Map Unit Name | Acres in PATTEN | Percent of PATTEN |
|-----------------|---|-----------------|-------------------|
| DaA | Daigle silt loam, 0 to 2 percent slopes | 173.3 | 0.5% |
| DaB | Daigle silt loam, 2 to 8 percent slopes | 1,095.7 | 2.9% |
| DaC | Daigle silt loam, 8 to 15 percent slopes | 142.8 | 0.4% |
| DgB | Daigle stony silt loam, 2 to 8 percent slopes | 120.6 | 0.3% |
| DgC | Daigle stony silt loam, 8 to 15 percent slopes | 46.9 | 0.1% |
| DxA | Dixmont silt loam, 0 to 2 percent slopes | 69.1 | 0.2% |
| DxB | Dixmont silt loam, 2 to 8 percent slopes | 2,467.8 | 6.6% |
| DxC | Dixmont silt loam, 8 to 15 percent slopes | 133.8 | 0.4% |
| DyB | Dixmont very stony silt loam, 2 to 8 percent slopes | 1,772.4 | 4.7% |
| DyC | Dixmont very stony silt loam, 8 to 15 percent slopes | 79.0 | 0.2% |
| HoB | Howland gravelly loam, 3 to 8 percent slopes | 26.1 | 0.1% |
| HoC | Howland gravelly loam, 8 to 15 percent slopes | 70.0 | 0.2% |
| HvB | Howland loam, 0 to 8 percent slopes, very stony | 131.0 | 0.3% |
| HvC | Howland silt loam, 8 to 15 percent slopes, very stony | 49.2 | 0.1% |

| Map Unit Symbol | Map Unit Name | Acres in PATTEN | Percent of PATTEN |
|-----------------|--|-----------------|-------------------|
| HvD | Howland silt loam, 15 to 30 percent slopes, very stony | 16.4 | 0.0% |
| Lk | Charles silt loam, 0 to 2 percent slopes, frequently flooded | 58.0 | 0.2% |
| MbB | Madawaska very fine sandy loam, 0 to 8 percent slopes | 50.3 | 0.1% |
| Md | Made land | 15.5 | 0.0% |
| Mn | Mixed alluvial land | 405.4 | 1.1% |
| MoB | Monarda silt loam, 0 to 3 percent slopes | 752.8 | 2.0% |
| MrB | Monarda-Burnham complex, 0 to 3 percent slopes, very stony | 2,840.4 | 7.6% |
| MsC | Monarda-Burnham complex, 0 to 15 percent slopes, extremely stony | 53.0 | 0.1% |
| Pa | Peat and Muck | 1,097.8 | 2.9% |
| PhB | Perham silt loam, 0 to 8 percent slopes | 458.2 | 1.2% |
| PhC | Perham silt loam, 8 to 15 percent slopes | 40.8 | 0.1% |
| PmB | Perham stony silt loam, 0 to 8 percent slopes | 135.0 | 0.4% |
| PmC | Perham stony silt loam, 8 to 15 percent slopes | 125.2 | 0.3% |
| PrC | Plaisted loam, 8 to 15 percent slopes, very stony | 1,450.1 | 3.9% |

| Map Unit Symbol | Map Unit Name | Acres in PATTEN | Percent of PATTEN |
|-----------------|---|-----------------|-------------------|
| PrE | Plaisted loam, 30 to 60 percent slopes, very stony | 158.9 | 0.4% |
| Py | Podunk fine sandy loam, 0 to 3 percent slopes, occasionally flooded | 14.2 | 0.0% |
| RaB | Red Hook and Atherton silt loams, 0 to 8 percent slopes | 0.7 | 0.0% |
| RmC | Rock outcrop-Thorndike association, 3 to 15 percent slopes, very stony | 42.9 | 0.1% |
| RmD | Rock outcrop-Thorndike association, 15 to 25 percent slopes, very stony | 1,047.8 | 2.8% |
| Sa | Saco silt loam | 337.8 | 0.9% |
| ThB | Thorndike channery silt loam, 0 to 8 percent slopes, rocky | 6,363.4 | 17.0% |
| ThC | Thorndike channery silt loam, 8 to 15 percent slopes, rocky | 2,467.3 | 6.6% |
| ThD | Thorndike channery silt loam, 15 to 25 percent slopes, very rocky | 698.5 | 1.9% |
| ThE | Thorndike channery silt loam, 25 to 45 percent slopes, very rocky | 31.3 | 0.1% |
| TkB | Thorndike silt loam, 0 to 8 percent slopes, very rocky | 353.8 | 0.9% |

| Map Unit Symbol | Map Unit Name | Acres in PATTEN | Percent of PATTEN |
|-----------------|--|-----------------|-------------------|
| TkC | Thorndike silt loam, 8 to 15 percent slopes, very rocky | 256.0 | 0.7% |
| TvB | Thorndike-Winnecook complex, 3 to 8 percent slopes, rocky | 505.3 | 1.3% |
| TvC | Thorndike-Winnecook complex, 8 to 15 percent slopes, rocky | 988.1 | 2.6% |
| TvD | Thorndike-Winnecook complex, 15 to 35 percent slopes, very rocky | 677.9 | 1.8% |
| W | Water bodies | 132.1 | 0.4% |
| Wn | Winooski silt loam | 30.3 | 0.1% |

Source: NRCS, 2017

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

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

Watersheds

A watershed is the land area in which runoff from precipitation drains into a body of water. Patten is divided among several small watersheds. Much of the land area of Patten drains towards the Mattawamkeag River, which was the means by which the first settlers arrived in Patten. Development activities, such as house and road construction and timber harvesting, disturb the land that drains to a lake by streams and groundwater; thus, these activities can pollute the watershed.

Water Resources Conditions and Trends

Rivers, streams, great ponds, aquifers and wetlands are all considered water resources. Public and private wells that serve as public drinking water supplies are also the focus of the Town's water

resources inventory. Individual water resources were examined for ecological value, threats to quality or quantity and any documented issues related to water quality or invasive species. The Water Resources Map at the end of this section identifies the location of these resources in Patten.

Great Ponds

According to the Maine Department of Environmental Protection (MDEP), there is one Great Pond located in Patten; Wiley Pond which is undeveloped and remains in its natural state. This great pond does not appear on the Maine Department of Environmental Protection's list of watersheds most at risk from development due mainly to the fact that it is surrounded by private land used predominately for harvesting timber.

Developments occurring in watersheds that are on the list require additional standards for storm water runoff and site development. Keeping phosphorus laden sediments out of the ponds is the major objective of additional standards. The present level of development activity in the respective watersheds has not reached the point of damaging water quality in these ponds. Wiley Pond is described below based on a survey conducted by the Maine Department of Inland Fisheries and Wildlife (IF&W).

Wiley Pond

Wiley Pond is a small pond (32 acres) with a maximum depth of 19 feet and an average depth of 6.9 feet. Thermal stratification occurs in a small, deep basin of the pond, providing some potentially good brook trout water. However, the deeper portions of this basin are low in oxygen during the latter part of the summer. A small trout fishery exists, but is limited by the large amount of warm, shallow water and competition from other species. Lily pads are abundant in the 3 to 4-foot depths. The southwest shore and the northwest inlet are bordered by heath plants and have very muddy bottoms. The southwest inlet is spring influenced and has some gravel areas that may be utilized for spawning by trout, but it becomes very shallow during the summer months. Good spawning gravel and riffle areas are present in the outlet, but temperatures become critical for trout during the summer months. The spring seepage areas within the pond and in the southwest inlet are considered adequate to maintain the present trout fishery. There has been no water quality monitoring on this lake and no known invasive infestation, something that the Town wishes to maintain.

Wiley Pond is under general fishing regulations except that it is open to open water fishing from October 1 to November 30th and ice fishing in November. There is a daily bag limit of two (2) trout.

Other Surface Waters

According to the Maine Volunteer Lake Monitoring Program, there are two (2) additional surface waters located in Patten; Giles Pond and Potter Pond. Giles Pond (MIDAS 8512) is located just west of Route 11 (North Road) and is approximately 0.2 acres. There have been no water quality monitoring efforts on this water body, there is no known fishery, and no known invasive aquatic infestation.

Giles Pond is open to fishing only for persons under the age of 16 and restricted to two lines per person. Giles Pond is managed under general fishing regulations except that it is open to open water fishing from October 1 to November 30th and ice fishing in November but all trout, landlocked salmon and togue must be released alive at once.

Potter Pond (MIDAS 2300) is approximately 4 acres in size and is located west of the Happy Corner Road. There has been no water quality monitoring on this lake and no known aquatic infestation. Potter Pond is under general fishing regulations except that it is open to open water fishing from October 1 to November 30th and ice fishing in November but all trout, landlocked salmon and togue must be released alive at once.

Streams and Rivers

To assess what portion of Maine's rivers, streams and brooks meet the goal of the Clean Water Act; MDEP uses bacteriological, dissolved oxygen, and aquatic life criteria. All river and stream waters are classified into one of four categories, Class AA, A, B, and C as defined by legislation. Class AA is the highest classification with outstanding quality and high levels of protection. Class C, on the other end of the spectrum, is suitable for recreation and fishing yet has higher levels of bacteria and lower levels of oxygen.

The MDEP's, Division of Environmental Assessment collects data on Maine's streams and rivers. According to MDEP the following brooks and streams are located in Patten: Swift Brook (Middle Branch and East Branch), Fish Stream, Rowe Brook, Peavey Brook, Weeks Brook and the Molunkus Stream (West and East Branches). All but Fish Stream have an A classification while Fish Stream is a B classification.

Class A waters are the second highest classification given by the MDEP. Class A waters are suitable for drinking water after disinfection and for fishing, recreation in or around the water, industrial processing and cooling, hydroelectric power generation, and as habitat for fish and other aquatic life. No discharges to these waters are allowed that have a quality lower than the receiving waters. There are no non-attainment brooks or streams listed in the report located in Patten which is not surprising considering the absence of development pressure adjacent to most of these waters. It should also be noted that timber harvesters continue to implement best management practices in their operations, which has improved the overall impact of those activities in the watershed.

Class B waters indicate that the water quality is "suitable for the designated uses of drinking water supply after treatment; fishing; recreation in and on the water; industrial process and cooking water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired." [1985, c. 698, § 15 (new).] As defined by Maine's Natural Resources Protection Act, a river, stream, or brook is a channel that has defined banks (including a floodway and associated flood plain wetlands) created by the action of the surface water.

Patten officially has no rivers.

Aquifers

According to the Maine Geological Survey, there is one sand and gravel aquifer of approximately 416 acres located in the central portion of Patten. This aquifer is located along the Route 159 corridor and is mostly rated as being able to provide 10-50 gallons of water per minute. A small portion, located on the northern portion of the aquifer near Crystal is rated as having the potential of providing over 50 gallons of water per minute. Presently there have been no known impacts to groundwater in the aquifer however, there is an active gravel extraction operation taking place. Town officials and the landowner should ensure that adequate protection measures are in place to protect this groundwater resource.

As of 2016, there are four (4) public wells (two (2) with the Patten Water Department) registered with the Maine Source Water Assessment Program as public water systems. A public water system is any water supply that serves 25 or more people a day or has 15 or more service connections, for 60 or more days out of the year. There are different types of public water systems based on the type of population served, i.e. residential versus commercial. A Final Source Assessment Report was prepared for each of these sites in Patten. This information is summarized in the table below. The evaluation criteria is based on well type and site geology, existing and future risk of acute contamination and existing and future risk of chronic contamination. Acute contamination means risk of contamination from pathogens and nitrate/nitrites, the distance the source is from risks, like septic systems and the ownership or control of the land where risks are located. Chronic contamination means risk of contamination from any four of 89 chemicals like gasoline additives or pesticides, the presence of contamination sources within the wellhead area and the ownership, control or regulation of land in the wellhead area.

| Name | Type | Source |
|-----------------------------------|--|-------------|
| Patten Water Department (2 wells) | Well #1 265 foot (Creamery) Well#2 161 foot (School Yard) | Groundwater |
| Katahdin Valley Health Center | 104 foot well rated for 50 gallons per minute | Groundwater |
| Hangar Pizza | 120 foot bedrock well | Groundwater |

Source: Maine Source Water Assessment Program, 2017

Patten Water Department draws its water from two wells, both drilled in 1977. Well #1, which is 265 feet, is located on the corner of Dearborn Street and Roger's Lane. Well #2, which is 161 feet, is located in the old grammar school parking lot. At the present time, the water requires no treatment. The Patten Water Department maintain 180 connections that service a population of 450. In 2014, due to efforts to protect the water supply, the system was granted a 'Synthetic Organics Waiver.' This is a three year exemption from the monitoring/reporting requirements for the following industrial chemical(s): herbicides, carbamate pesticides, toxaphene/chlordane/PCB and semivolatile organics. This waiver was granted due to the absence of these potential sources of contamination within a half mile radius of the water source. The State of Maine Drinking Water Program grants a waiver only upon a finding that "it will not result in an unreasonable risk to health." There have been some minor violations with the water department in the past two years. This waiver was approved again in 2017.

It is important to protect groundwater from pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Protecting a groundwater resource and preventing contamination are the most effective and least expensive techniques for preserving a clean water supply for current and future uses. Possible causes of aquifer and surface water contamination include agriculture, run-off of animal waste, faulty septic systems, road-salt storage and application, leaking above ground or underground storage tanks, agricultural run-off, auto salvage yards, and landfills. In addition to these major sources, things as diverse as golf courses, cemeteries, dry cleaners, burned buildings, and automobile service stations are potential threats to groundwater.

Wetlands

The Beginning with Habitat (BWH) database provides National Wetlands Inventory information to interested parties and has identified mapped wetlands in Patten totaling approximately 1,800 acres (approximately 7% of the land base). These wetland resources represent five classes and four functions. Wetland classes present include Floating or Submerged Vegetation, Emergent or Emergent/Forested Mix, Forested or Forested/Shrub-scrub, Shrubscrub and Rocky-unconsolidated. Wetland functions include Runoff/Floodflow Control and/or Erosion Control/Sediment Retention, Finfish Habitat, Plant/Animal Habitat and Cultural/ Educational which may include wetlands with other values and functions. These wetlands are distributed throughout the Town and provide multiple benefits to the community. Many of these wetlands contain fiddlehead patches which are an important food source for many residents and the focus of an annual festival.

The ecological value of some of the Towns wetlands is documented in the BWH database as high value plant and animal habitats. Many of the Towns wetlands are considered Inland Waterfowl and Wading Bird Habitat (IWWH) for waterfowl and wading birds. These freshwater habitats provide breeding and migration/staging areas for waterfowl and breeding, feeding, loafing, migration, or roosting habitat for inland wading birds. These special ecological values are one of the cornerstones of Patten's sustainability.

The "Thousand Acre Bog", located in the southeast corner of the township, is considered to be a unique area in terms of rare plants and insects that are site specific to this type of ecosystem. Naturalists, biologists and plant physiologists from the University of Maine have identified this bog as one worthy of preservation from timber harvesting or peat and gravel mining. The Nature Conservancy currently owns a portion of this bog which protects it from encroachment of any sort within their boundaries.

The bog is traversed by the Cow Team Road which begins at the Golden Ridge Road and goes easterly across the railroad tracks at Crystal Station, and then enters the bog. The Cow Team Road then roughly follows Fish Stream through the bog and emerges on the Beattie Farm in Crystal. It is approximately 0.5 miles to the east line of Patten at the Beattie Farm. This discontinued road may be traveled on foot, horseback, ATV or snowmobile sleds. The bog is also traversed by the railbed of the now discontinued railway spur from Sherman Station to Patten. This railbed is used

as an Interconnected Trail System (ITS 81) for snowmobiles and it an important link to Mattawamkeag, Lincoln and points south. This railbed is suitable for hiking, bicycling, horseback riding, ATVs, and snowmobiling.

Water Quality Protection Efforts

Patten has made progress in several areas of water quality protection over the years and continues to engage in practices that help mitigate sources of pollution. The town is working to repair and stabilize road ditching and working to address stormwater issues. Patten has participated in the MDEP's Small Community Grant program for replacement of faulty septic systems and constructed a sewer system. As a result, many sewer discharges to waters and road ditches have been eliminated and the town intends to continue to pursue this funding when they are available.

Patten's Water Department has a Source Water Protection Plan in place that regulates land uses within the wellhead protection area. Patten has a wellhead protection program that was developed in 2010. The Source Protection Plan inventories known and potential sources of contamination in the wellhead area and developed a series of regulatory and non-regulatory strategies designed to help manage sources of contamination. The Plan also develops a contingency plan for future development in the wellhead protection area. This Plan calls for the creation of a wellhead protection ordinance.

Water protection efforts are also included in Patten's Shoreland Zoning Ordinance. This ordinance speaks directly to water quality and applies to all activities within designated areas. The ordinance specifically prohibits the deposition on the ground or discharges to waters any pollutant that will impair the use of water or the water classification of any waters. The ordinance also includes provisions regarding erosion/sedimentation control and clearing and removal of vegetation and storm water runoff. Should the town consider the creation of other ordinances standards should be included that detail erosion/sedimentation control, storm water management requirements and provisions for sewage disposal.

Town Officials have identified the need for timber harvesting, wetland identification, and stream crossing/cattle crossing education for the residents. According to the code enforcement officer, educating landowners who plan to conduct these activities will help eliminate many of the enforcement issues seen in Patten.

Wildlife and Fisheries Habitat

The abundance of Patten's prime agricultural and forest land soils is a good indicator of the town's potential to support wildlife. These areas, in addition to wetlands and riparian zones, create the diversity of habitat types necessary for most of Maine's major wildlife species, i.e. moose, deer, snowshoe hare, ruffed grouse, waterfowl, and fur bearers. White-tailed deer, moose, black bear and a variety of small game and other bird and mammals are abundant in town. Abandoned farmland areas provides prime habitat conditions for grouse (partridge), woodcock, and rabbits (hare). Populations of these important species are, in turn, influenced by the land use practices on both agricultural and forest lands.



According to IF&W, much of Patten’s agricultural land that is no longer in crop production provides excellent feeding areas for wildlife year-round. Cut-over woodlands also provide feeding areas and when they are adjacent to uncut wooded conifer swamps with a high cedar component. These riparian zones provide important deer/moose wintering areas that are important to the welfare of these animals during the winter months. Bogs and wooded swamps have been recognized by the Maine Natural Areas Program as wildlife habitats that are not in great abundance statewide. Patten contains a substantial asset in this diversity of wildlife habitats and several areas have been identified as significant wildlife habitat.

Rare Plant Habitats and Occurrences

Rare plant habitats and the occurrence of individual rare plants have been identified at specific locations in Patten. There are one (1) identified rare plant species that occur in town. The Swamp Birch (*Betula pumila* L.), also called dwarf or low birch, is a medium-sized shrub, ranging from approximately one (1) foot to 10 feet high, with small, distinctively shaped leaves. The leaves, borne alternately on the dark twigs, are almost round in outline, with very coarse teeth around the leaf margin; they are lighter green or whitish beneath. The aments (elongate fruit clusters typical of birches) are borne upright and are about $\frac{3}{4}$ to $1\frac{1}{2}$ inches in length.



In Maine, its range is restricted to fen areas in bogs, or to similarly minerotrophic habitats on lake margins. It is sporadic in this part of its range. While rare in Maine it is not considered to be threatened or endangered and has been classified as a Special Concern. It has been found in 14 towns in Maine and was last seen in Patten in the 1990s.



While not listed on State databases, Planning Board members are aware that the Showy Lady Slipper (*Cypripedium Reginea*) has been found in town. In Maine, they are found in circumneutral peatlands (often at edges) or sunlit openings of mossy woods. The Showy Lady Slipper is listed as a threatened plant species and shares its scientific name of with the Royal Lady Slipper. The reason for its threatened status is habitat destruction and scarcity of suitable habitat.

Significant Wildlife Habitats

According to IF&W, no animal species listed as endangered, threatened, or of special concern have been documented in Patten as of the time of the writing of the Plan.

Patten contains Inland Waterfowl/Wading Bird Habitat (IWWH) which are wetland complexes important to the breeding and migration/staging of waterfowl and breeding feeding, loafing, migration, and roosting of inland wading birds. These areas also contain a 250-foot-wide upland zone surrounding them. The quality of a wetland complex is determined by the dominant wetland type, the diversity of wetland types in the complex, the size of the wetland(s), the interspersions of the different types, and the relative amount of open water. This habitat was mapped in 2008 and is located along the upper reaches of Fish Stream, around Wiley Pond, on the west Branch of Swift Brook, and along Weeks Brook at the Crystal town line.

These areas need to be protected under Patten's Shoreland Zoning ordinance.

Vernal Pools

According to IF&W, there are no identified Significant Vernal Pools in Patten and a comprehensive statewide inventory has not been completed at this time. Significant Vernal Pools may well be present within the town. Vernal Pools are naturally occurring, temporary to semi-permanent pools occurring in shallow depressions in forested landscapes. Vernal pools provide the primary breeding habitat for wood frogs, blue-spotted and spotted salamanders, and fairy shrimp and provide habitat for other wildlife including several endangered and threatened species.

Deer Wintering Areas

At the time of the writing of this plan, IF&W has not documented any high or moderate value deer wintering areas. These areas are rated according to their size, cover, food, and numbers of deer. Travel corridors typically follow major rivers or streams with adequate cover that allow deer to move safely to their required habitats. However, IF&W's Regional Biologists are in the process of identifying potential biological deer wintering areas. These non-regulatory areas possess existing habitat conditions suitable for deer and exhibit historical and/or current deer use. These areas may provide good opportunities for landowners interested in managing for deer, and Town Officials will work with the regional IF&W biologists to obtain information on any biological deer wintering areas within the town.

The Beginning with Habitat map shows three "candidate" deer wintering areas which are forested areas possibly used by deer for shelter during periods of deep snow and cold temperatures. Assessing the current value of a deer wintering area requires on-site investigation and verification by IF&W staff. While locations depicted should be considered as approximate only, candidate deer wintering areas are located along the East and West Branches of Swift Brook and around Potter Pond.

Fisheries

When discussing the local fisheries resource, it is essential to clarify the critical role that all of the town's streams, however minor, play in the health of the resource. Though all of them may not actually support brook trout populations, they serve to maintain the cold-water temperatures necessary for healthy, viable populations. Brook trout become stressed in water temperatures above 68 degrees Fahrenheit for extended periods. Maintaining shade cover along all of Patten's 183 plus miles of streams will help keep water temperatures suitable for brook trout.

Town officials will work with landowners located along the town's streams and brooks to protect and preserve riparian habitat. Riparian habitat is important to help maintain water quality by preventing sediment, nitrogen, phosphorus, pesticides and other pollutants from reaching the waterbody. Overhanging riparian vegetation keeps streams cool, this is especially important for Maine's wild Brook Trout populations. Riparian vegetation slows floodwaters, thereby helping to maintain stable streambanks and protect downstream property. By slowing down floodwaters and rainwater runoff, the riparian vegetation allows water to soak into the ground and recharge groundwater. Slowing floodwaters allows the riparian zone to function as a site of sediment deposition, trapping sediments that build stream banks and would otherwise degrade streams and rivers.

Critical Habitat- Atlantic Salmon

While there are conflicting reports between the IF&W and the US Fish and Wildlife Service, Patten has been identified as having critical habitat for Atlantic Salmon, especially in those tributaries located in the Mattawamkeag watershed. The U.S. Fish and Wildlife Service's (USFWS) Gulf of Maine Program, working with the Maine Fisheries Resource Office and other USFWS field offices, state agencies, nonprofit organizations, industry representatives and stakeholders, is assisting with mapping spawning and nursery habitat, developing watershed land cover information, providing assistance to watershed coalitions by identifying potential threats to salmon survival, providing technical assistance to partners in assessing and restoring natural river channels, and developing on-the-ground partnerships to protect salmon habitat.

Stream Crossings and Culverts

Beginning in 2007, the StreamSmart program at Maine Audubon and IF&W surveyed culverts on local and State roads and identified those which were blocking fish passage. Stream smart crossings are designed to provide enough capacity to pass sediment, debris, fish and high flows from extreme storm events without failure or damage to the structure.

Thirty-four (34) culverts were surveyed in Patten of which thirteen (13), or 38%, were considered to be blocking fish habitat. These culverts are located throughout the community with the highest percentage located along Webb Brook and Fish Stream. In 2018, the MaineDOT will be replacing one of the culverts, located along Webb Brook in the downtown on Main Street. Upon completion, the culvert will better mimic natural conditions and being constructed at 1.2 times bank width; this will improve its capacity to allow large flow volumes in extreme precipitation events and allow fish passage.

As part of their creation of the 20 Year Road Improvement Plan, Town officials are utilizing this data to upgrade and increase the size of culverts to improve stream flow and fish passage as part of their normal culvert replacement program. Town officials will prioritize stream crossings that have been identified as barriers to fish and wildlife passage. Town officials will apply for grant funding to help offset the cost of replace these crossings.

Analyses

Patten's water resources have been well protected from point sources of pollution. Many years of participating in the DEP small community grant program has reduced point source impacts of sewage and the town maintains a waiting list to assist eligible property owners when funds are available.

There are several non-point sources of water pollution that have been identified in Patten including lot development by homeowners, agricultural uses including tillage and livestock and some logging operations by land owners or small independent contractors. The extent of the issue is not documented; however, the character of these issues is pertinent to how the Town responds. Whether or not a permit is required, many homeowners do not use erosion/sedimentation control for their projects. Education will help.

Issues with erosion and runoff are largely related to topography and major rain events that overwhelm conservation practices. Most often, conservation practices are in place in active forest operation and on farms. There are a few instances of unrestricted crossing of streams by livestock and USDA programs exist to help with these issues.

Non-point sources from small logging operations often relate to major rain events. The use of best management practices is sporadic and presently not required in the Shoreland Zoning ordinance. Neither a USDA-NRCS office or a Soil and Water Conservation District office are nearby but landowners have the opportunity to work with Soil Conservationists, Agricultural Engineers, and/or foresters. Their resources are available to property owners that request help and requests must be direct from a land owner and not the Town.

Patten's non-municipally owned public drinking water supplies typically are not well protected from contamination risks. This is partially due to the fact that owners do not control the land use activities within their respective well head protection areas of 300 feet. The Maine Drinking Water Program inspect these sources periodically and owners are required to test annually.

Partnering with regional advocacy groups in the area of water quality protection is possible. The Penobscot County Soil and Water Conservation District (PCSWCD) office is located in Bangor. The District Coordinator can certify that local contractors have complied with BMP's for sedimentation and erosion control. The office also sponsors educational workshops that may include helping homeowners understand and implement BMP's. The PCSWCD can also seek grants for special water quality improvement projects and water quality monitoring.

While development pressure on Patten's critical natural resources is minimal, the lack of awareness of these resources keeps them under constant threat. Wetland areas classified as inland waterfowl and wading bird habitat have been subject to local shoreland zoning for decades. As such, they are probably the least threatened of the critical resources. The land use permitting process creates the mechanism for monitoring activities that may harm these resources. The placement of fill along the edge of wetlands is not uncommon in association with agricultural activity and road building and these activities are not closely monitored.

Patten's Shoreland Zoning standards are outdated and in need of significant updates. While their ordinance can be more stringent than the State's minimum Chapter 1000 guidelines, there is wording, standards, and dates that need to be changed. Patten also has the ability to regulate timber harvesting or turn that over to the Maine Forest Service. Amendments to the State's Shoreland Zoning Guidelines became available in 2016 and town officials should be watchful for those and amend their ordinance as needed.

The Town may wish to review the existing zoning districts in light of the critical natural resource data. This could help extend greater protection to these resources and 100 year floodplains. Town officials may want to review local shoreland zoning standards with those of the neighboring communities in the context of the designated districts. A joint review between planning boards of shoreland zoning districts near municipal boundaries might help identify the basis and agreement for more consistent zoning.

Agriculture and Forestry

Introduction

Forestry and agricultural resources help maintain the town's character and provide a steady and stable tax base. Forestry has a stronger position economically in the community. Issues regarding timber harvesting tend to be more regional or focused on a specific act of an individual landowner or independent logger. That said, both agriculture and forestry are a part of Patten's heritage. This legacy is still apparent in the landscape of town. The Patten Lumberman's Museum highlights the importance of logging in the town's history and visitors today will see heavily loaded logging trucks and chip trucks on many of the roads.

The economic activity generated by the forest industry is very significant in Patten and includes excise taxes, personal property taxes, fuel, and multiple trucking and harvesting companies. Interestingly, most of Patten's woodlands are in small private ownerships of less than 1000 acres and many of the surrounding communities have similar characteristics. There are approximately 18 active timber harvest notifications submitted to the State annually that account for over 700 acres harvested. The Town's forest land has great potential to be managed for many values to the community including water quality, wildlife, and recreation.

Tourism and recreation rely significantly on the access to these land resources and the wildlife and scenic qualities they create. While the number of farm families has declined, many familiar names are still actively engaged in farming and provide employment and economic activity. Patten has several soil types considered prime farmland/forestland soils that are of statewide importance. Farming's economic and cultural value to the community is widely known and appreciated by

many residents. The protection of valuable farmland and active farms can help control rising property taxes and the cost of municipal services.

Forestry and Agriculture (portions of this appears in the Local Economy section of the plan)

Forestry and farming need economically viable conditions. While the development of a comprehensive plan can do little to create markets for agricultural and forest products, there are several strategies town officials can take to encourage additional markets and local transactions). Property taxation; the crowding of working lands by homes and other uses that might consider farm and forest operations a nuisance; and sewer and water line extension policies that promote residential development into rural areas all affect the economics of farming and forestry. Patten can consciously influence or control these factors.

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

Patten Tree Growth, 2017

| Number of Landowners | Number of parcels | | Softwood Value | Mixed Wood Value | Hardwood Value | Total Value |
|----------------------|-------------------|--|----------------|------------------|----------------|-------------|
| 48 | 72 | | \$258,822 | \$892,097 | \$500,744 | \$1,651,693 |

Source: Town of Patten, 2017

The following harvest information was provided by the Maine Department of Agriculture, Conservation, and Forestry and is the most recent available. On average, there are about 723 acres of land (18 harvesting operations) harvested in Patten each year.

Summary of Timber Harvesting for the Town of Patten

| YEAR | Selection harvest, acres | Shelterwood harvest, acres | Clearcut harvest, acres | Total Harvest, acres | Change of land use, acres | Number of active Notifications |
|------|--------------------------|----------------------------|-------------------------|----------------------|---------------------------|--------------------------------|
| 1991 | 215 | 10 | 195 | 420 | 0 | 4 |
| 1992 | 477 | 28 | 124 | 629 | 0 | 9 |
| 1993 | 155 | 0 | 0 | 155 | 0 | 6 |
| 1994 | 426 | 50 | 17 | 493 | 0 | 6 |
| 1995 | 370 | 68 | 10 | 448 | 0 | 9 |

| YEAR | Selection harvest, acres | Shelterwood harvest, acres | Clearcut harvest, acres | Total Harvest, acres | Change of land use, acres | Number of active Notifications |
|---------|--------------------------|----------------------------|-------------------------|----------------------|---------------------------|--------------------------------|
| 1996 | 632 | 0 | 5 | 637 | 0 | 11 |
| 1997 | 472 | 0 | 0 | 472 | 5 | 9 |
| 1998 | 387 | 125 | 0 | 512 | 0 | 11 |
| 1999 | 701 | 32 | 0 | 733 | 0 | 25 |
| 2000 | 322 | 159 | 0 | 481 | 0 | 21 |
| 2001 | 708 | 168 | 12 | 795 | 2 | 15 |
| 2002 | 1,024 | 4 | 0 | 1,028 | 0 | 25 |
| 2003 | 500 | 316 | 0 | 816 | 0 | 22 |
| 2004 | 576 | 15 | 0 | 591 | 0 | 23 |
| 2005 | 1,141 | 124 | 0 | 1,265 | 0 | 31 |
| 2006 | 1,204 | 392 | 0 | 1,596 | 1 | 31 |
| 2007 | 744 | 138 | 0 | 882 | 5 | 31 |
| 2008 | 755 | 515 | 0 | 1270 | 0 | 27 |
| 2009 | 503 | 136 | 23.4 | 662.4 | 0 | 21 |
| 2010 | 772 | 105 | 0 | 877 | 0 | 22 |
| 2011 | 443 | 377 | 0 | 820 | 0 | 20 |
| 2012 | 213 | 157 | 26 | 396 | 22 | 18 |
| 2013 | 263 | 397 | 0 | 660 | 0 | 17 |
| Total | 13,003 | 3,316 | 412.4 | 16,638.4 | 35 | 414 |
| Average | 565 | 144 | 18 | 723 | 2 | 18 |

Source: Maine Department of Agriculture, Conservation, and Forestry, 2017

Agriculture

As in Forestry, town specific agricultural information is difficult to obtain but Penobscot and Aroostook County information was obtained through the Census of Agriculture and American Community Survey. The following tables show agricultural data for Penobscot and Aroostook Counties for 2002, 2007, and 2012, the latest Census of Agriculture.

Penobscot County Agricultural Data 2002-2012

| | 2002 | 2007 | 2012 | Percent Change |
|---------------------------------------|----------|----------|----------|----------------|
| Number of Farms | 575 | 545 | 677 | 17.7 |
| Land in Farms (acres) | 107,082 | 68,719 | 75,725 | -29.3 |
| Average Size (acres) | 186 | 126 | 137 | -26.3 |
| Market Value of Products Sold (\$000) | \$28,955 | \$42,523 | \$50,155 | 73.2 |
| Average Farm Reporting Sales | \$50,357 | \$60,231 | \$74,084 | 47.1 |
| Government Payments (\$000) | \$1,417 | \$889 | \$1,044 | -26.3 |

Source: USDA 2002, 2007, 2012 Census of Agriculture Summary Report

Aroostook County Agricultural Data 2002-2012

| | 2002 | 2007 | 2012 | Percent Change |
|---------------------------------------|---------------|---------------|---------------|----------------|
| Number of Farms | 1,084 | 1,246 | 895 | -17.4 |
| Land in Farms (acres) | 391,675 | 375,568 | 350,911 | -10.4 |
| Average Size (acres) | 361 | 301 | 392 | 8.6 |
| Market Value of Products Sold (\$000) | \$121,158,000 | \$146,516,000 | \$210,517,000 | 73.7 |
| Average Farm Reporting Sales (\$000) | \$111,770 | \$117,589 | \$235,215 | 110.4 |
| Government Payments (\$000) | \$2,333,000 | \$2,779,000 | \$2,942,000 | 2.6 |

Source: USDA 2002, 2007, 2012 Census of Agriculture Summary Report

As stated in the introduction, Patten's potato acreage has declined since its heyday in the 1970s. However, there is a varied and diverse agricultural community that grows a variety of crops that are for sale to the general public. These include vegetables, beef, dairy, pigs, hay, oats, barley and other crops.

Community Farming and Forestry Activities

Northern Maine Development Commission and other economic development agencies in Washington, Penobscot, Piscataquis, and Aroostook County recently completed a report designed to examine changes in the regions agricultural communities and develop a list of strategies to help sustain small agriculture. General recommendations include:

1. Encourage further development of networks involving all along the food production value chain in the region. Continue to engage with partners and form additional connections in Penobscot and Piscataquis Counties.
2. Promote Food Hubs and Distribution Nodes in the region, by providing technical assistance to grant applicants. Utilize Small Business Administration Small Business Development Center staff to assist growers, and those looking to expand into delivery.
3. Continue to facilitate meetings between local institutions, wholesalers, growers and others to grow markets and opportunities.
4. Expand Microloan programs, possibly utilizing Community Development Financial Institution (CDFI) funds, for producers to expand business and assist distributors in the purchase of cool and cold storage units.
5. Promote the local foods movement and institutional buying opportunities through collaboration with the Maine Farm and Sea Cooperative, Maine Farmland Trust and institutional buyers such as area hospitals, universities and school districts.
6. Solicit grant opportunities to better train potential growers on sound business practices, including creating a business plan, marketing, QuickBooks, Farm Service Agency and USDA services, etc.
7. Assist efforts to assist in the expansion of an online ordering arrangement from strictly retails into a wholesale system with expanded delivery routes and just compensation rates for producers. Replicate system to work in all northern Maine.
8. Continue representation with the Maine Food Strategy.
9. Engage social and traditional media to inform producers about opportunities to grow markets and increase distribution channels.

Patten and the Penobscot County Soil and Water Conservation District are supporting community farming projects. The District is presently engaged in a project to develop a local producer cooperative and to create better access to locally grown foods in the community. Local farmers' markets have waned in recent years for lack of leadership and management. Interest among residents, in the market and local foods, has been present for decades. The project has potential to re-energize community agriculture by securing commitments from several producers and establishing Farmers Markets. The reinvigoration of this market may allow local producers year-round access to the local market and resident's year-round access to local foods and other products.

There are also several beef producers in the region that are interested in developing a USDA certified slaughter facility. If developed, this slaughter facility could open up markets for the region's beef producers and provide them with a closer option for slaughter. Presently, producers wishing to utilize a USDA certified facility must ship their product to central Maine. Beef producers in the region have identified the following issues:

- There are very limited USDA Inspected facilities in the region. Producers have to travel to Charleston, North Anson, or other locations to have their beef slaughtered and cut. This is time consuming, expensive, and may contribute to a lower grade of beef.
- There is limited cooler space available in the region. An older study identified space to hang approximately 40 head for 14 days. Producers prefer a 21 day hang time.
- Need of a USDA Inspected Facility with quick freeze and cryovac. This facility also needs to have the capacity to hang a sufficient number of animals for 21 days or more.

- Facility needs to be centrally located.
- Pork/poultry needs to be considered.
- Scheduling for organic, all natural, and conventional farms needs to be considered.
- Need to ensure that there is some product available throughout the year. Downtime for slaughter operations is expensive.
- Need to look at the options of purchasing and expanding an existing business or constructing new. Facility needs 3 Phase power, water and sewer. Also needs to be located in an area that is receptive to the use.

The Amish community has purchased many of the underutilized or abandoned farms in Patten and surrounding communities. The Amish are utilizing many of the farms for livestock, vegetable production, and the manufacturing of furniture, both for their own consumption and for sale. This reuse has had the effect of increasing the value of vacant farmland as well as providing residents and visitors an opportunity to purchase locally grown products.

Patten has also seen an increase in the number of smaller livestock and dairy producers. In some cases, these farmers are producing for themselves while others are selling to the general public.

Analyses

Agriculture/Forestry Importance: Agricultural and forest resources have substantial economic and cultural importance in Patten. These resources provide economic activity, employment and recreational space for use by residents and support for tourism. The Local Economy section discusses this in detail in terms of location quotient analysis.

Overall, the agricultural and forest resource base is stable in Patten meaning that there is relatively little acreage that is being converted to other uses. Based on conversations with local officials, the amount of active farmland is growing, thanks to Haymart and the Amish moving into the area. Both have converted inactive farmland back into product uses.

Protection of Resources: The Town is minimally engaged in regulatory or nonregulatory actions specifically designed to protect active farmland and productive forestland. While Patten does not have an extensive regulatory framework that creates a basis for protecting agricultural and forest resources, Town officials should consider creating and updating regulations as deemed necessary. Many feel the existing State and local regulations are sufficient for protecting these resources and threat to these resources is limited.

Participation by Patten's farm and forest land owners in any of Maine's current use tax programs is minimal. The Tree Growth Program is the most widely used. The use of the Farm or Open Space Taxation Programs is nearly non-existent. Many agricultural and forestland owners have pointed out how damaging the State's Homestead Exemption Tax Program has been to owners of agricultural and forest resources by shifting that tax burden to these resources based properties. Unfortunately, this burden can only be offset by the property owner's participation in one of the current use programs. More education and awareness of these programs may help stimulate broader participation and long-term protection of these resources.

The trend toward increased residential uses in the rural farm areas is identified in the Land Use section. This trend, however, does not appear to have affected the conduct of agricultural or logging operations in the community. There are relatively minor issues between residential users and resource based users. There are two major reasons for this, many residential users still have connection to someone that works in logging or farming and many also use these resource lands for their recreation. The practice of farming and logging is widely accepted in the community and there have been few complaints.

NATURAL RESOURCES
Goals, Policies, Strategies

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

| Policy | Strategy | Responsibility | Timeframe |
|---|---|---|------------------------------|
| Identify, monitor and conserve Patten’s significant natural resources including rare plant populations, moderate to high value nesting habitat for water fowl and wading birds, and bird species. | Work with the Mount Chase, Stacyville, and Crystal Planning Boards to ensure consistent standards for the protection of shared watersheds. | | |
| Water Resources and Water Quality | | | |
| Protect and improve the water quality of both surface and ground waters, especially the aquifer providing the Town’s drinking water | Update and maintain land use standards that are consistent with the State minimums for local shoreland zoning. | Planning Board | 2018 and on-going as needed. |
| | Cooperate with other local, regional and State entities in the conservation of natural resources of shared interest such as the Swift Book, Fish Stream, and Weeks Brook. | Town Officials, Planning Board, Highway Dept. | On-going |
| Maintain and improve water quality, brook trout fisheries, wildlife habitat and habitat connectivity through the conservation of all riparian habitats. | Work with the Penobscot County Soil and Water Conservation District to conduct educational meetings on the resource value of riparian habitats. | Town Officials | 2017 and On-going |
| | Identify through the building permit review process when any development occurs within a habitat connector. | Planning Board | 2017 and On-going |
| | Cooperate with IF&W and other State agencies to provide property owners with guidelines to voluntarily minimize impacts on habitat connectors. | Town Officials, Planning Board, and IF&W | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|--|-------------------------------------|-------------------|
| | Utilizing the StreamSmart Habitat Viewer's culvert inventory map, town officials will prioritize stream crossing that have been identified as barriers to fish and wildlife passage. Town officials will apply for grant funding to replace these crossings. | Town Officials | 2017 and on-going |
| | Continue to update the local shoreland zoning ordinance to keep it current with the State minimum guidelines. | Planning Board | 2018 and on-going |
| | Enforce the land use standards for all activities within the shoreland zone. | Planning Board and Code Enforcement | On-going |
| | Provide educational seminars and literature for property owners who do their own site development work. | Planning Board and MDEP | On-going |
| | Monitor and annually report land use permit activities within the two Great Pond watersheds and assess the need to apply sedimentation and erosion control and storm water runoff standards. | Code Enforcement and Planning Board | On-going |
| | Work with Penobscot County Soil and Water Conservation District (PCSWCD) to pursue grants through USDA, MDEP, Maine Potato Board, and University of Maine Cooperative Extension to develop educational programs for small and large agricultural producers and their role in non-point source pollution. | Town Officials and Planning Board | 2017 and On-going |
| | Continue to work with the PCSWCD to offer technical assistance to livestock producers to reduce their role in non-point source pollution. | Town Officials | 2016 and on-going |

| Policy | Strategy | Responsibility | Timeframe |
|--|---|-----------------------------------|-------------------|
| Minimize pollution discharge through the upgrade of existing septic systems and wastewater treatment facilities. | As septic systems fail in areas served by Patten’s Sewer Department, assist homeowners and business with connections. | Town Officials | On-going |
| | Encourage replacement of malfunctioning septic systems. Educate the public about the importance of maintaining and replacing onsite systems. | CEO and Plumbing Inspector | On-going |
| | Make application, where eligible, to the Small Community Grant Program to upgrade any failing septic systems | Planning Board and Town Officials | On-going |
| | Continue to apply for Small Community Grant or other funds, such as CDBG, that replace faulty septic systems impacting water quality. Work with Penobscot County Action Program (PENQUIS) if homeowners qualify for their programs. | Town Officials | 2017 and on-going |
| | Include a reminder about septic tank pumping at 3-year intervals with tax bills. | Town Officials, | On-going |
| | Modify the building permit application process to include information on the age and condition of fuel tanks. | Planning Board | On-going |
| Fish and Wildlife | | | |
| Educate residents and visitors about important habitat and water quality values. | Develop informational signs and brochures (maps) on critical habitat and public accesses, | Town Officials | 2019 |
| | Encourage landowners to protect and preserve wildlife habitat, and utilize public/private conservation partnerships to preserve undeveloped land around or near critical or important natural resources. | Planning Board, Town Officials | On-going |

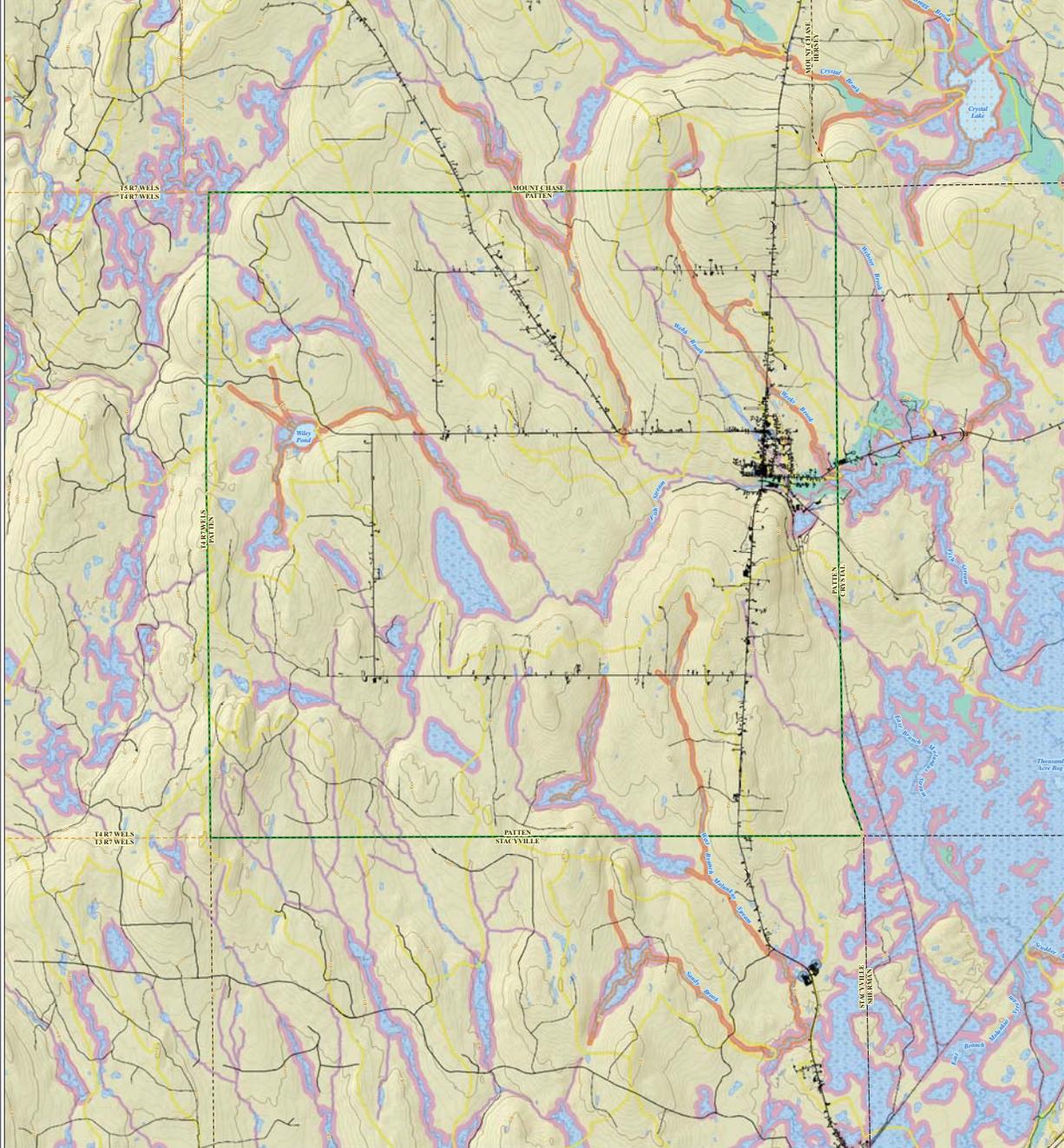
| Policy | Strategy | Responsibility | Timeframe |
|---|--|--|-----------|
| | Make available to the public the most recent data on rare plants, animals, and natural communities and important wildlife habitats provided by the Beginning with Habitat program of the Department of Inland Fisheries and Wildlife, included on maps in this document. | Planning Board, Town Officials | On-going |
| Conserve critical natural resources in the community, including existing fish and waterfowl/wading bird habitats. | Designate critical natural resources mapped as Essential Habitat or Significant Habitat as Critical Resource Areas in the Future Land Use Plan. | Planning Board | 2017-18 |
| | Include as part of the Planning Board review process consideration of pertinent Beginning With Habitat maps and information regarding Critical Resources. | Planning Board | 2018 |
| | Require subdivision or non-residential property developers to identify any Critical Resources on site and take appropriate measures to protect those resources. | Planning Board, CEO | 2018 |
| | Maintain state standards for construction and maintenance of local roads when development is proposed in or near the site of Essential or Significant Habitats or Critical Resources. | Town Officials and Highway Department | On-going |
| | Protect the high and moderate fisheries habitats in accordance with Shoreland Zoning regulations around these habitats. | Planning Board, CEO | On-going |
| Forest and Farmland Resources | | | |
| Support long-term economically viable and environmentally sustainable forest management within Patten. | Support owners of productive farm and forestland in their efforts to enroll in Current Use programs, such as Tree Growth and Farmland, Open Space. | Tax Assessor | On-going |
| | Encourage local or regional economic development activities that support productive agriculture and forestry operations. | Town Officials, Planning Board, UVEC, NMDC | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---|---|--------------------------------|-----------|
| | Promote use of best management practices for timber harvesting and agricultural production; provide information to the public. | Planning Board | On-going |
| Encourage the use of prime farmland for commercial agriculture or forestry. | Support timber management and agricultural activities on prime farmland and in rural areas of Patten. | Town Officials, Planning Board | On-going |
| | Include in any future land use ordinance a requirement that commercial or subdivision developments maintain areas with prime agricultural soils as open space to the greatest extent practicable. | Planning Board | On-going |

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



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



LEGEND

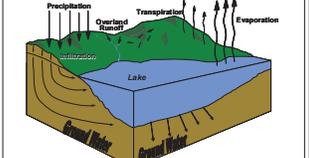
- Selected Town or Area
- Organized Township Boundary
- Unorganized Township
- Developed: Impervious surfaces including buildings and roads
- Drainage divides: These are the smallest hydrologic units mapped in Maine. They contain watershed boundaries for most ponds and rivers in Maine.
- NWI Wetlands: National Wetlands Inventory (NWI) uses aerial photographs to approximate wetland locations. NWI data is not a comprehensive mapping of wetland resources and typically under-represents the presence of wetlands on the landscape. The presence of wetlands needs to be determined in the field prior to conducting activities that could result in wetland disturbance.
- Riparian Habitat: depicted using common regulatory zones including a 200-foot-wide strip around Great Falls (ponds >10 acres), rivers, coastline, and wetlands >10 acres and a 75-foot-wide strip around streams. Riparian areas depicted on this map may already be affected by existing land uses.
- Shellfish Growing Areas: The Maine Department of Marine Resources maps growing areas for economically important shellfish resources. This map depicts softshell and hard clam resources in order to illustrate the relation of these resources to streams and shoreline areas vital to their conservation.
- Brook Trout Habitat: Streams and ponds, buffered to 100 feet, where wild Brook Trout populations have been documented, or managed to enhance local fisheries.
- Public Water Supply Wells
- Source protection area: Buffers that represent source water protection areas for wells and surface water intakes that serve the public water supply. Their size is proportional to population served and/or by the type of water supply system. These buffers range from 200 to 2,500 feet in radius.
- Aquifers: flow of at least 10 gallons per minute

Regional View of Watersheds



A watershed includes all of the land that drains to a common waterbody. The areas within the watershed are linked ecologically by the water, sediment, nutrients, and pollutants that flow through them. For the purpose of mapping hydrological units, watersheds are often grouped into larger drainages or divided into smaller ones depending on the map's scale. Drainage divides (shown on this map as yellow lines), are the smallest hydrological units and generally drain into small ponds, wetlands, or streams. These units are grouped into subwatersheds (H12) and are represented on the inset map above by the yellow-drawn outlines.

Relationship of Ground Water and Surface Water



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

Shoreland Zoning

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

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

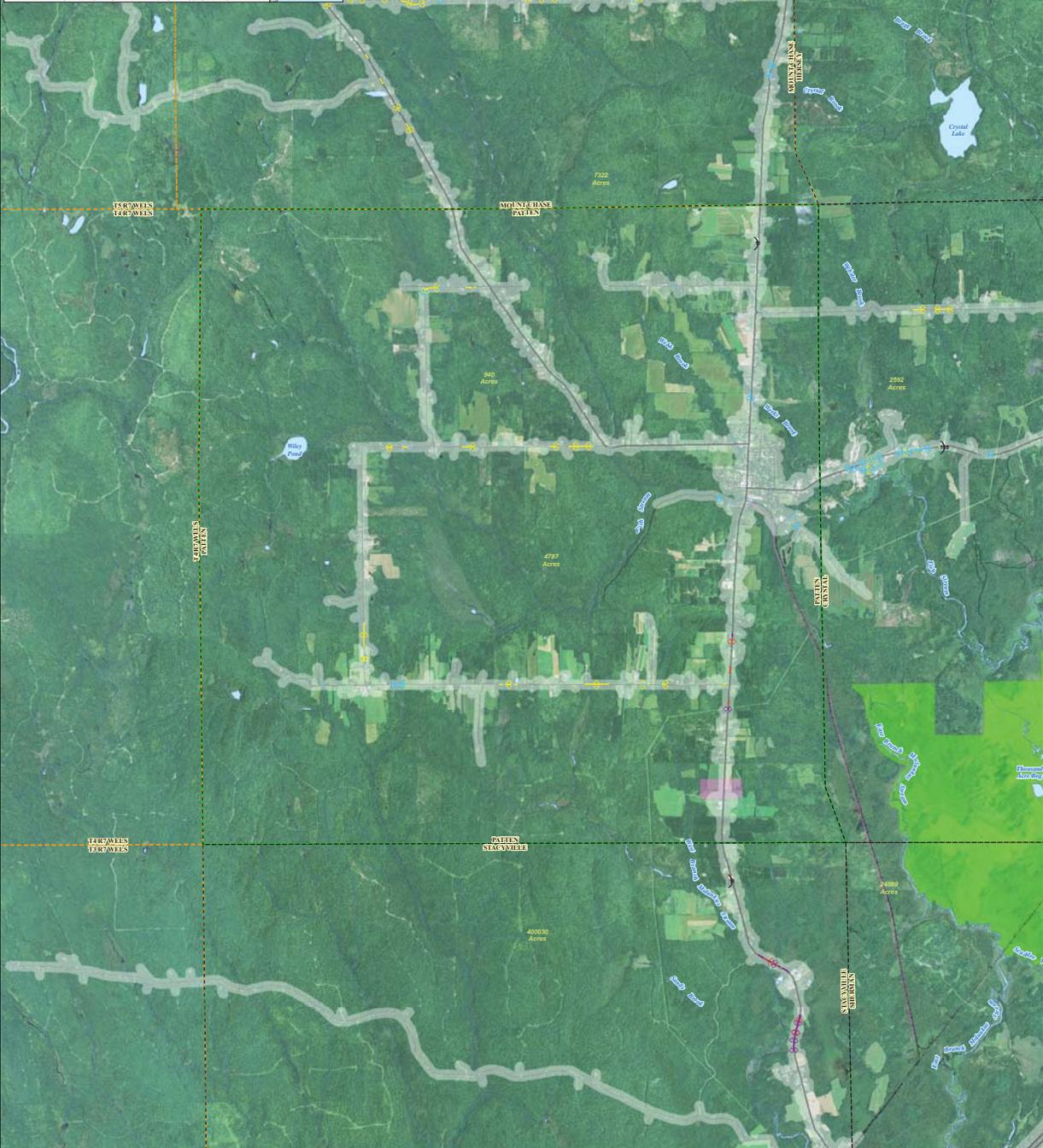
- 250 feet of the high-water line of any pond over 10 acres, any river that drains at least 25 square miles, and all tidal waters and saltwater marshes;
- 250 feet of a freshwater wetland over 10 acres (except "forested" wetlands); and
- 75 feet of a stream that is either an outlet stream of a ground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

Shoreland zoning encourages towns to provide greater protection to their local water resources by applying shoreland zone protections to additional resource types such as smaller streams and wetlands, and rare terrestrial features. For specific guidance regarding Maine's Mandatory Shoreland Zoning Act contact the Dept. of Environmental Protection Shoreland Zoning Unit: 207-607-3001 (Augusta), 207-620-6300 (Portland), 207-941-4116 (Bangor), www.maine.gov/dep/olw/olw/shorzoning2page.htm

Data Sources

- | | |
|---|--|
| DATA SOURCE INFORMATION | WELLS (20) |
| COASTS/SPRINGS/SHORES | Maine Department of Marine Resources, Inland Coastal Land Center |
| Maine Office of GIS (2011), mapinfo4 | RIPARIAN BUFFERS |
| ROADS | Maine Office of GIS, Maine Natural Areas Program |
| Maine Office of GIS, Maine Department of Environmental Protection (2013), mapinfo4 | WELLS (20) |
| HYDROLOGY | Maine Office of GIS, Maine Department of Marine Resources |
| USGS (2012) | WELLS BUFFERS |
| USGS (2012) | Maine Office of GIS, Maine Department of Marine Resources |
| DEVELOPED | Maine Office of GIS, Maine Department of Marine Resources (2005) |
| Maine Office of GIS, Maine Department of Environmental Protection, Maine Department of Marine Resources | SHORELAND ZONING |
| WATERBODIES | Maine Office of GIS (2014), mapinfo4 |
| WATERBODIES | USGS (2012) |
| WATERBODIES | U.S. Park & Wildlife Service (2013), mapinfo4 |

Beginning with HABITAT
 An Approach to Conserving Maine's Natural Space for Plants, Animals, and People
**Primary Map 3
 Undeveloped Habitat Blocks & Connectors and Conserved Lands Pattern**
This map is non-regulatory and is intended for planning purposes only.



LEGEND

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

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

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

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

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

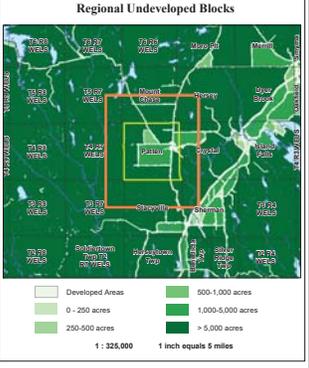
Riparian Connectors
 Likely crossing locations for wetland dependent species moving between waterways and wetlands divided by roads.
 Blue lines represent riparian road crossings with daily traffic volumes less than 2000 vehicles per day. Purple lines represent riparian road crossings with daily traffic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

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

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

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

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



Data Sources

DATA SOURCE INFORMATION
TOWNSHIP BOUNDARIES
 Maine Office of GIS: mainep24 (2013)
ROADS
 Maine Office of GIS, Maine Department of Transportation: medotpub (2013)
HYDROLOGY
 U.S. Geological Survey: NHD_Maine (2012)
UNDEVELOPED HABITAT BLOCKS, DEVELOPMENT BUFFER, CONNECTORS
 Maine Department of Inland Fisheries and Wildlife
CONSERVED LANDS
 Bureau of Parks and Land, Land Use Regulatory Commission, Department of Inland Fisheries and Wildlife: conserved_lands (2014)
AERIAL IMAGERY
 U.S. Department of Agriculture: NAIP 2013 - state-wide 1-meter color orthorectified

DATA SOURCE CONTACT INFORMATION
 Maine Office of GIS - <http://www.maine.gov/mgis/contacts/>
 Maine Natural Areas Program - <http://www.maine.gov/dor/nr/mnaps/>
 Maine Dept. of Inland Fisheries & Wildlife - <http://www.maine.gov/ifw/>
 Maine Department of Transportation - <http://www.maine.gov/dot/>
 Maine Department of Environmental Protection - <http://www.maine.gov/dep/>

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



Map Prepared by Maine Department of Inland Fisheries & Wildlife April 2015

Hazard Mitigation



Hazard Mitigation

Introduction

This section identifies natural hazards, assesses the vulnerability to each hazard, and establishes community goals and objectives for reducing their effect and select mitigation activities that are appropriate for Patten. The goal of these activities is to stimulate awareness that will best address Patten's natural hazard vulnerabilities and to meet the needs of the municipality in addressing future mitigation and emergency management.

Flooding

Floodplains serve to accommodate high levels and large volumes of water and to dissipate the force of flow. A floodplain absorbs and stores a large amount of water, later becoming a source of aquifer recharge. Floodplains also serve as wildlife habitats, open space, and outdoor recreation without interfering with their emergency overflow capacity. As with any community, flooding can cause serious destruction of property. Activities that increase paved or impervious surfaces and/or that change the watercourse on floodplains can increase the quantity and rate of runoff that can intensify flooding impacts downstream.

The Federal Emergency Management Agency (FEMA) administers the Federal Flood Insurance Program and has identified the 100-year floodplains located in Patten. A 100-year flood is a flood that has one (1) chance in 100 of being equaled or exceeded in any 1-year period. Local flood plain areas fall into two major categories: areas prone to flooding and velocity zones or areas susceptible to damage from wind-driven rain.

The most recent floodplain map was developed in 1985 and identifies unnumbered A zones. Floodplains are scattered throughout town and are generally associated with smaller streams and brooks. The largest blocks of floodplains are associated with Fish Stream, Peavey Brook, Rowe Brook, Webb Brook, and Weeks Brook located in the center of Patten. Other large areas are in the southeastern portion of Patten around Blackwell Bog and the West Branch of Molunkus Stream. These maps are in need of review and updating. One notable area that town officials have been called about is the area around Station Street.

According to the Penobscot County Emergency Management Agency, there have been three flood loss events in Patten. One in 1996, one in April/May 2008, and the third in 2012. According to FEMA, there have been no repetitive loss properties in Patten. In the 2016 Hazard Mitigation Plan, Patten identified a culvert located on the Happy Corner Road as needing replacement. This project, located on a floodprone section of the road includes elevating 500 feet of road over a foot and upsizing a culvert. The estimated cost, at that time was \$38,000. A bridge replacement project on the Waters Road has also been identified.

As stated in the Land Use section, Patten updated their Floodplain Management Ordinance in 2011. Town officials should consider contacting the Maine Department of Agriculture, Conservation, and Forestry's (MDACF) Floodplain Management Program for technical assistance relating to floodplain management ordinance and mapping updates. MDACF provides assistance to municipalities which includes the development of ordinances and permit applications. These

ordinances are designed to ensure that floodplain management measures are appropriately applied in flood hazard areas and in many cases, ordinances follow state minimum guidelines.

Other Hazards

Hazard mitigation planning is developed and coordinated at the County level by the Penobscot County Emergency Management Agency (PCEMA). PCEMA completed a 2016 update to the Penobscot County Hazard Mitigation Plan which received final FEMA approval. Patten also receives notices from the Aroostook County Emergency Management Agency (AKEMA) because of their administrative relationship with Moro Plantation and Hersey. This plan was adopted by Town Officials in November 2016. All municipalities are asked to participate in this planning process and to provide a list of potential projects should emergency funding become available. Patten has participated and provided the required information. With input from municipal officials, the hazard committee identified three (3) major threats to Patten; Severe Summer Storms, Severe Winter Storms, and Wildfire.

PCEMA lists four priorities in their Hazard Mitigation Plan when discussing hazard mitigation; flooding, severe winter storms, severe summer storms, and wildfires. Penobscot County is known for its long and, often thought of, severe winters. Winter storms are ranked as the second highest hazard in Maine behind flooding. These include heavy snow, ice storms, blizzards, freezing rain and winter storms. Nor'easters, the most severe winter storm, can produce precipitation amounts exceeding several inches of water equivalent to 20-30 inches of snow or more, and produce wind speeds equal to or greater than those of hurricanes. Primary damage that can be expected in severe winter storms is to overhead utilities lines and the costs of clearing vegetation covering local roads. It should be noted that over 50% of winter storm related deaths are attributed to exposure to the cold. The most vulnerable are those over the age of 60 and male. Approximately 20% of the cold related deaths occur in the home.

Severe summer storms typically have the greatest impact on road infrastructure although high winds associated with thunderstorms or tornados can down trees causing disruptions to electrical and telephone service. Summer storms tend to be more localized (exception could be a hurricane) and PCEMA has estimated that severe summer storms could potentially impact \$40-50,000 of public infrastructure at any one time. This number could be significantly higher depending on the extent and duration of the storm. A majority of Maine's wildfires are caused by lightning strikes during severe summer storms. Town officials should work with Eastern Maine Electrical Cooperative and EMERA on tree trimming in areas that could potentially impact transmission lines.

Patten contains a mixture of forests and farms and development is occurring in these areas. The town is also vulnerable to wildfire, especially during periods of drought, given the extent of its urban/wild land interface and increased residential construction in forested areas. While adequate rainfall normally reduces the risk of forest fire, seasonal variations, rapidly draining soil types, and unusually dry periods can change the susceptibility rating considerably. Logging operations provide large amounts of ignitable slash. Severe summer and winter storms damage trees that could provide additional fuel while budworm infestation has killed millions of trees. All of these

occurrences provide a future supply of dry fuel on the forest floors, as well as tops of trees to sustain crown fires.

A spotting and warning program in effect when forest fire danger is high would enable evacuation and firefighting efforts to begin as soon as possible. Mutual aid agreements between municipal fire departments and regional industry must be developed and maintained. The Bureau of Forestry of the Department of Conservation (Maine Forest Service) has an active role in education, prevention, identification, and response to forest fires in the State of Maine.

In the town of Patten, burning permits are required for outdoor burning of brush piles or wood debris anytime throughout the year. Depending on the current fire danger, other restrictions may be in place. Patten provides fire protection for Moro Plantation and Hersey and burning permits can be obtained either on-line or through the Town Fire Warden. It is estimated that in a worst-case scenario, Patten could suffer losses of over \$17 million in a severe wildfire.

Town Officials are also aware that hazardous industrial and commercial chemicals and fuel oil are transported to and through Patten via heavy trucks. According to the Maine Department of Environmental Protection (MDEP), there have been a number of petroleum and hazardous substance (ammonia, etc) spills in Patten with a majority in the downtown area.

Town officials need to be watchful of hazardous material transportation through the community. Fire Department personnel are trained in the response to accidents that may contain hazardous materials. Training is on-going and contains OSHA and NFPA standards that help minimize or eliminate exposure. Patten also provides ambulance service for a number of communities including Stacyville, Hersey, Sherman, Crystal, Mt. Chase, County of Aroostook (Benedicta, Moro Plantation, Silver Ridge, T2R4, T3R4, T1R5, and T1R4), and Penobscot County (T1R6, T2R7, T2R8, T3R7, T3R8, T4R7, T4R8, T5R7, T5R8, T6R6, T6R7, T6R8, T7R6, T7R7, T8R6, T8R7, and T8R8).

The Maine Environmental and Geographic Analysis Database (EGAD) (formerly known as the Environmental and Groundwater Analysis Database) was originally designed to store site and water quality information and currently includes spatially located data for 39 different types of potential and actual sources of contamination to groundwater in Maine. Access to comprehensive up-to-date analytical data allows DEP to assess trends in regional ground water quality and quantity. It also improves automated analysis and map-making capability including rapid access to information for emergency response to hazardous materials spills. Detailed well and analytical information in the database is used by staff to design remedial action at hazardous spill sites. It is also used by staff to evaluate potential for cumulative impacts of real estate development on ground water quality.

Recent efforts to expand and improve EGAD have involved the inclusion of data from the Bureau of Land & Water Quality including the addition of 10 Biological and Surface Water Sampling site types. This is in addition to the data that continues to be included from the Bureau of Remediation & Waste Management. To encapsulate the new addition of data from Land & Water Quality and to acknowledge the spatial (GIS) component of the data, EGAD is now known as the Environmental and *Geographic* Analysis Database, as data in EGAD now includes a broad range

of environmental data including physical, chemical, biological and spatial data. Information can be found at the following website: <http://www.maine.gov/dep/maps-data/egad/index.html>

Dams

There are no high hazard dams located in Patten.

**HAZARD MITIGATION
Policies & Strategies**

State Goal

Discourage development in natural hazard areas. Municipalities shall prevent inappropriate development in these areas including floodplains and high erosion areas.

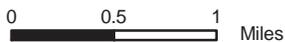
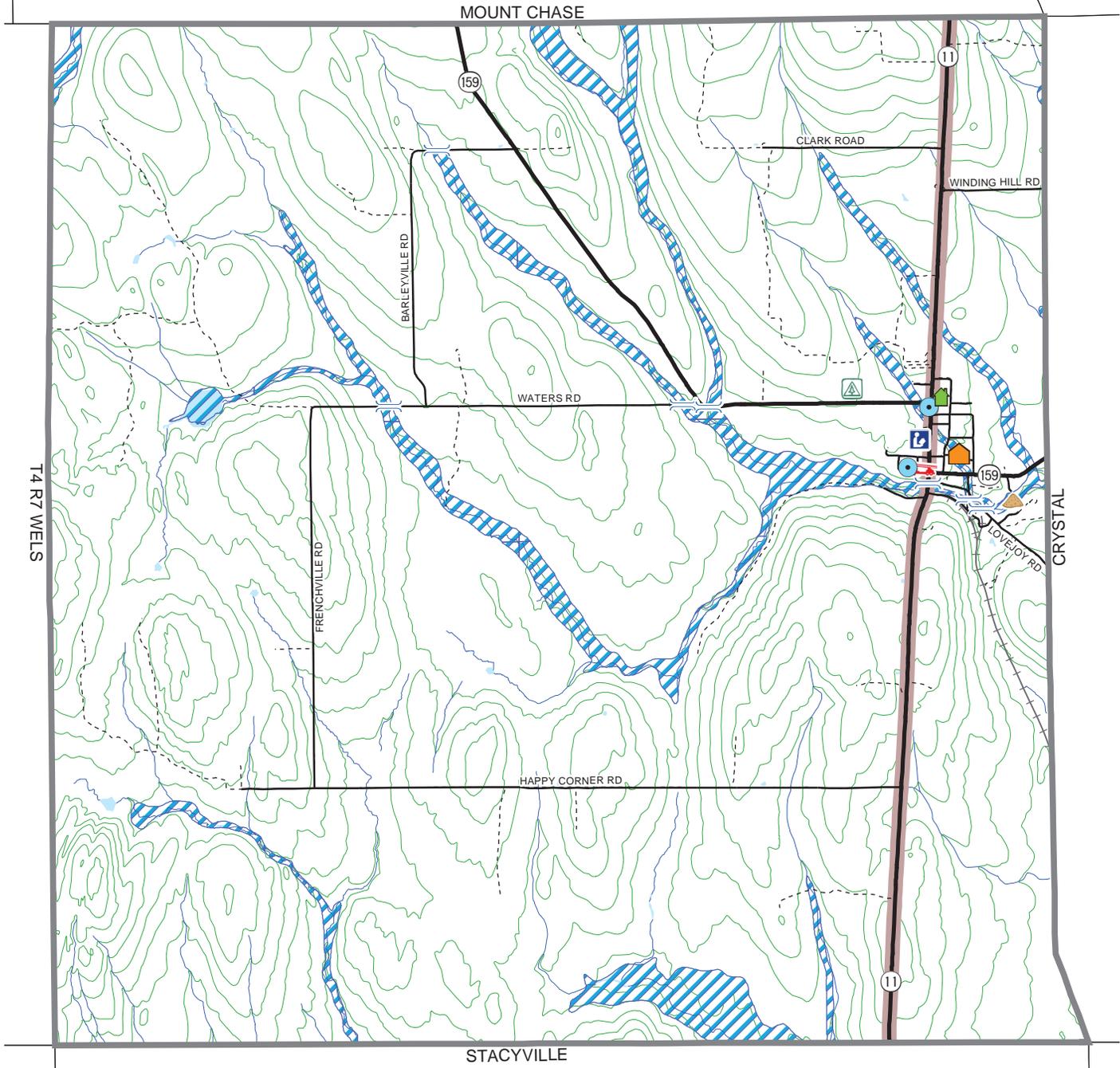
Local Goal

Reduce losses to public and private property caused by inappropriate development through effective planning, preparedness, response and regulation.

| Policy | Strategy | Responsibility | Timeframe |
|--|---|---|------------------|
| Continue to participate in the hazard mitigation planning process at the County level and implement local strategies to enhance preparedness, response and reduce risks to persons and property. | Designate a local person as Hazard Mitigation Coordinator (Officer) with on-going responsibility and create an annual stipend as compensation and to reflect the level of importance of their responsibilities: <ol style="list-style-type: none"> 1. Annual update of local sections of Penobscot County Hazard Mitigation Plan. 2. Coordinate with Moro Plantation and Hersey on Aroostook County’s Hazard Mitigation Plan. 2. Keep plan active by implementing specific tasks in the plan. 3. Maintain on-going communication with Penobscot County Emergency Management Agency (EMA) and with State Police, Sheriff’s Department Fire, Ambulance, Maine Forest Service and other government services. | Town Officials | On-going |
| | Seek grant funding through Maine Emergency Management Agency (MEMA), Hazard Mitigation Program, Maine Office of Community Development- CDBG Program, Maine Department of Transportation, Rural Roads Initiative and other sources to undertake the projects identified in the Hazard Mitigation Plan. | Fire Dept. Highway Dept., Planning Board and Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---|--|---|-------------------|
| | Maintain and build reserve funds as match for Pre-disaster Mitigation Grant funds for large capital projects and apply for these funds. | Town Officials | 2018 |
| | Continue to fund upgrades to town roads targeted in Hazard Mitigation Plan. Keep scope of work manageable | Town Officials and Highway Dept. | 2017 and on-going |
| | Continue to invest in drainage improvements on all roads to mitigate damage caused by runoff and erosion. | Town Officials and Highway Dept. | 2017 and on-going |
| | Work with Eastern Maine Electrical Cooperative and EMERA to complete tree trimming in all areas to help protect power and telephone lines. | Town Officials | On-going |
| Ensure that new development and improvement to existing properties does not create or contribute to the risk of property damage, personal injury or loss of life. | Continue to enforce the construction standards outlined in the Floodplain Management Ordinance. | Code Enforcement | On-going |
| | Keep floodplain and shoreland zoning provisions current with State and Federal standards. | Planning Board | 2018-19 |
| | Use the building permit review process outlined in the Land Use Plan to educate all floodplain property owners on methods of flood proofing their buildings. | Planning Board and Code Enforcement | On-going |
| | Communicate with MDEP on storm water management issues and cooperate on enforcement. | Town Officials, Planning Board, and Code Enforcement. | On-going |
| Ensure the protection of wetlands, floodplains and riparian areas from activities that reduce their capacity to control flooding and erosion. | Strictly enforce floodplain management and shoreland zoning standards that pertain to filling, earth moving and clearing activities. | Code Enforcement | On-going |
| Protect the capacity of roadside drainage and storm | Continue to work with the Highway Department to improve drainage | Highway Dept. and Town Officials | On-going |

| | | | |
|---|--|--|--------------------|
| drainage systems to handle runoff. | along roads. Follow the 20-year plan for road improvements. | | |
| Policy | Strategy | Responsibility | Timeframe |
| | Annually identify erosion and runoff problems associated with agriculture and request that landowners contact the USDA-Natural Resource Conservation Service and the Penobscot County Soil and Water Conservation District for assistance. | Planning Board, Code Enforcement, and Town Officials | On-going |
| Build community capacity to protect public services, shelter areas, and private residences. | Maintain a priority list of facilities that require back-up power and seek Federal and State grant funding for the purchase of generators. | Planning Board, Fire Dept., and Town Officials | 2017 |
| | Work with the Maine Forest Service and the Department of Defense's Fire Fighting Property Program (FFP) to obtain federal surplus vehicles for the purpose of fighting wildfires. | Fire Department, and Town Officials | 2018 and as needed |
| | Apply for Volunteer Fire Assistance Program funds through the Maine Forest Service to obtain forest firefighting equipment and/or training. | Fire Department | 2018 and as needed |
| | Publicly post emergency preparedness information that directs citizens to County, State and Federal emergency management websites and other educational resources. | Town Officials | On-going |
| | Encourage local fuel companies to have auxiliary power that enables them to supply gasoline, diesel, and propane during outages. | Town Officials | 2017 |
| | Develop a municipal fuel depot with generator set-up to enhance preparedness. | Highway and Fire Dept. | 2017 and on-going |
| | Work with the Maine Floodplain Management Program to review the Floodplain Maps. Seek assistance to upgrade these maps as needed. | Town Officials, Planning Board | 2018 and on-going |



Sources: Town of Patten, FEMA/NFIP, USGS, MEDHS, MEDWP, MDOT and MEGIS
 Map created: February, 2005 Revised: June, 2010

LEGEND

INFRASTRUCTURE AND UTILITIES

| | |
|----------------------|--------------------------|
| State roads | Heavy Haul Truck Network |
| Town roads | Railroads |
| Private roads/Trails | Bridge |

NATURAL RESOURCES

| | |
|------------------|-----------------|
| 40 Foot Contours | Water |
| Streams | Flood Zone Area |

PUBLIC FACILITIES AND SERVICES

| | |
|-------------------------------------|---|
| Municipal Building/Municipal Garage | Recreation Building (Emergency shelter) |
| Patten Memorial Library | Patten Fire Department |
| Patten Lumberman's Museum | Sand/Salt Shed |
| Community Public Water Supply | |

The Flood Insurance Rate Map (FIRM) for Patten was published in 9/18/1985.

Historic and Cultural Resources



Patten Academy.

HISTORIC AND CULTURAL RESOURCES

Introduction

The Patten Historical Society, Maine Historic Preservation Commission (MHPC), and the Maine Department of Agriculture, Conservation, and Forestry provided Patten with a set of data on its historic and archeological resources used in this inventory and analysis. During the writing of this Plan, a new book, The History of Patten and Mount Chase, written by Debbie Coolong was completed. Many of the historical references in this Plan were derived, with permission, from this book.

Current and potential businesses and residents have a deep interest in the quality and quantity of community services and cultural resources. They help to establish the quality of life for the town, and the town's ability to attract and retain economic growth often depends on the quality and quantity of cultural resources.

People are not usually attracted to settling down in the town because of a transportation network or an expanding population base. Instead, individuals and families are attracted to a community, provided they can find work, in part because of the desire to enjoy the variety of parks, public recreation opportunities, the history of the town and its look, feel and overall character. Individuals and families stay in a town for these very reasons.

History of the Town of Patten

Provided by the Town of Patten

Early in 1828, a Bangor lumber baron by the name of Amos Patten purchased Township 4 Range 6 for its abundant timber. Three land agents – Ira Fish, Elijah Kellogg and Samuel Wiggin were chosen to survey the property. They traveled by canoe up the Penobscot to Mattawamkeag, then up the Mattawamkeag to what is now Island Falls. As Fish Stream, named for Ira Fish, brought them to the foot of what is now called “Mill Hill”, they



were so taken with the area that upon the survey's completion they promptly asked Mr. Patten for permission to settle down there. Mr. Fish and Mr. Wiggin returned in 1829 constructing log cabins at the foot of Mill Hill and Mr. Kellogg followed somewhat later.

So the town did develop and, by the time Patten was officially incorporated in 1841, churches, schools and families had grown up alongside the early grist and sawmills. Heavily wooded with pine and spruce, and close to the Penobscot River flowing south and the Allagash River flowing north to carry the wood to market, Patten became the center for prospering logging operations. At that time, almost everyone in Patten and neighboring towns were connected by lumbering. By

1850 the population in Patten was 470, reaching 704 in 1870 and 716 residents in 1880. The town's infrastructure gradually appeared. Employment for men, both young and old, was in the woods during the winter, on the river drives in the spring and farming in the summer. Small sawmills and workshops utilized water power generated by Fish Stream. While the men worked in the woods, women in the community of Patten cultivated the rich agricultural soils on farms, tended to the animals and reared and educated the children as churches and schools were being established. Later women also took to the woods cooking in the lumber camps for crews of 20 to 50 men.

Blacksmith and harness shops were established and farms grew to supply hay for oxen and horses. At Chamberlain Farm on Chamberlain Lake, they harvested 600 areas of hay and potatoes a year for nearby lumber camps. In 1880 the ledger books of Jacob Palmer stated his lumber camp of 160 men and 80 horses consumed 270 barrels of flour, 135 barrels of pork, 300 bushels of beans, 2,000 gallons of molasses, 300 bushels of potatoes, 3 tons of fresh beef, 110 tons of hay and 5,500 bushels of corn and oats for one winter.

Patten's first newspaper, "The Voice" rolled off the presses in 1860 and was followed by the first stagecoach in 1867. The steam train replaced the stage in 1896 whistling in a new era of marketing prosperity.

In the early 1900s, it was estimated that 4,050 men and 350 horses were lumbering in the vicinity of Patten requiring 1,400 tons of camp supplies to pass through the town. Alvin Lombard patented the first "cleat track" used on the loghauler steam machine. Later the United States Military purchased this cleat track patent.

Over the years, Patten has endured its share of hardships—The Great Fire of 1917 claimed nearly half of the town and a flood destroyed all three bridges in 1927. The townspeople were spared the worst of the Great Depression, as Katahdin Trust remained opened and the Civilian Conservation Corps built the road from Patten to Baxter State Park during this period.

While lumbering and farming flourished outdoor recreational activities increased during the latter half of the century. Hunting, fishing, hiking, ATVs and snowmobiles continue to grow in popularity as others discover the same splendor that enticed Amos Patten's three land agents so long ago.

Additional Town History

Taken from It took a Miracle article by Irene Olsen Bradford

In 1839, a small Methodists Society, led by Elbridge Stetson came into being. In October 1839, Reverend J. G. Pingree, the first Methodist preacher, appointed to the circuit arrived in Patten and began to minister at Elbridge Stetson's cabin which was located across the street from where the Methodist Church stands today. The following summer, they began to meet at Ira Fish's newly constructed sheep barn (the location of the Methodist Church) and Sunday School was held at a small red school house across from Judson Cunningham's farm.

In 1842, the Baptists, larger in number and more affluent, built a church located on Main Street which is now the site of the Library. They offered the use of the building to the Methodists and even though their doctrine differed, combined meetings were often held.

In 1848, the Trustees of the newly constructed Academy building voted to rent the Academy Hall (second floor) to any religious denomination for fifty cents a Sunday. In 1870, construction began on a church which was completed in 1871 at a cost of \$6,000. It was named for Elbridge Stetson of Patten. The interior was finished in ash and elm and the bell was cast in a Bangor foundry, delivered by train to Mattawamkeag, and by an ox driven team to Patten. In 1902 electricity was installed and the sanctuary was steeled. In 1924-25, the steeple was removed and the rock foundation was replaced with cement. In the 1940, the original windows were replaced with stained glass and a fiberglass steeple was constructed in 1969 and dedicated to Second Lieutenant Leslie Dickenson who was killed in Vietnam.

Patten's Lumberman's Museum

One notable and unique attraction to the area is the Patten Lumberman's Museum. Founded by Lore Rodgers in 1962, nine buildings now enshrine the nationally recognized collection of artifacts that honor this extraordinary way of life. In 1958, Dr. Lore Rodgers and Caleb Scribner began collecting and displaying lumbering related items in a Patten store front window. They moved



their collection to the first church and public meeting place built in Patten in 1848 which later became the Veteran's Memorial Library. Artifacts were then moved and the Patten's Lumberman's Museum was founded.

The Patten Lumberman's Museum was established to preserve a graphic record of the lumber industry as it existed in forests of Northern Maine before the Second World War. It is located just west of Patten on the Shin Pond

Road also known as Route 159. For over 175 years, thousands of woodsmen and their horses have utilized this highway to bring supplies, and to cut the pine, spruce, fir, and hardwoods located in the upper valley of the East Branch of the Penobscot River. In more recent years, an endless stream of trucks loaded with logs and pulpwood pass the museum daily.

Over the years, the museum has developed many unique logging exhibits. Exhibits include Lombard Steam hauler, vintage chainsaws, logging sleds, Holt tractors, logging tools and many antique photographs documenting the visual history of Maine logging. The collection is housed in nine buildings over a log structure made with hewn timber salvaged from two log houses built about 1840. It contains models and dioramas of the camps used in various periods of Maine lumbering, the equipment and utensils used in providing the crews with meals in the woods and on drives; and the tools used in cutting the timber, hauling it to the rivers and driving the logs to

the mills. There are models of saw mills, and an extensive collection of the tools used by the carpenters, coopers and millwrights.

Two buildings are open tool sheds 45' x 45' holding the heavy equipment. The sheds contain the horse drawn logging sleds, tote sleds and wagons, bateaux, a gas-powered Lombard log hauler, a steam powered Lombard log hauler, a Holt tractor, a water cart, snow plow, snubbing machine and early logging trucks, among other exhibits.

The 1820 logging camp used in the very early days of lumbering in this region with oxen teams and crews of 12 to 14 men is reproduced in every detail and is equipped with tools and utensils such as were used over 180 years ago. It is built without a nail. A full sized double camp with bunkhouse, dingle, and cook's quarters is equipped with compete detail the way it would have been when in use.



A blacksmith shop as used by the blacksmith, farrier and wheelwright is housed in a separate building. This log building can be used for actual black smithing demonstrations.

Other exhibits include a portable sawmill, a shingle machine and equipment for shaving shingles by hand. A rank and pinion sawmill over 100 years old has been rebuilt and is now on display. Working models of an up and down sawmill, pit saw, drag saw and stationary circular saw mill are also included in the displays., One of the latest additions is our reception center with dramatic murals painted by local artists. It also houses a gift shop and Founder's Room. A wing has been added to this building to house a dynamic Winter Logging Scene diorama. The display, once displayed at the Eastern States Exposition in Massachusetts, is 30 feet long and 8 feet wide with a back drop of hand painted winter logging scenes. It includes miniature horses, workers, sleds, plows, snow rollers and other equipment.

Most recently a Lombard log hauler was placed on a cement slab display directly across from the museum. This hauler is now enclosed with a woods and glass building to prevent damage from the weather.

The Museum is located on the Shin Pond Road and is a 501 © 3 non-profit organization. It is run by an eleven (11) member board of directors that meet on the first Thursday of each month at the Reception Center. The museum recently established an endowment with the Maine Community Foundation. This endowment was created to help diversify the organization's income.

Famous Citizens of Patten

Born in 1879 Annie Rogers was destined to be famous. She attended Patten Academy that her grandfather, Luther Rogers, helped to found in 1848. Annie chose a career in art and attended Massachusetts Normal Art School for two semesters. She eventually moved to New York City to pursue a career in becoming a cartoonist. She had a difficult time submitting cartoons to newspapers under the name of Annie Rogers. She became “Lou Rogers” submitting cartoons under that name and became popular publishing cartoons in newspapers and popular humor magazines. She also contributed to the feminism movement, socialist movement and matters related to human liberation and in 1920 women were given the right to vote. By the 1920s Lou had been recognized as one of the world known female cartoonist. Lou was successful in writing and publishing two children’s books; *The Rise of the Red Alders* and *Ska-Denge*. In the early 1930’s Lou was invited by NBC Radio to become the radio host for the weekly program *Animal News Club* which included true stories about children and their pets, true stories of the animal world and tales of the zoo and circus. In the 1950s Lou’s health deteriorated and she passed away on March 11, 1952. Lou was 73 years old. She is buried in the Patten Cemetery under her born name of Annie Smith.

As stated above, Dr. Lore Rogers, the son of a lumberman, and Caleb Scribner an artist and game warden, were instrumental in founding the Patten Lumberman’s Museum. Dr. Rogers, a graduate of the University of Maine, was a research scientist in Washington, D.C., in the 1930s and 1940s. His family is from Island Falls. Caleb was a warden who served the South Branch area as well as Baxter State Park.

Patten’s Military History

The residents of Patten have a proud tradition of serving in the armed forces and during times of conflict. According to American Factfinder, in 2015 16% of Patten’s population over the age of 18 were veterans. In 2015, there are 129 veterans living in Patten who have served in World War II, Korean Conflict, Vietnam, and the Gulf Wars.



As one enters Patten’s downtown, it is difficult not to notice the flag lined streets. These flags were made possible by a generous donation of Patten’s residents to the Main Street Flag Fund. The Main Street Flag fund began in 2006 when residents learned that Army Specialist Dustin Harris, 21, was killed in action in Iraq. Martin E. Arbo purchased 40 flags in honor of Dustin and placed them along Main Street for the funeral procession. When people found out that Martin paid for the flags on his own, they began to donate money and with these funds he purchased additional flags. Since 2006, flags have been placed along Main Street, Route 159 and a portion of the Shin Pond Road. The Town of Patten provides approximately \$1,000 per year to the Flag Fund for the purchase of new Flags.

There is also a veteran’s memorial located at the Patten Cemetery. Through a volunteer effort, seven flag poles were constructed, six (6) representing the branches of service and POW/MIA and one with the US flag. There are also benches and stones memorializing those who served.

Patten also contains two locations where Honor Rolls of those who serves are memorialized. These are located at Veteran’s Memorial Library and the Historical Society.



Warriors in the Workplace is a civic organization with a club located in the Patten area. Warriors In The Workplace, a 501 (c)(3) nonprofit public charity, endeavors to put employers in contact with qualified veterans. Using a job board format, the website, www.warriorsintheworkplace.org, allows veterans, and their spouses, to register for free to search available jobs and create an online resume to add to an employer searchable database. The mission of Warriors In The Workplace is to help restore, empower, and renew hope for U.S. Military Veterans, wounded warriors, and their spouses as they look to transition from a military career to a rewarding and sustaining career within the civilian sector.

Historic Buildings, Prehistoric Archaeological and Historic Archaeological Sites

Two types of archaeological sites need consideration during Growth Management Planning: prehistoric archaeological sites (Native American, before European arrival) and historic archaeological sites (mostly European-American, after written historic records about 1600 A.D.). Prehistoric sites include campsites or village locations, rock quarries and workshops (from making stone tools), and petroglyphs or rock carvings. Prehistoric archaeological site sensitivity maps are based on the current understanding of Native American settlement patterns (known site locations and professionally surveyed areas) within the portion of the state where the municipality is located. Most commonly, prehistoric archaeological sites are located within 50 meters of canoe-navigable water, on relatively well-drained, level landforms. Some of the most ancient sites (>10,000 years old) are located on sandy soils within 200 meters of small (not canoe- navigable) streams.

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

Historic Buildings

According to the Maine Historic Preservation Commission (2016), based on preliminary architectural survey data, the following property is currently listed in the National Register of Historic Places:

- Bradford Farm located at 46 Main Street in Patten.

The Bradford Farm Historic District encompasses a historic farm property located on the west side of Route 11 north of the downtown. It includes a nearly-intact farm complex, with buildings dating from the 1840s to the 20th century. The property was listed on the National Register of Historic Places in 2003. The farmhouse is now the Bradford House Bed and Breakfast.

According to the MHPC, a comprehensive survey of Patten's historic above-ground resources needs to be conducted to identify other properties that may be eligible for nomination to the National Register. At the time of the writing of this plan, this has not been completed.

Historic Archaeological Sites

According to the Maine Historic Preservation Commission (2016) there are no known Prehistoric Archaeological sites located in Patten and, at the time of the writing of this plan, no professional archaeological surveys have been completed. Future archaeological survey should focus on the identification of potentially significant resources associated with the town's agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 18th and 19th centuries.

Prehistoric Archaeological Sites

According to the Maine Historic Preservation Commission (2016) there are no known prehistoric archeological sites located in Patten. One small section of Fish Stream drainage was surveyed and no resources were found. According to the MHPC, the Fish Stream drainage needs additional archaeological survey work.

Threats to Historic and Prehistoric Resources

The threats to these resources are primarily centered on the harsh northern Maine climate, lack of financial resources and a lack of broad public awareness and appreciation for the value of historic/prehistoric resources. For the most part, historic buildings are wood frame structures that require constant maintenance. While the town provides some funding for the Historical Society, maintenance is generally the responsibility of the owner.

Prehistoric resources are threatened by all land use activity in sensitive areas especially when excavation is involved. Permitting for many activities does not require a review or determination of the presence or absence of these archeological resources. Public awareness of these resources is limited. Some sensitive areas are subject to severe stream bank erosion that may be exposing or degrading prehistoric sites.

Cultural Resources

Historical Society

The Patten Historical Society sponsors “A Look at Early History of Patten” during Pioneer Days in August with details of the early settlers of Patten. The Historical Society houses a history of Patten. The Historical Society is open to the public with tours detailing descriptions of the early days in Patten.

Community Events

Patten Pioneer Days

Patten Pioneer Days are held during the second week of August with a variety of events. Pioneer Days is extremely popular and events include fireworks, barbeque, food sale, book sale, baseball, volleyball, carnival, face painting and plenty of games, food and socializing. The residents of Patten enjoy Pioneer Days and this festival attracts many visitors from surrounding towns to get in on the celebration.

Bean Hole Bean Day Celebration

As part of the Pioneer Days celebration the Patten Lumberman’s Museum holds its annual Bean Hole Day Celebration on the second Saturday in August. The traditional Logger’s Dinner with authentic Bean Hole Beans, Maine’s famous Red Hot Dogs, Coleslaw, boiled Lumberman’s Coffee, delicious gingerbreads from the local kitchens and oven baked biscuits. Other activities during the day include Blacksmith Demonstrations, chainsaw carving, horseshoe toss, scavenger hunt for the kids, local crafts and live musical entertainment.

Fiddlehead Festival

Held annually (April 3rd) at the Lumberman's Museum the Fiddlehead Festival is very popular and attended by local residents and out of town residents alike. The Festival offers food, entertainment and socializing.



Recreation Area/ Alumni Field

The recreational field in Patten consists of a basketball court, baseball field, picnic area and parking area. Paving the parking area at the Recreation Field is a one-year plan goal. The field is popular and used for after school events and socializing. A goal to plant shrubs and trees to beautify the area and provide shade is a worthwhile endeavor and is a future goal. The Patten Recreation Department sponsored the first fishing derby in 2015 with excellent interest and participation with continued interest to sponsor the fishing derby annually. A new tourist kiosk was constructed in August 2017 along the south side of the parking lot.

Patten Community Playground

The playground in Patten is designed for children ages 5 through pre-teen. The playground equipment is durable and sturdy to provide children great playing opportunities. This is also a social gathering for children and parents. Installing benches or picnic tables at the playground could create an even greater enjoyment for the children and parents of Patten.

Community Service Groups and Organizations

Patten is fortunate to have many private groups with public civic service objectives. Residents can join these organizations which include:

- Patten Lumbermen's Museum
- Katahdin Lodge Masonic Lodge
- Rockabema Snow Rangers
- Patten ATV Club
- Patten Area Woman's Club
 - Patten Academy Park
- Patten Little League
- Patten Playground Committee
- Main Street and Cemetery Flags
- Boy Scouts
- Cub Scouts
- United Methodist Women
- United Methodist Men

Religious Institutions

There are several religious institutions located in Patten that provide services to a variety of dominations. These include:

- a. Patten Pentecostal Church
- b. St. Paul's Catholic Church (seasonal)
- c. Stetson Memorial United Methodist Church



Preservation of Historic and Archaeological Resources

The primary mechanisms for historical preservation in Patten are public and/or private investment in historic properties and streetscape enhancement, and municipal support of privately led historic preservation efforts. According to MHPC, “the standard of what makes an archaeological site worthy of preservation should normally be eligibility for, or listing in, the National Register of Historic Places. Because the National Register program accommodates sites of national, state and local significance, it can include local values. Because of physical damage to a site and/or recent site age, some sites are not significant.”

The Town should continue to promote historic preservation by working with interested property owners to pursue voluntary listing of additional property on the National Register of Historic Places; supporting private effort to preserve historic properties; and making critical public investments in historical preservation, as necessary.

To ensure that significant historical and archaeological resources are not inadvertently lost, the Town should review existing ordinances to ensure subdivision or non-residential property developers look for and identify any historical and archaeological resources. Such development

should take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.

Scenic Resources

When one thinks of scenic resources and Patten, the view from Ash Hill overlooking Mount Katahdin, Baxter State Park, and Oakfield to the west quickly comes to mind. This section of Route 11 is located on the Katahdin Woods and Waters Scenic Byway and in 2012 a Scenic Byway Corridor Advocacy Group (CAG) indicated that “long views” of Katahdin represent signature views from Route 11— providing the “wow” factor where they occur. The Byway group has identified three locations along the corridor where these views of Katahdin are especially impressive, Ash Hill being one with the Summit Farm in Stacyville and the area around Pockwokamus Rock being the others. There is a scenic turnout located at Ash Hill which is owned by the State and is the potential site of a visitor’s center in the future. As stunning as Ash Hill is, it is not the only scenic view of Mount Katahdin. There are panoramic views located on the Happy Corner Road as well as on Route 11 north of the downtown.

Other views which should be not be underestimated include those of the fields and forests. Areas of open fields located along Route 11, Happy Corner, Waters Road, Lovejoy Road, Frenchville Road, and the Shin Pond Road offer views of Maine’s working forests, agricultural lands, and views of Patten’s downtown. The town’s topography with its many other ridges, mountains and rolling hills provide some incredible panoramic views. These areas of major resource should be maintained. Patten does not have a local ordinance provision that considers the impact on development upon scenic or open space sites. The town should consider identifying, assessing and protecting the existing natural wonders of the sites.

Katahdin Woods and Waters National Monument

The Katahdin Woods and Waters National Monument was established in 2016 and preserves more than 87,500 acres along the East Branch of the Penobscot River, a traditional transportation corridor of the native Wabanaki people of the region, as well as a critical part of the area’s logging history, once used to float logs downstream to cities and towns. Vast forests surround the river with a diverse mix of tree species, including maple, oak, ash, beech, birch, aspen, spruce, fir and hemlock. The topography of the monument includes deep river valleys, dramatic flood plains and curious geologic features, including lava flows and “rock conglomerates” — formations made up of different types of Appalachian rock fragments dating back millions of years.

The National Park Service has established an office in Patten with the main gateway will be located on the Swift Book Road in Stacyville. Tentative plans include the development of hiking and biking trails, canoeing, and highlighting the Katahdin Woods and Waters Scenic Byway.

Analysis

As townwide land use standards are developed, Patten can incorporate additional measures that will generally apply to any areas or structures that may be historically or archeologically valuable. Town officials should keep abreast of any future funding for assessing historic sites and structures, as well as historic and prehistoric archeology in Patten, but historic preservation should be initiated as a grass roots effort by interested citizens rather than as a regulatory mandate by local government. The town's role could be as the applicant or administrator of any funding, while a local historical society drives the activities in support of town policy. The first activity should be to solicit technical assistance to determine the quantity and quality of historic sites, structures and archeological resources. If the findings warrant preservation or restoration efforts, then the planning can be initiated to address those needs.

Cultural activity in the community is limited but adequate for such a small town. Events such as the Fiddlehead Festival, Patten Pioneer Days, and Stars Over Katahdin generate much interest and are well attended and enjoyed both by local residents and regionally. Efforts should be made to ensure that these events are promoted through the local chambers of commerce and other tourism organizations such as the Maine Tourism Bureau. Publishing upcoming events in the Maine Invites You, the official travel planner, could boost tourism.

The outdoors is a recreational resource that is popular in Patten and the surrounding area. The lack of accessible swimming locations in the area limits swimming as a popular activity for all ages. An indoor swimming facility is a project that could be accomplished through a private-public partnership or multi-municipal arrangement and may warrant consideration in the future if enough interest is generated.

Patten has an increasing number of persons in the 45-64 year old age group. Based on these facts, recreation facilities and programs available locally and in the region, would meet community needs. Overall participation remains strong in the youth programs that are offered and adult programming is steadily increasing. The Recreation Department's budget has remained relatively stable but Town officials should be watchful for stagnation which could limit its capacity to raise matching funds for capital projects that could be partially or substantially funded by grants.

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

To address pedestrian and bike safety issues on multi-use trails and along roads, expanded safety training for young ATV riders, should be developed and required. The Town may also wish to conduct a community-wide bikeability and walkability evaluation through the use of volunteers from the community. There may need to be some community education regarding these programs

in order to establish public support for implementation. Additionally, the Town will work with the MaineDOT to designate cross walks in appropriate locations.

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

Recreational trails in the community are well maintained because of a distinct combination of public and private efforts. Financial support including staff time comes from the Town and the Maine Department of Conservation at the State level. Cooperating landowners and volunteerism ensures that maintenance work on the trail systems is completed. The snowmobile club may find it necessary to consider looking at alternate funding sources in the future if State funding for trail maintenance tightens any further. This would be a sensible move and may even help improve maintenance of the local club trails. The ATV club has relied on the extensive use of public roads to access trails on private land and in neighboring communities. This helps alleviate the trail maintenance responsibility.

**HISTORICAL, CULTURAL, and ARCHEOLOGICAL RESOURCES
Goals, Policies, and Strategies**

State Goal

Preserve the State’s Historic and Archeological Resources and to further identify these resources and ensure that their value is recognized and protected.

Local Goal

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

| Policy | Strategy | Responsibility | Timeframe |
|---|---|---------------------------------------|-------------------|
| Improve awareness and understanding of the significance of Patten’s historic, cultural and archeological resources. (HCA) | During Patten Pioneer Days and the Fiddlehead Festival, present information concerning HCA sites. | Historical Society | Annually |
| | Expand the use of HCA sites, where appropriate, as staging areas for social/educational events that build support for local historic resources. | Historical Society | Annually |
| | Include a page in Patten’s Town website that contains information that exhibit the community’s historic, cultural and archeological resources. Include links to the Lumberman’s Museum and Patten Historical Society. | Town Officials | 2017 and on-going |
| | Continue to work with the MaineDOT and National Park Service to improve and update the public signage and literature that directs people to the HCA resources of Patten. | Historical Society and Town Officials | 2018 and on-going |

| Policy | Strategy | Responsibility | Timeframe |
|--|--|---------------------------------------|------------------|
| | Develop documentation, interpretation and displays that communicate the importance of Churches, farming and logging in local history. | Town Officials | On-going |
| Improve the protection of known and potentially valuable HCA resources of the community. | Amend Shoreland Zoning Ordinance to include standards that help identify and protect HCA resources. | Planning Board | 2018 |
| | Amend the building permit application to include identification of potential HCA resources. | Planning Board | 2018 |
| | Develop standards during the development of land use ordinance that protect HCA resources. | Planning Board | 2018 |
| | Incorporate maps or information provided by the Maine Historic Preservation Commission into the land use review process, showing that significant historic resources are being protected by proposed developments. | Planning Board | On-going |
| | Sponsor a forum to extract local knowledge on the location of farmsteads, settlements, foundations, and artifacts that depict local HCA resources. | Historical Society and Town Officials | As needed |
| | Incorporate the use of social media like Facebook to help identify and locate HCA resources. | Historical Society and Town Officials | On-going |
| | Seek funding to develop and implement an historic preservation master plan that includes a comprehensive list of potential sites. | Historical Society | 2018 |

| Policy | Strategy | Responsibility | Timeframe |
|---|--|---------------------------------------|--------------------|
| Have all eligible sites listed in the National Register of Historic Places and locally recognize and display these sites. | Encourage and support the local historical society's effort to produce a comprehensive list and evaluation of potential sites. | Town Officials | On-going |
| | Establish a dialogue with owners on the potential historic value of their property. | Historical society and Town Officials | On-going as needed |
| | Request the participation of the Maine Historic Preservation Commission in the nomination of potential sites for listing. | Historical Society | On-going |
| Recognize and support the identification, interpretation and display of HCA resources as a means to enhance the local economy and quality of life. | Continue to support local, regional and international festivals and events that include culturally based activities and international cooperation. | Town Officials | Annually |
| | Encourage and support the development of new activities and events utilizing Academy Park, the Lumberman's Museum and other recreational area as a staging area. | Town Officials | Annually |
| Maintain, expand and improve outdoor recreational opportunities, recreational trail systems, and open space as an asset to the community and in support of economic development, private businesses and recreation organizations. | Continue to contact landowners at least once annually for appreciation and recognition. | Clubs and Town Officials | 2017 and annually |

Land Use



LAND USE

Introduction

The land use section is one of the most important components of the comprehensive plan as it identifies the location and amount of land available and suitable for particular purposes. This can be determined by reviewing past and present land uses. The planning program inventoried agricultural and forest lands, soil types and characteristics, natural resources, transportation networks, housing needs, demographics, 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 accomplished through the development of a set of land use regulations.

Patten is located in northeastern Penobscot County on the Aroostook County line. It is bordered by Crystal to the east, Mount Chase to the north, T4 R7 to the west and Stacyville to the south. Total area is 38.2 square miles (24,448 acres) of which 38.1 square miles (24,384 acres) is land and 0.06 square miles (38.4 acres) is water. The tallest elevation in town is approximate 850 feet above Mean Sea Level located just southwest of the downtown.

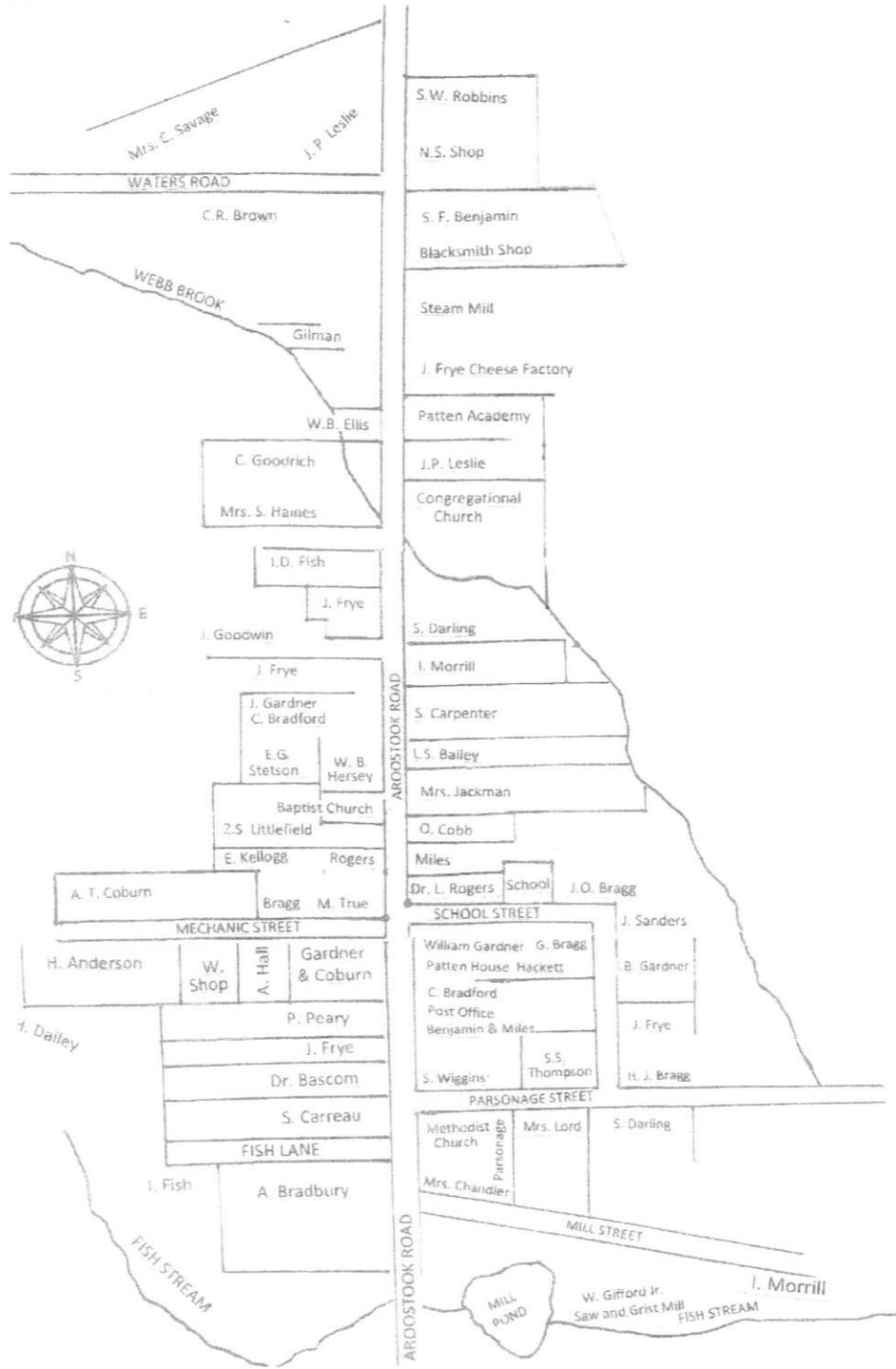
Patten contains both an urban and rural area. The urban area is served by municipal sewer and water and broadband and has relatively compact mixed-use development. Patten's downtown is located along Route 11 (Main Street) and Routes 159 (Houlton Road and Shin Pond Road) and begins, approximately, at Mill Street extending north to Gardner Street. Along the Houlton Road it extends to approximately Gifford Street.

While not considered a Service Center by the Maine Department of Agriculture, Conservation, and Forestry, it for all intents and purposes is a small subregional service center for the region. As evidenced in the Local Economy section, retail sales have increased and several major employers have located, or are locating in town. The two closest Service Centers are Millinocket and Houlton. Patten is part of the Houlton Labor Market area.

Past Development Trends

Debbie Coolong recently completed a book, [The History of Patten and Mount Chase](#), which identifies early settlement patterns in Patten. Development in Patten was driven and supported by the timber industry and farming. While the first settlers arrived by canoe, in 1830, a trail called the Aroostook Trail was built through the woods between Mattawamkeag and Patten (then T4 R6).

PATTEN, MAINE AROUND 1875



Settlers worked long hours to push back the forests, dig out and smooth the land and cultivate it into farmlands for animals and crops. Logging and associated enterprises span the history of Patten. Settlers grew grain and shipped it to the river on ox drawn sleds, where it was loaded onto skiffs and poled to the nearest gristmill.

What does Patten Look Like Today?

Land ownership patterns are characterized by large forest and farm parcels that range from 100 to over 500 acres. Approximately 60% of the land area is controlled by a few property owners and any change in their status can lead to development pressure or a change in land uses. Town officials maintain a positive relationship with the large land owners

One of the more recent changes in Patten's landscape has been an increase in the number of smaller farms that utilize the fallow and hayland that was once abundant and available within the community. These smaller farms, typically associated with Haymart and the Amish, have somewhat changed the setting of the community as more livestock and organic type farming is occurring. In the past, much of this land was either underutilized or not utilized at all.

In the past 3 years, Patten has begun to see some development pressure. There have been over \$3 million in real estate transactions, with new business and industry locating near the downtown. These real estate transactions include buildings that have been vacant for several years. New development includes Haymart, Dollar General, Flatlander BBQ, and the sale of the Bradford House.

There has also been significant investment in the community from Katahdin Valley Health Center, the National Park Service Foundation (now the Friends of the Katahdin Woods and Waters National Monument), Haymart, and smaller private investors who are revitalizing vacant buildings in the downtown.

Patten acts as a mini sub regional service center and is part of a well-known school department and recreational programs, it is an attractive community for those wishing to locate to the region. Patten has retained its rural character and has a very distinct and compact village area located along Route 11 and Houlton Street.

Residential Properties

Residential properties are spread through the community. Development for the most part has occurred in a piecemeal fashion along existing transportation corridors. While there has been no recent subdivision activity, Town Officials are aware of a potential new subdivision locating in town. These subdivisions can often be popular with those wishing to live in Patten or looking for a seasonal place to live as they provide an affordable land purchasing option for those wishing to locate in town.

There are no mobile home parks located in Patten and Town Officials are unaware of any being considered.

As stated above, most of the residential development has occurred on former agricultural lands as this tends to be the least expensive to develop and contains the best soil suitable for on-site wastewater disposal. It should also be noted that as development occurs in the more rural areas, the Town is still obligated to provide basic services to these areas. Sending school buses and plowing roads can become expensive in an area where there is sparse population. There appears to be adequate land available in Patten to accommodate new residential development. The limiting factor in many cases is the landowner's willingness to sell the property for development.

Some residential development is projected over the next 10 years. The Amish are developing property on the South Patten Road (Route 11) and Happy Corner Road and purchasing active farmland, mainly west of Route 11. This population is homesteading the area and oftentimes are bringing fallow or abandoned farmland back into production.

In the western portion of town, Shin Pond Road, Happy Corner, Frenchville, and Waters Roads are projected to see some residential development due to their proximity to Baxter State Park, Katahdin Woods and Waters National Monuments, and other scenic and natural resources.

Patten's Downtown Area

Patten contains a relatively compact downtown area. The area begins, to the north, at Carver Street and extends southerly along Main Street (Route 11) to Potato Row and Spruce Streets. Easterly along Houlton Street (Route 159) the area ends at Gifford Street and westerly along the Shin Pond Road (Route 159 west). Patten's downtown is served by water, sewer, and broadband.

Nearly all the commercial development in Patten's downtown is located along Main Street. The downtown is anchored by Richardson's Hardware, Patten Drug, Ellis Family Market, and Katahdin Trust Company, all of which have been in town for decades. There are many smaller commercial retail establishments such as Craig's Clam Shop, Debbie's Deli and Pizza, and Calculations.

There are also several residential neighborhoods and Main Street contains some of the oldest homes in town. Residential areas include Dearborn Street, High Street, Hall Street, Founders Street, Gardner Street, and Pleasant Street.

There are several smaller scale commercial establishments located throughout the community. Many are located outside of the village area and include a restaurant, convenience store, autobody shops, and small retail shops. Recently, a new medical center opened on Route 11 south of the downtown area and Katahdin Valley Health Center has seen expansions of services at its facility on Houlton Street.

Rural Development

Patten's rural areas can best be described as a mixture of low density residential development, small scale commercial establishments, and agricultural and forest lands. Development, for the

most part is spread out along local and state roads. Increasingly, there are some small retail type establishment being located outside of the downtown along Routes 11 (South Patten Road) Happy Corner, and Houlton Street. In some cases, there are small farm stands, sawmills, and furniture manufacturing that have been developed located off Route 11 (South Patten and North Road, Shin Pond Road, and a variety of local roads. While these businesses are welcomed and have not created traffic or safety issues, town officials may want to be watchful that future development of this type does not impact traffic on major corridors.

Forest Land

The forests have been important to the residents of Patten since before the town was incorporated. Today, the growing, harvesting and manufacturing of forest products is still a major occupation of the town's citizens. In addition to mills in the northern Maine area there are several private forest and wood contractors, cutters, truckers and other forest and wood workers who make their home in Patten. The value of forest products is steady and in most cases rising. The woodlands of Patten and the surrounding area also provide wildlife habitat and recreational opportunities for hunters, fishermen and all outdoor enthusiasts.

Forestland, for the most part is located in the western and northern portion of Town. Ownership is comprised of small woodlot owners as well as large landowners and multi-national corporations. As mentioned in the Natural Resource and Local Economy sections, there are 72 parcels of land enrolled in Maine's Tree Growth Tax Program. These parcels are being actively managed according to accepted forestry practices.

Public Property

Nearly all of Patten's public property is in the center of the community near the village area. Properties include the municipal building, fire station, recreation center and park, town garage, wellheads, sewage treatment facilities, library, and ambulance service. There is also a ATV Club owned trailhead located on the Shin Pond Road near the intersection of the Waters Road.

Development Pressure

While many communities in northern Penobscot and southern Aroostook Counties are feeling the opposite sensation of development pressure – the continued decline of population (especially youth), employment opportunities, availability of services, and housing quality, Patten appears to be bucking the trend. Although these issues also affect Patten, the Town Manager indicates that real estate in Patten is being sold and new building permits have been issued for commercial developed along Route 11 (South Patten Road).

The community supports limited industrial and commercial redevelopment of existing developed areas, and supports new and redeveloped residential construction. The community desires a climate of local employment, an active retail center, and the return of young families. Patten should focus significant new commercial and residential development and redevelopment of unoccupied structures in the town center.

The community supports new housing development, but especially speaks to the need for clean up and rehabilitation of existing housing stock. The most significant housing needs are affordable housing for families and subsidized housing for elders.

Both types of developments would benefit from an in-town location for their long-term success in retaining residents who desire affordability and accessibility. Patten's downtown has a well-developed infrastructure, and therefore is the most sensible area for residential and commercial development. The downtown features streets and sidewalks,

Anticipated Future Development Trends

As noted in the Population section, Patten's population peaked in the 1940s. With the decline of logging and agriculture, Patten's population declined through 2014 to around 1,000 individuals. Over the last 30 years, Patten's total population has been declining from just over 1,200 in 1970 to just over 1,000 in 2014. The Office of Policy, Management, Economics, and Demographics forecasts that Patten's population will decline to 906 people by the year 2027.

Patten is in a unique position of being in somewhat as an island. It is located on the southwestern Aroostook line but is in Penobscot County. Patten is also isolated from major service centers with Houlton being about 45 minutes away and Bangor approximately 90 minutes. However, it is at the edge of an established wilderness playground. Patten contains retail, commercial, and industrial development that create jobs and is home to a newly constructed regional health center. As the neighboring and regional communities of Island Falls, Mount Chase, Medway, Sherman and Stacyville work actively toward economic development, the regional economy may grow and populations could actually increase in contrast to census projections. As noted above, Patten is actually experiencing a growing real estate market (2016/2017) and has gained at least 6 new families in recent months.

Although older homes may be aesthetically desirable, the expense of upkeep and declining size of families and incomes often leads to their abandonment in southern Aroostook and northern Penobscot Counties, and sadly, Patten is no exception. The existence of abandoned homes on prime sites in the town center could influence new development to occur outside of the town center. The rehabilitation of existing homes within the town center, close to local services, is a more desirable type of development. Redevelopment of abandoned residential, commercial, and industrial properties fosters a sense of vibrancy, promotes diversity, and expands the experience of community. Infill erases signs of emptiness and decay, and allows existing natural areas to continue providing forest products, wildlife habitat, land for sports and recreation, and a continued sense of a rural landscape.

Land Use Regulations

Patten has adopted four ordinances that regulate the use of land within the municipality. The Building Ordinance was adopted in 1975 and updated in 2000, and while it contains a minimum lot size it regulates building construction and types. Patten needs to adopt Maine Uniform Building Code, the Maine Uniform Energy Code, or the Maine Uniform Building or Energy Code if they want to continue to regulation buildings in town

Similarly, the Shoreland Zoning Ordinance is a minimum standard ordinance that follow models developed by the State in 1992. This ordinance is also in need of updating and state models are available to do this. The Floodplain Management Ordinance is also a minimum standard ordinance that follows models developed by the State and is up to date.

Patten employs a part-time Code Enforcement Officer and maintains an all volunteer Planning Board and Board of Appeals that administers these ordinances. Permits are issued by either the Code Enforcement Officer or the Planning Board but many activities do not require a permit if they are conducted in accordance with the land use standards found in each ordinance. Copies of the ordinances and official maps are available at the town office.

Building Ordinance

Patten adopted a building ordinance in 1975 that was last updated in 2000. The purpose of this ordinance is to maintain safe and healthful conditions and to protect the Town's natural resources through the regulation of construction, relocation, replacement, and alterations of buildings. The ordinance applies to all new construction, conversion, additions, relocations, and replacements. It also applies to all trailers, manufactured homes, and/or recreational vehicles that are connected to any utility and/or used as a residence for a period of more than 30 days.

This ordinance requires a minimum lot size of 20,000 square feet, unless served by public sewer (9,000 square feet) and a minimum front yard setback of 25 feet. Side yard setback is 10 feet. The ordinance regulates:

- Driveways
- Off Street Parking
- Foundations
- Exterior Finish
- Roof Covering
- Chimneys, Chimney Liners, Chimney Supports, Chimney Height, and Chimney Cleanout Doors
- Smokepipes
- Fireplaces
- Electrical Installation
- Plumbing Installation
- Water Supply
- Sanitary Fixtures
- Building Practices
- And Mobile Homes

It should be noted that Title 10, Part 14, Chapter 1103 subsection 9724 states: A municipality of up to 4,000 residents may not adopt or enforce a building code other than the Maine Uniform Building Code, the Maine Uniform Energy Code, or the Maine Uniform Building or Energy Code. Notwithstanding any other provision of this chapter or Title 25, chapter 314, the provisions of the Maine Uniform Building Code, the Maine Uniform Energy Code, or the Maine

Uniform Building and Energy Code do not apply in a municipality that has less than 4,000 or fewer residents except to the extent the municipality has adopted that code pursuant to this subsection.

Effective December 1, 2010, except as provided in 10 M.R.S. § 9724(4) and § 9725, any ordinance regarding any building code of any political subdivision of the State that is inconsistent with the MUBEC, MUBC and MUEC is void, with the following exception: this provision does not apply to any adopted fire and life safety code, fire safety ordinance or any land use ordinance, including Land Use Regulatory Commission rules.

Shoreland Zoning Ordinance

Patten'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, or upland edge of a freshwater wetland, and all land areas within 100 feet, horizontal distance, of the normal high-water line of a stream. The ordinance was adopted in 1992 and followed the state minimum guidelines at that time. A copy of the Shoreland Zoning map is located at the end of this section.

Five (5) districts have been established in this ordinance including: Resource Protection, Limited Residential, Limited Commercial, General Development, and Stream Protection. The four districts are also officially identified on Patten's Official Shoreland Zoning map. The zones are described as follows:

- **Resource Protection:** Areas where development would adversely affect water quality, productive habitat, biological ecosystems, or scenic and natural values. jeopardize significant natural, scenic, recreational and historic resources, including but not limited to flood plains, precipitous slopes, wildlife habitat, and other areas critical to the ecology of the region or state.
- **Limited Commercial :** Areas of mixed light commercial and residential uses exclusive of the Stream Protection District, which should not be developed as intensively as the General Development District. This district includes areas of two or more contiguous acres in size devoted to a mix of residential and low intensity commercial uses. Industrial uses are prohibited.
- **Limited Residential:** Areas suitable for residential and recreational development. It includes areas other than those in the Resource Protection District or Stream Protection District and areas which are less intensively used than those in the Limited Commercial District or General Development District.
- **Stream Protection:** The Stream Protection District includes all land areas within one hundred (100) feet, horizontal distance of the normal high water line of a stream, exclusive of those areas within 250 feet, horizontal distance of the upland edge of a freshwater wetland. Where the stream and its associated shoreland area of the above water bodies or wetlands, that land area shall be regulated under the terms. This district generally includes areas within 100 feet of streams.
- **General Development District:** Includes areas of two or more contiguous acres devoted to commercial, industrial, or intensive recreational activities, or a mix of such activities including but not limited to the following:

- Areas devoted to manufacturing, fabricating, and other industrial activities
- Areas devoted to wholesaling, warehousing, retail, and service activities, or other commercial activities;
- Areas devoted to intensive recreational development and activities such as but not limited to amusement parks, race tracks, and fairgrounds

Patten’s ordinance is outdated and in need of significant updates. While their ordinance can be more stringent than the State’s minimum Chapter 1000 guidelines, there is wording, standards, and dates that need to be changed. Patten also has the option to regulate timber harvesting or turn that over to the Maine Forest Service. Amendments to the State’s Shoreland Zoning Guidelines became available in 2016 and town officials should amend the ordinance as required.

Floodplain Management Ordinance

Patten adopted a Floodplain Management Ordinance on March 22, 2011 and is for the most part up to date. Town officials should be aware that the Maine Department of Agriculture, Conservation, and Forestry’s (MDACF) Floodplain Management Program provides technical assistance relating to floodplain management, ordinance updates, and mapping to municipalities. MDACF provides assistance to municipalities which includes the development of ordinances and permit applications. These ordinances are designed to ensure that floodplain management measures are appropriately applied in flood hazard areas and in many cases, ordinances follow state minimum guidelines

Subdivision Ordinance

Patten follows the State Subdivision regulations (Title 30-A MRSA) and is up to date.

Townwide Zoning and Regulation

There is no townwide zoning or land use ordinances in place. Town officials are considering the development of a smaller, more specific land use ordinance that regulates certain activities and creates two land use districts.

In this new ordinance (see Land Use Plan), officials are considering creating minimum lot sizes and setbacks, regulating mobile homes, automobile graveyards, junk yards, automobile recycling facilities, and kennels. Town officials are also considering the development of a minimal and inexpensive (free) building permit system that that helps them better understand the amount and type of development that is occurring within Patten.

Existing Land Use Analysis

Land Use Analysis

Patten has an attractive future. It is known for its rural quality of life and for recreation and leisure-time activities. The town’s small village area with developed residential and commercial areas is surrounded by large outlying areas that have retained much of their rural character,

despite the current residential development pressures and a large industrial area. The map of current land uses and the information about development pressures allows town officials to effectively maintain existing land uses and prepare and plan for future land uses by prioritizing those areas of the community which are best suited for residential, commercial, industrial, agricultural, forestry, and public uses. Patten has also identified other areas as seen of the development constraints map where little or no growth should be encouraged, such as areas unserved and unserviceable by sewer, prime forest lands, prime agricultural lands, wetlands, areas of endangered natural resources, aquifers, etc.

Only a very small portion of the land area in Patten has been developed. There is still ample land for additional growth. However, it is important to target future growth in specific areas able to accommodate development to preserve existing rural resources within Patten. There has been an increase in the past several years of residential development outside of the traditional village area, and this has put pressure on existing forest and agricultural land. This could eventually lead to added expenses for the town in terms of utilities, public facilities and services, and busing costs.

It appears that most of the future growth in Patten will occur in the rural farming areas and the town presently does not have the regulatory measures in place to help guide growth to appropriate areas. The Town's Shoreland Zoning Ordinance and Floodplain Ordinance provide some form of regulation for a relatively small percentage of the town's land areas. Outside of those zones, growth can occur anywhere.

Commercial development pressure has been minimal but is increasing. For the most part commercial development has occurred along the Route 11, Shin Pond Road, and Houlton Street. The commercial development that has occurred is supportive of the region's and community's natural resources based industry.

Residents and town officials have an excellent opportunity to plan through the preparation, adoption, and implementation of this Plan. Through preparation of the plan, residents must decide what they want their community to look like in the next 10 to 20 years. There is a strong potential for growth in the rural area with the general movement of people out of the urban areas, especially Presque Isle.

The comprehensive plan cannot provide detailed solutions for all of the community's economic development issues. It does, however, identify many of the basic resources, facts, and local concerns so that the town's leaders, along with the residents, can have better information for future decision-making on some of the town's most pressing land use matters and issues.

Land Use Plan

The land use plan for Patten is one of the most important components of the Comprehensive Plan. Examining past and present land use has been used to determine the location and the amount of land available for particular purposes. Since the Plan and its goals, policies and strategies are a long-range guide for the growth and development of Patten, it cannot be too specific or rigid and has to be flexible and able to adapt to unforeseen changes and demands. The Planning Board inventoried agricultural and forest lands, soil types and characteristics, natural resources, transportation networks, housing needs, demographics, local and regional economy, and public facilities and services. These inventories were then analyzed and put into a land use plan.

1. Growth Areas: The **Growth** areas are "generally" defined as: those portions of the Town located in the village areas, along Route 11 (North Road, Main Street, and South Patten Road), Shin Pond Road Route 159 west), and Houlton Street (Route 159 east).

Growth areas should be designed with the following criteria:

1. Have, or can efficiently obtain, public facilities and services.
2. Have natural characteristics suitable for development.
3. Are large enough to accommodate the expected growth over the next 10 years.
4. Are large enough to accommodate a variety of housing types.
5. Must be limited to a size and configuration that encourages compact rather than sprawling development.

2. Rural Areas: The **Rural** area is defined as those areas outside of the "Growth" area.

As mentioned previously, the majority of Patten's land area is rural, outside of the downtown (growth) area. The principal use of this large land area should be for agriculture, forestry, rural type residence, and associated uses. Land use ordinances developed for rural areas by municipal officials should limit the number of, size of, and type of commercial businesses allowed in these rural areas. Other specific purposes of this area should include conservation of natural resources, reduction of soil erosion, and the encouragement of appropriate recreational land use. Rural areas should be designed to:

1. Include important agricultural and forestlands.
2. Include large areas of contiguous, undeveloped land used by wildlife, for resource protection, and for outdoor recreation.
3. Include important natural resources and scenic open spaces.
4. May have very low densities of development interspersed among fields and woodlands.
5. Should not include areas in which a significant portion of the community's development is planned to occur.
6. Areas that have significant green or open spaces.

The "Growth and Rural" areas for Patten have been designated in past comprehensive plans. The Planning Board has not changed the growth and rural areas for the town. It should be noted that

these areas are fluid and could expand and contract based upon growth pressure and the intent of the land use ordinance.

Regulatory Measures

Patten has a moderate history of land use regulations. The Town administers a Building Code, Shoreland Zoning and Floodplain Management Ordinances as well as a Subdivision Ordinance, which meet the State's minimum requirements and are updated on a regular basis. Patten's Planning Board, both past and present, have made strong and conscious efforts not to change district boundaries or land uses within the ordinances.

The following are the provisions for land use regulation development strategies for the implementation program. The Town will draft a Land Use Ordinance that contains two districts. These include:

Growth Area

Village District (V)

The Village District allows expansion of the historic pattern of village uses, with a mix of medium density residential uses and small-scale commercial, industrial and institutional uses. The density and intensity of uses reflect the desire not to provide centralized sewer or water service within the next ten years. The Village District is designed to be attractive, well maintained and highly desirable for residential living, with public facilities and services in close proximity. This area is pedestrian friendly and contains public space for community interaction and events. Nonresidential uses will be complementary to residential uses and provide convenient access to commercial and public goods and services. Performance standards will include provisions to buffer residential uses from undesirable effects of nonresidential uses. Dimensional standards will be flexible enough to allow for creative development designs that will help re-establish a village character in keeping with the community's vision. Village uses should be sensitive to the topography and natural resources of the area, particularly wetland habitat associated with Fish Stream and Webb Brook.

Rural Areas

The Rural Residential District (RR)

The Rural Residential District supports and maintains natural resource-based land uses, with the highest priority being the preservation of large tracts of forest and agricultural land, and the most important and sensitive natural resources. This district should also include large expanses of undeveloped backland not easily accessed by existing public roads. Low-density residential, low-intensity outdoor recreation and natural resource-based commercial and industrial or associated uses may also be permitted. Preservation of rural character, scenic beauty, open space and significant natural resources is a very high priority within this area.

Land Use Ordinance Performance Standards

The Town of Patten will continue to investigate the idea of developing a Land Use Ordinance consistent with the needs of the community as identified within this Plan. To protect and preserve natural resources, property values, public safety including fire protection, health and welfare, provide for affordable housing and ensure the proper future development of the community, the following performance standard topic areas should be considered when developing any regulations or incentives.

| Issue or Concern | Performance Standard to Consider |
|--------------------------------|---|
| Access Requirements | In keeping with state access management regulations (17-229 Maine Administrative Rules Chapter 299, Part A and B, and as subsequently amended), minimize the creation of strip development within the community, and minimize the creation of road hazards. |
| Agriculture | Minimize soil erosion to avoid sedimentation, non-point source pollution, and phosphorus and nitrogen levels of water bodies. |
| Buffer | Provisions Minimize the negative impacts of inconsistent development and protect water resources, wetlands, and wells |
| Conversion | Regulate the conversion of existing structures into multi-family dwellings, to ensure the health, safety, and welfare of citizens. |
| Home Occupation | Home occupations may be established to minimize their impact on existing neighborhoods. |
| Manufactured housing | Ensure the safety, health and welfare of mobile home occupants and mobile home owners regardless of the date manufactured. |
| Off Street Loading | Minimize traffic congestion associated with commercial development |
| Oil and Chemical Storage | Regulate the location and containment of combustible material that can migrate to surface and ground waters. |
| Parking Requirements | Establish and regulate the number of parking spaces to be provided for different types of development. |
| Signs | Regulate the placement of signs, sign size, and sign type. |
| Soils | Ensure development is located on appropriate soils. |
| Storage Materials | Encourage the orderly storage of material in residential areas to promote and preserve the character of the neighborhoods. |
| Topsoil and Vegetation Removal | Prevent soil erosion and destruction of topsoil during construction. |

FUTURE LAND USE POLICIES AND STRATEGIES

State Goal

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

Local Goal

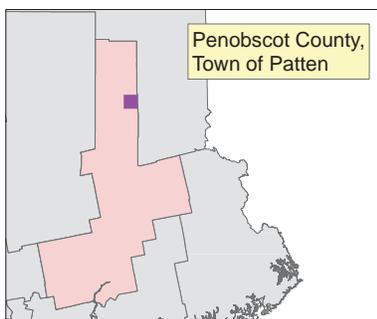
Encourage development in a manner that allows the cost effective and efficient use of our system of facilities and services and that helps support job creation and population growth.

| Policy | Strategy | Responsibility | Timeframe |
|--|--|-----------------------|-------------------|
| Coordinate the implementation of the Town’s future land use strategies with other local and regional planning efforts. | Develop a land use ordinance, creating two (2) districts, that guides land uses pursuant to the land use plan. | Planning Board | 2018-19 |
| | Update the Shoreland Zoning Ordinance as necessary and required. | Planning Board | On-going |
| | Update the Floodplain Management ordinance with the assistance of the Maine Department of Agriculture, Conservation, and Forestry. Update, if necessary, the Floodplain Management maps. | Planning Board | 2018 |
| | Update the Building Code to be consistent with the Maine Uniform Building and Energy Code. | Planning Board | 2018 |
| | Participate in all regional transportation planning initiatives including MaineDOT’s Capital Work Plan, Long Range Plan, and NMDC’s regional transportation efforts. | Town Officials | 2018 and On-going |
| | Participate in the hazard mitigation planning process with the Penobscot County Emergency Management Agency. | Town Officials | As needed |

| Policy | Strategy | Responsibility | Timeframe |
|---|---|--------------------------------|-------------------|
| | Implement local strategies described in the hazard mitigation section to enhance preparedness, response and reduce risks to persons and property. | Planning Board, Town Officials | 2018 and on-going |
| | Work with the Towns of Crystal and Stacyville to ensure consistent shoreland zoning standards for the protection of shared watersheds. | Planning Board | 2018 and on-going |
| | Continue to support ATV and Snowmobile Club efforts in trail development and Safety education through the Department of Conservation's Recreational Trail Program and the State Comprehensive Outdoor Recreation Plan. | Town Officials | On-going |
| Prioritize support for new development to the designated focus areas through financial investment in needed infrastructure. | Commit up to 75 percent of Patten's capital improvements expenditures into the designated growth area. | Town Officials | 2018 and On-going |
| | Assist land owners in the growth area that have vacant land for residential uses make that land attractive for future residents. This may include the assistance with road construction, sidewalk and access considerations, or other programs. | Town Officials | 2018 and On-going |
| | Apply for CDBG, and other funds for the revitalization of village area buildings. | Town Officials | 2018 and On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---|--|-------------------------------------|-------------------|
| | Develop a gateway program in the community making the first impression of Patten a positive impression. | Town Officials and MaineDOT | 2017-18 |
| | Seek funding for sidewalk and storm drain replacement or reconstruction in the more heavily populated area of the community. | Town Officials | 2019 |
| | Develop a diverse recreation program that appeals to a wide range of audiences. | Recreation Dept. and Town Officials | 2018 and On-going |
| | Enhance buffering, tree planting, and landscaping between commercial, industrial, and residential land uses. | Town Officials | On-going |
| Prioritize support for new development to the designated focus areas through financial investment in needed infrastructure. | Inventory present telecommunications infrastructure in Patten and attempt to determine future needs of potential business and industry. | Town Officials and Planning Board | 2018-19 |
| | Provide tax incentives to businesses wishing to locate in the downtown. | Town Officials | 2018 and On-going |
| | Work with the Penobscot County Soil and Water Conservation District to identify plots of land that qualify for organic farms. | Town Officials Planning Board | 2018 |
| | Market vacant farmland that qualifies as organic farmland to potential users. | Town Officials | On-going |
| | When possible, in accordance with the Capital Investment Plan, initiate public investment in parking and/or road construction and acceptance, in combination with availability of grant funding. | Town Officials and Planning Board | 2016 and on-going |

| Policy | Strategy | Responsibility | Timeframe |
|--|---|---|------------------------|
| | On a continuing basis, provide the Code Enforcement Officer (CEO) with the tools, training and support necessary to enforce the local ordinances and ensure that the CEO maintain current certification in accordance with 30-A M.R.S.A. § 4451. | Town officials and Code Enforcement | On-going |
| | Evaluate implementation of the Plan every 3-5 years by a checklist of strategies implemented, location and value of public infrastructure investment, reporting of development trends and identification of measures that protected critical natural resources. | Town officials and MaineDOT | 2019 and then On-going |
| Establish and maintain fair and efficient permitting procedures. | Any permitting procedures that may be developed in the future shall set forth a clear and efficient process for obtaining land use permits. Permit procedures should include municipal staff or Planning Board review, as appropriate, to insure fair and open permitting procedures. | Planning Board, CEO, Board of Selectmen | On-going |
| | Prior to the development of any land use ordinances or building permit procedures, provide outreach and education to the community regarding land use ordinances, permitting, different types of zoning, the role of Planning Boards, building codes, etc. | Board of Selectmen, Planning Board | 2018 and On-going |



Patten Air Photo

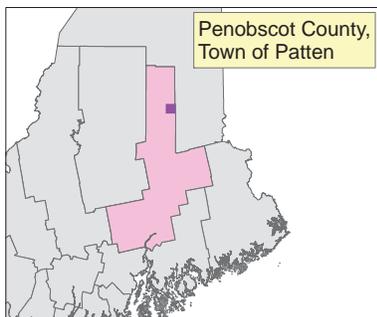
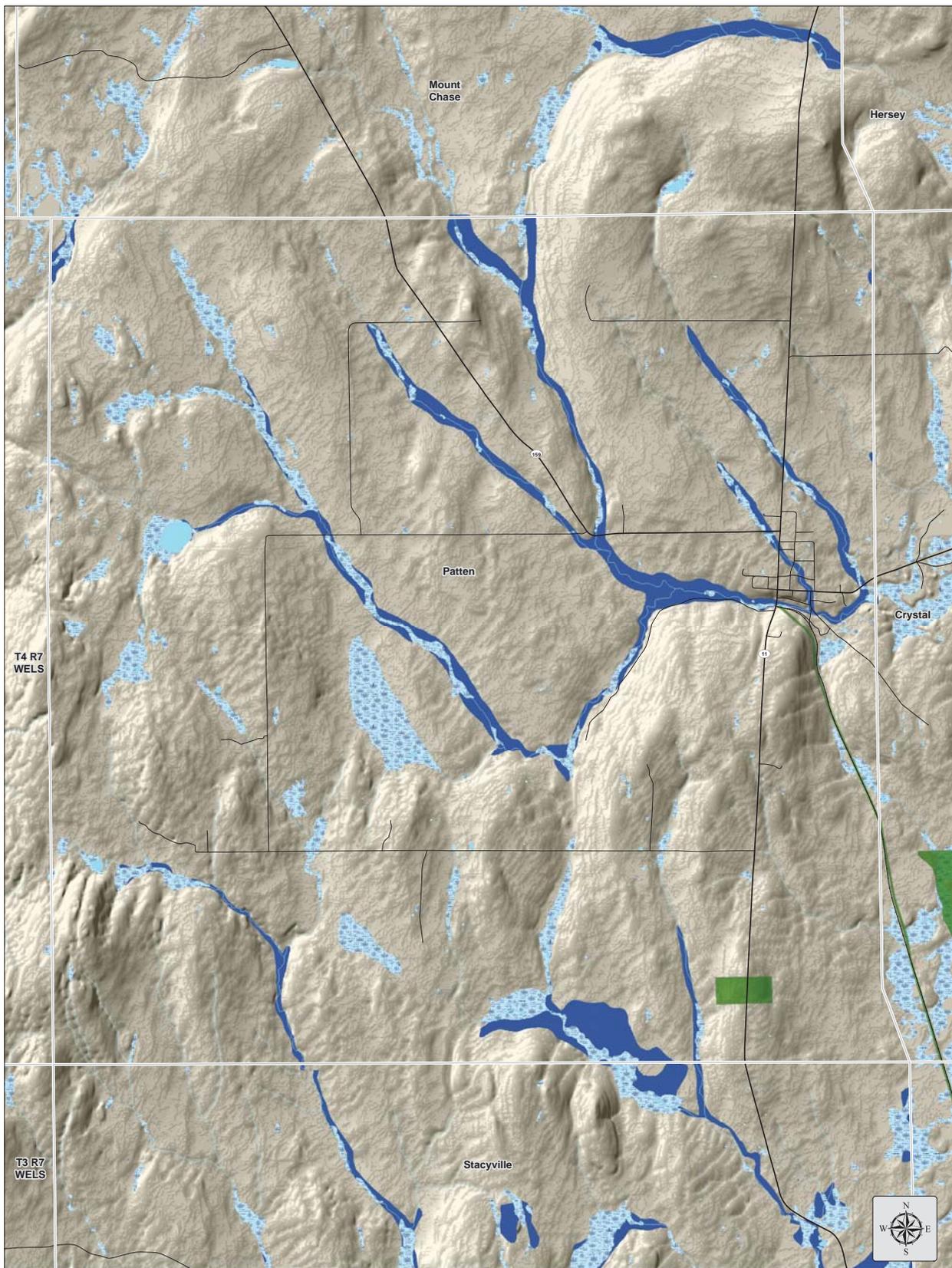
Aerial Photo: NAIP 2013

Source Data: USDA, MEGIS, Maine DACF
 Projection: UTM, NAD83, Zone 19, Meters
 Produced by: Municipal Planning
 Assistance Program, DACF
 May 2015



Legend

-  Municipal border



Patten Development Constraints

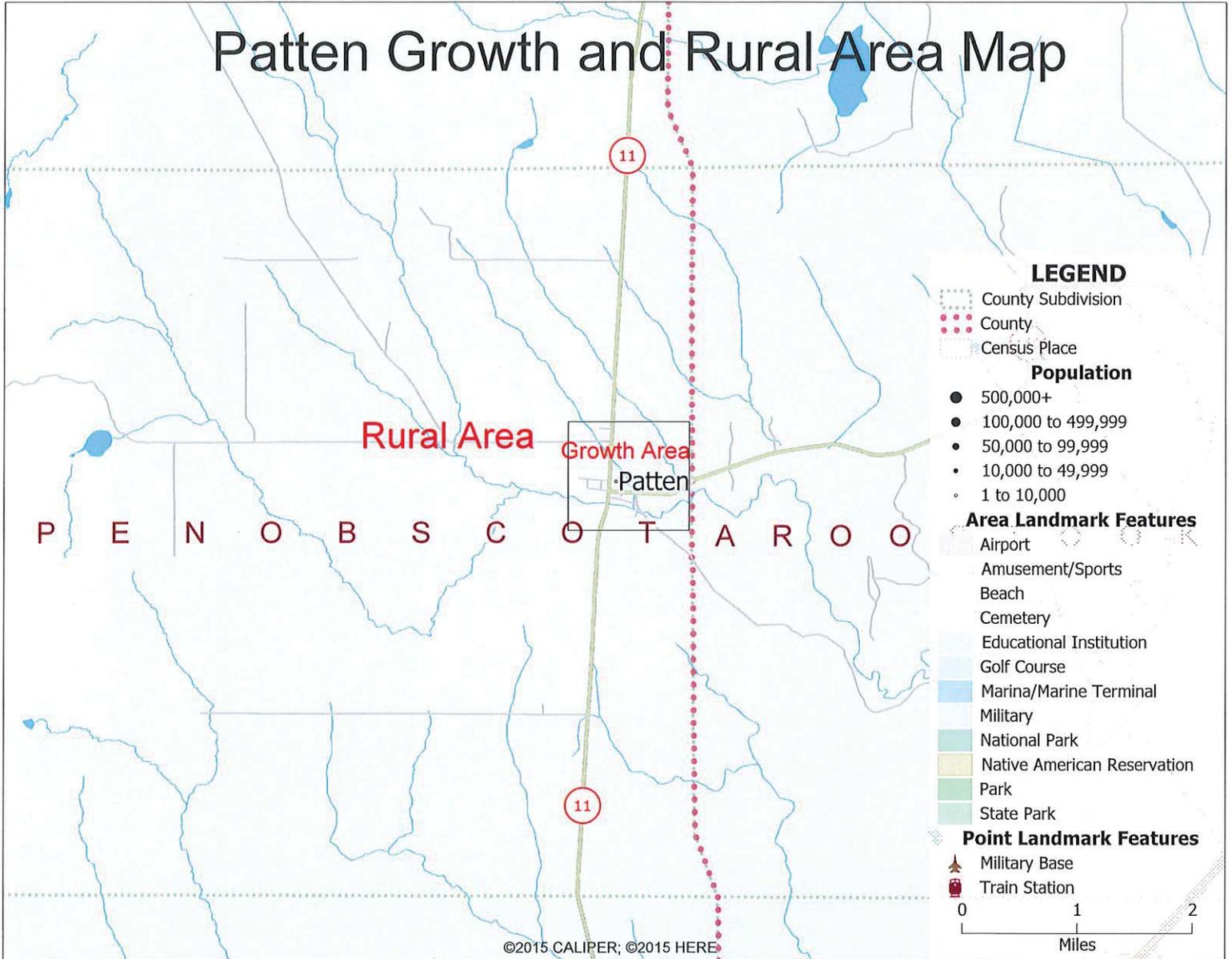
Source Data: USDA, MEGIS, Maine DACF
 Projection: UTM, NAD83, Zone 19, Meters
 Produced by: Municipal Planning
 Assistance Program, DACF
 May 2015



0 1 2 Miles

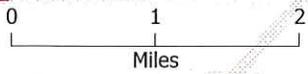
| Legend | |
|--------|---------------------|
| | Municipal border |
| | E911 Roads |
| | Secondary |
| | Local |
| | Railroad |
| | Conserved Lands |
| | River/Stream |
| | Waterbody |
| | Wetlands |
| | 100 year flood zone |

Patten Growth and Rural Area Map

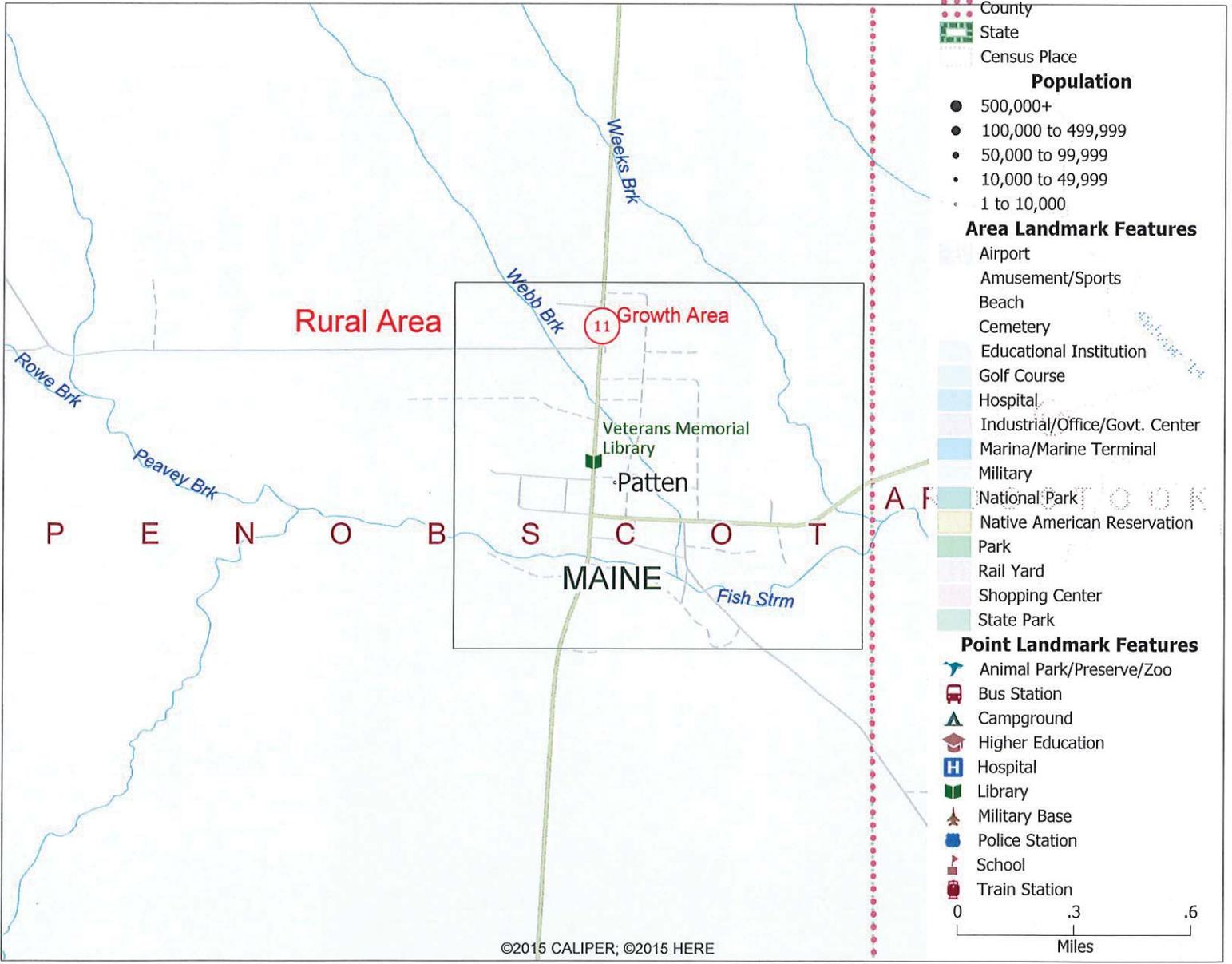


LEGEND

- County Subdivision
 - County
 - Census Place
- Population**
- 500,000+
 - 100,000 to 499,999
 - 50,000 to 99,999
 - 10,000 to 49,999
 - 1 to 10,000
- Area Landmark Features**
- Airport
 - Amusement/Sports
 - Beach
 - Cemetery
 - Educational Institution
 - Golf Course
 - Marina/Marine Terminal
 - Military
 - National Park
 - Native American Reservation
 - Park
 - State Park
- Point Landmark Features**
- Military Base
 - Train Station



©2015 CALIPER; ©2015 HERE



- County Subdivision
 - County
 - State
 - Census Place
- Population**
- 500,000+
 - 100,000 to 499,999
 - 50,000 to 99,999
 - 10,000 to 49,999
 - 1 to 10,000
- Area Landmark Features**
- Airport
 - Amusement/Sports
 - Beach
 - Cemetery
 - Educational Institution
 - Golf Course
 - Hospital
 - Industrial/Office/Govt. Center
 - Marina/Marine Terminal
 - Military
 - National Park
 - Native American Reservation
 - Park
 - Rail Yard
 - Shopping Center
 - State Park
- Point Landmark Features**
- Animal Park/Preserve/Zoo
 - Bus Station
 - Campground
 - Higher Education
 - Hospital
 - Library
 - Military Base
 - Police Station
 - School
 - Train Station
- 0 .3 .6
Miles

©2015 CALIPER; ©2015 HERE

*Fiscal Capacity
and
Capital Improvements*



Fiscal Capacity-General Fund Introduction

The Town of Patten, as with many other northern Maine towns, has had a shrinking population, resulting in a smaller tax base, however we are pleased to report that we have had a few Amish families move into our community and we are very pleased to have them. Town officials continually look to bring in new revenue sources to strengthen the revenue stream.

In 2015, a logging company closed leading to a significant impact on the personal property tax base. However, with the recent expansion of the Haymart mill in 2017 and other commercial real estate acquisition and renovations, the tax base is projected to increase in 2018. An indication of economic activity is in our real estate sales. There have been over \$3.8 million in real estate transfers between January 1, 2016 and June 30, 2017. Several of these properties have been on the market for some time.

Town officials are exploring changing the fiscal year from January to December to July 1 to June 30, to better align with the revenue stream. Taxes are mailed in July or August for the year that began in January but are working off cash balances from the prior two tax years. The Town's audited financial statement fund balances in December 2016 look good after four month of tax collections, but cash on hand is low by June 30 due to cash flow and outstanding unpaid taxes.

In the spring and early summer of 2016, the town faced challenges with cash flow and fund balance. An analysis showed that the Town had used over \$400k of the fund balance over the previous four (4) years. This fact had not been fully appreciated, again because the focus of discussions around fund balances in the past had been on the status as of December 31 year end. These issues had existed in prior years but were more acute in 2016 because of the cash flow caused by unpaid taxes, the accumulated consequence of the use of fund balance, and because of increases to the homestead exemption in 2016 and the county and school costs.

To meet the pressing need at the end of June 2016, the town liquidated a Certificate of Deposit and savings account to help pay obligations on time. The town's general fund also borrowed \$40,000 from the ambulance fund to cover the July 2016, school obligation which was paid back as soon as the 2016 tax receipts started to come in.

Because of these issues as well as the estimated mil rate, a special town meeting was held in August 2016 to approve budget cuts of \$75,000 along with the decision to use less of the excise tax revenue to offset property taxes and to increase the fund balance.

This decision has put the town on a much better financial footing for 2017 and beyond. Town officials have worked to improve dunning activities on unpaid 2015 and 2016 taxes and increased the personal property tax program. The Town Manager was able to commit the 2017 taxes ten (10) calendar days earlier than in 2016. Town officials accelerated the lien process for the 2016 taxes to post them as soon as the law allows. All of these purposeful actions are designed to help the financial position of the town.

A direct result of these activities, the town paid three years of unpaid water hydrant rental fees and the current year rental, a total of \$116,000, to the water fund. Those funds will help the water fund cover the cost of the Webb Brook water main project in 2017 and 2018.

The Town Manager is actively working to provide better and timelier information to the Board of Selectmen as well as increase transparency on financial issues facing the town.

One factor which affected 2016 and will also affect 2017, is homestead exemptions which has increased for a second year in a row, \$10,000 to \$15,000 in 2016 and \$15,000 to \$20,000 in 2017. This had and will continue to have a large impact on mil rates statewide. In 2018, the reimbursement rate to towns is scheduled to increase from 50% to 62.5%, which will help offset the burden of this increase to the homestead exemptions.

Patten is looking to other sources of funding, such as grants, low interest loans, or tax anticipated notes, to help offset this shortfall. As stated above, town officials are also studying whether to go to a July/June fiscal year to allow for a stronger cash flow. This comprehensive plan is a critical part of that plan, to allow the Town of Patten to qualify for grants and other funding sources.

Valuation Ratio

The valuation ratio to state valuation was analyzed for the past five years, from 2012 thru 2016. The assessed valuations were taken from The Town of Patten's audited financial statements and represents the net assessed value after exempt property has been deducted. The following charts show the impact of conducting a complete revaluation of all real estate since 1985. The second chart shows that outstanding receivables were down in 2016 from 2015, giving an indication that the efforts of the Board of Selectmen and Town Manger are beginning to stabilize the town's finances.

There was an effort by Selectmen and the Town Manager to complete a revaluation of all town real estate. Funds were asked for in the 2017 and 2018 budgets but were not approved by voters at the 2017 Annual Town Meeting. In the near future, a complete revaluation needs to be completed to bring the ratio from its current level to 100 percent. This will ensure that valuations across the Town are equitable and that the town's valuation is equal to that of the State's. Maine Revenue Services (MRS) recommends that towns complete revaluations every ten years, and must revalue if the ratio falls below 70%. While land values were doubled in 2015 and Patten's ratio is above the 70 percent threshold, MRS recommended that we do a complete revaluation.

| YEARS | PATTEN ASSESSMENT | STATE VALUATION | RATIO | | | | |
|----------------------|--------------------------------------|-----------------------------------|--|--------------------------|---------------------------|--|--|
| 2016 | 34,104,203 | 38,250,000 | 89.16 | | | | |
| 2015 | 35,986,393 | 38,150,000 | 94.32 | | | | |
| 2014 | 29,441,818 | 37,200,000 | 79.14 | | | | |
| 2013 | 29,789,357 | 38,250,000 | 77.88 | | | | |
| 2012 | 29,692,782 | 38,250,000 | 77.62 | | | | |
| YEAR | ASSESSED VALUE ON REAL ESTATE | ASSESSED PERSONAL PROPERTY | TOTAL ASSESSMENT | ASSESSED TAX RATE | ASSESSMENT | OUTSTANDING PROPERTY TAX RECEIVABLE | |
| 2016 | \$32,852,180 | \$1,252,180 | \$34,104,203 | 26.60 | \$907,172 | \$243,181 | |
| 2015 | \$33,592,405 | \$1,503,988 | \$35,096,393 | 21.70 | \$761,592 | \$343,070 | |
| 2014 | \$27,987,027 | \$1,454,791 | \$29,441,818 | 24.00 | \$706,604 | \$321,758 | |
| 2013 | \$27,750,210 | \$2,039,147 | \$29,789,357 | 23.50 | \$700,050 | \$298,421 | |
| 2012 | \$27,479,288 | \$2,213,494 | \$29,692,782 | 24.00 | \$712,627 | \$247,075 | |
| 2011 | \$27,827,400 | \$2,673,808 | \$30,501,208 | 23.25 | \$709,154 | \$225,148 | |
| 2010 | \$27,803,132 | \$2,667,646 | \$30,470,778 | 22.25 | \$677,974 | \$243,181 | |
| 2009 | \$27,202,862 | \$2,938,270 | \$30,141,132 | 23.00 | \$693,246 | \$343,070 | |
| 2008 | \$26,651,302 | \$2,777,306 | \$29,428,608 | 23.30 | \$685,686 | \$321,758 | |
| 2007 | \$26,660,991 | \$2,886,334 | \$29,547,325 | 21.30 | \$629,358 | \$298,421 | |
| TOTAL | \$285,806,797 | \$22,406,807 | \$308,213,604 | 232.90 | \$7,183,463 | \$2,885,803 | |
| 10 YR AVERAGE | AVERAGE REAL ESTATE | AVERAGE PERSONAL PROPERTY | AVERAGE ON REAL ESTATE /PER. PROP | AVERAGE TAX RATE | AVERAGE ASSESSMENT | AVERAGE PROPERTY RECEIVABLE | |
| | \$28,580,680 | \$2,240,680 | \$30,821,360 | 23.29 | \$718,346 | \$288,508 | |

Property tax values increased in 2015 as Patten applied a factor to double the land valuation. That decision helped to increase the assessment for tax years 2015, however there was a slight decrease again in 2016. The taxable base is shrinking as some old properties have been demolished and not re-built as the population has been declining.

Patten has subsidized the shortfall of property tax revenues with a portion of excise tax revenues to balance the general fund budget, for at least 15 years keeping the mil rate from being as high as it might have been otherwise. However, this also meant that these funds were not available for road maintenance or improvements projects. Excise tax revenues are listed on the revenue analysis table and in the table below this paragraph. Excise tax revenues represent approximately on average 15 percent of total revenue or funding sources. Property tax revenues represent 58 percent of total revenue or funding sources.

Patten Excise Tax Revenues

| Year | Motor Vehicle | Boat | Total | Change | Amount Used to Offset Taxes | Article |
|-------|---------------|---------|-------------|-----------|-----------------------------|---------|
| 2002 | | | \$182,645 | | \$152,000 | 34 |
| 2003 | | | \$188,301 | \$5,656 | \$155,000 | 30 |
| 2004 | | | \$203,915 | \$15,614 | \$160,000 | 31 |
| 2005 | | | \$200,214 | -\$3,701 | \$165,000 | 32 |
| 2006 | | | \$183,045 | -\$17,169 | \$165,000 | 29 |
| 2007 | | | \$195,607 | \$12,562 | \$165,000 | 33 |
| 2008 | | | \$188,573 | -\$7,034 | \$175,000 | 31 |
| 2009 | | | \$184,348 | -\$4,225 | \$165,000 | 30 |
| 2010 | | | \$180,097 | -\$4,251 | \$170,000 | 32 |
| 2011 | | | \$175,357 | -\$4,740 | \$170,000 | 37 |
| 2012 | \$163,588 | \$9,009 | \$172,597 | -\$2,760 | \$170,000 | 34 |
| 2013 | \$182,885 | \$1,103 | \$183,988 | \$11,391 | \$165,000 | 33 |
| 2014 | \$185,812 | \$1,139 | \$186,951 | \$2,963 | \$170,000 | 31 |
| 2015 | \$184,076 | \$1,115 | \$185,191 | -\$1,760 | \$180,000 | 33 |
| 2016 | \$188,867 | \$1,144 | \$190,011 | \$4,820 | \$50,000 | 18 |
| Total | | | \$2,800,840 | | \$2,377,000 | |
| 2017* | \$127,884 | \$2,325 | \$130,209 | | \$88,000 | 35 |

* through August 25, 2017
 Source: Town of Patten, 2017

Per Capita Taxes

Using the 2010 US Census population figure from the demographics section (page 4) for Patten of 1,017 and yearly property tax data, it is estimated that the property tax spending per capita on a five- year average totaled \$745.00.

Patten wants to encourage more industries to move to town to reduce our per capita tax rate. It should be noted that when reviewing this data, the 2016 assessment was higher expressly to add money back into the general fund balance.

| Patten Per Capita Tax 2016-2012 | PROPERTY TAX LEVY | PER CAPITA TAX |
|--|--------------------------|-----------------------|
| 2016 | \$907,172 | \$892 |
| 2015 | \$761,592 | \$750 |
| 2014 | \$706,604 | \$695 |
| 2013 | \$700,050 | \$688 |
| 2012 | \$712,627 | \$701 |
| Average | \$757,609 | \$745 |

Source: Town of Patten, 2017

The Town’s ongoing goal is to explore other revenue sources and increase our population by marketing the possibilities that are available to entrepreneurs that want to relocate to Patten for organic farming, recreational businesses that focus on our great outdoors and other opportunities related to the woods and forest industries.

Patten’s Municipal Finances General Government

The following sections present the General Fund revenues, expenditures, and change in fund balance for the past ten years. The enterprise funds will not be presented below as those revenues are business-type funds and those enterprises will be in other sections of the comprehensive plan.

The earlier four years from 2007 through 2010 were presented in a different format, by another audit firm, however the totals are still reflective of actual revenues and expenditures for the Town of Patten for year 2007 through 2016.

The audit for 2011 thru 2016 was done by the same auditing firm and there may be a classification differences from the prior presentation, however the total revenues and expenditures are accurate.

| Years | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | Total |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Gen Fund Revenues | | | | | | | | | | | |
| Property Taxes | \$907,172 | \$763,568 | \$712,754 | \$704,220 | \$709,553 | \$709,286 | \$644,190 | \$691,260 | \$625,310 | \$601,721 | \$7,069,034 |
| Excise Taxes | \$190,011 | \$185,192 | \$186,951 | \$183,968 | \$181,427 | \$175,357 | \$180,097 | \$184,348 | \$188,573 | \$195,601 | \$1,851,525 |
| State Revenue | \$157,323 | \$140,626 | \$126,027 | \$203,400 | \$178,928 | \$109,993 | \$82,670 | \$106,837 | \$92,457 | \$127,284 | \$1,325,545 |
| Other Revenues | \$90,274 | \$129,254 | \$188,482 | \$126,203 | \$138,945 | \$121,768 | \$251,020 | \$215,770 | \$258,554 | \$187,614 | \$1,707,884 |
| Reserves | | | | | | \$69,000 | | | | \$13,011 | \$82,011 |
| Carry-forwards | | | | | | \$15,736 | | | | | \$15,736 |
| Fund Balance | | | | | \$101,133 | \$26,000 | | | | | \$127,133 |
| Debt | | | | | | | | | \$23,133 | | \$23,133 |
| GF Total Revenues | \$1,344,780 | \$1,218,640 | \$1,214,213 | \$1,217,791 | \$1,309,986 | \$1,227,140 | \$1,158,005 | \$1,198,214 | \$1,188,028 | \$1,112,258 | \$12,189,055 |

GENERAL FUND REVENUE ANALYSIS

Property tax revenues represent an average of 58 percent of total revenues from 2007 through 2016. The Town of Patten lost one large commercial property in 2010 from the tax base. This same property was sold and in 2014 a new business called Haymart started their start-up phase.

Property tax revenue has remained fairly stable over the past five years, however the increase in the mil rate for 2016 increased property tax revenue by an additional \$143,604. In 2015, with the doubling of land valuation, the property tax revenue increased by \$50,814.

Again, the change in the homestead exemption had a major impact on the increase for both 2016 and 2017, removing more than \$1,500,000 from the denominator of the mil rate calculation and 2016 had the purposeful replenishing of the general fund.

| Years | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | Total |
|----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| General Fund Expenditures | | | | | | | | | | | |
| Education | 459,171 | 440,892 | 429,291 | 439,599 | 452,969 | 422,676 | 391,824 | 424,479 | 419,839 | 377,142 | 4,257,882 |
| General Govern. | 213,161 | 198,731 | 206,043 | 198,118 | 186,453 | 152,994 | 156,507 | 148,007 | 157,716 | 126,284 | 1,730,249 |
| Public Safety | 97,240 | 126,581 | 120,040 | 115,912 | 114,563 | 99,554 | 123,869 | 110,542 | 125,662 | 109,187 | 1,243,150 |
| Public Works | 204,355 | 238,071 | 290,625 | 371,871 | 420,597 | 282,790 | 303,487 | 255,548 | 263,223 | 279,765 | 2,910,332 |
| Sanitation | 50,016 | 45,310 | 41,243 | 42,005 | 39,302 | 40,622 | 41,194 | 36,442 | 36,434 | 36,139 | 408,707 |
| County Tax | 49,118 | 48,157 | 46,674 | 46,933 | 44,276 | 44,913 | 45,126 | 44,714 | 43,431 | 43,263 | 456,605 |
| Culture/ Recreation | 82,978 | 117,256 | 87,485 | 54,251 | 57,264 | 71,055 | 126,747 | 123,742 | 100,441 | 94,401 | 911,980 |
| Cemetery | 13,531 | 32,745 | 16,408 | 12,772 | 14,818 | 12,980 | 10,859 | 10,017 | 8,176 | 2,278 | 134,584 |
| Unclassified | 10,329 | 11,100 | 9,854 | 31,510 | 39,204 | 41,963 | 6,541 | 33,614 | 24,484 | 32,643 | 241,242 |
| Total G F Expenditures | 1,179,899 | 1,258,843 | 1,247,663 | 1,312,971 | 1,369,446 | 1,169,547 | 1,206,154 | 1,187,105 | 1,165,641 | 1,097,462 | 12,194,731 |

Source: Town of Patten, 2017

GENERAL FUND EXPENDITURE ANALYSIS

- Expenditures totaled on a ten-year average \$1,219,473.
- Education averaged \$425,788 which represents 35 percent of total expenditures.
- Public safety on averaged \$114,315, representing 9 percent of the total expenditures. This includes the Fire Department and other safety expenses.
- Public works represents all highway costs, road maintenance and snow removal. The ten-year average of public works expenditures was \$291,033 or 24 percent of total expenditures.
- General government expended on average \$173,025 or 14 percent of total expenditures.
- These four categories of expenditures represent 82 percent of total expenditures. Due to economic conditions, there have been many increases in costs for wages, fringe benefits, education, fuel and all other categories shrinking our purchasing power.
- Revenues have remained constant while costs have been steadily increasing. This has required the need to explore other revenue options. Patten feels that with the comprehensive plan we will move forward into the future and will apply for various grants to help stimulate our local economy.

GENERAL FUND UNDESIGNATED FUND BALANCE

The following table shows undesignated fund balance for 2007 to 2016. In 2007, the undesignated fund balance was \$590,309 declining to \$433,385 in 2016. The Town of Patten previously had a capital account with approximately \$262,189 reserved for a new town office.

Due to the economic downturn, the Board of Selectmen decided to use the capital projects monies to fund Baker Brook (highway project) for \$101,133 rather than to apply for a loan in 2012.

For 2013 the balance of the Capital Projects money was transferred to the general fund and approximately \$140,000 was used to build the new Town Garage leaving approximately \$25,870 reserves for the municipal building.

The capital projects fund helped subsidize the town budget for 2012 and 2013, therefore keeping the mil rate stable. For future years if revenue remains constant it will be necessary to make budget cuts or find new ways to stimulate our economy.

| YEARS | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Gen. Fund EXCESS Rev EXPEND. | \$164,881 | -\$40,203 | -33,450 | -95,180 | -59,460 | 57,593 | -48,149 | 11,109 | 22,387 | 14,796 |
| RESERVES | | | -650 | | | | 20,000 | 400 | 16,463 | 52,674 |
| TRANSFERS | -\$144,531 | | | 161,058 | | | -39,734 | -14,419 | -15,318 | -15,322 |
| OTHER | -\$103,974 | | | | | | | | -15,747 | -24,341 |
| EXCESS | \$83,624 | -40,203 | -34,100 | 65,878 | -59,460 | 57,593 | -67,882 | -2,910 | 7,785 | 27,806 |
| BEG FUND BALANCE | \$517,009 | 557,212 | 591,312 | 525,434 | 584,894 | 527,302 | 595,184 | 598,094 | 590,309 | 562,503 |
| END F. Bal. BALANCE | \$433,385 | 517,009 | 557,212 | 591,312 | 525,434 | 584,894 | 527,302 | 595,184 | 598,094 | 590,309 |

Ambulance Fund

The town's ambulance service is run as an enterprise fund rather than as a general fund department. The department learned well the benefits of providing transports between hospitals and the fund balance grew for that part of the operation. Revenues are down because of fewer runs, and other ambulance services are also providing transport services.

The Patten Ambulance Service subsidized the education of an individual to go to Paramedic school who was then, in turn, hired as a paramedic. With the addition of this second paramedic, there is a probability that the ambulance service should be able to respond to calls they have been unable to take in the past.

Ambulance Fund

| Operating Revenues | Charges for Services | Miscellaneous |
|--------------------|----------------------|---------------|
| 2016 | \$333,088 | |
| 2015 | \$424,750 | |
| 2014 | \$505,256 | |
| 2013 | \$494,495 | |
| 2012 | \$487,950 | \$4,262 |
| 2011 | \$664,378 | |
| 2010 | \$617,850 | \$1,080 |
| 2009 | \$501,916 | |
| 2008 | \$620,326 | \$100 |
| 2007 | \$313,494 | \$1,131 |

Source: Town of Patten, 2017

Operating expenses are primarily salaries, benefits, and vehicle costs.

Ambulance Operating Expenses

| Operating Expenses | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|
| Wages | 234,645 | 251,317 | 263,728 | 253,414 | 249,263 | 232,654 | 224,025 | 240,386 | 246,137 | 191,657 |
| Insurance | 25,437 | 32,720 | 33,607 | 24,889 | 23,579 | 21,849 | 21,754 | 20,155 | 18,169 | 16,678 |
| Train/Ed | 12,000 | 14,416 | 566 | 925 | 1,637 | 491 | | 2,373 | 6,145 | 706 |
| Supplies | 8,321 | 18,147 | 8,323 | 9,510 | 15,307 | 10,308 | 37,597 | 26,520 | 16,250 | 1,886 |
| Maint. Repairs Services | 12,978 | 1,507 | 26,444 | 31,710 | 26,477 | 30,671 | 29,906 | 23,524 | 31,755 | 37,231 24,183 |
| Office | 1,170 | 1,695 | 241 | 2,029 | 680 | 1,004 | 1,154 | 3,968 | 6,509 | 7,625 |
| Utilities | 5,333 | 9,875 | 4,104 | 9,763 | 4,741 | 8,820 | 6,983 | 7,118 | 8,974 | 5,132 |
| Fuel | 10,878 | 22,339 | 32,294 | 30,297 | 30,553 | 32,881 | 25,356 | 21,845 | 38,161 | 21,235 |
| Payroll Taxes | 18,147 | 5,367 | 20,607 | 20,288 | 20,045 | 19,491 | 19,122 | 17,384 | 20,531 | 14,752 |
| Depreciation | 41,481 | 41,422 | 41,481 | 40,162 | 39,675 | 39,022 | 39,879 | 39,762 | 31,776 | 31,049 |
| Contract Services | 16,579 | 14,678 | 27,988 | 21,708 | 24,886 | 27,048 | 8,052 | 7,010 | 6,833 | 5,298 |
| Misc. | 986 | | 923 | 1,373 | 960 | 91 | 4,662 | 3,478 | 6,691 | 5,390 |
| Interest Revenue | 1,266 | 1,165 | 1,054 | 856 | 3,164 | 5,334 | 2,620 | 2,971 | 10,526 | 18,559 |
| Sale of Fixed Assets | | | | | | | | | | 1,500 |
| Grant Rev | | | | | | | | | | |
| Bad Debt Expense | 109,000 | | | | | | | | 32,169 | 23,520 |

| | | | | | | | | | | |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|---------|----------|
| Income/ Loss | (162,601) | 12,432 | 46,004 | 49,283 | 57,573 | 245,382 | 203,060 | 91,364 | 160,852 | (51,660) |
| Transfers In/Out | 3,410 | | | | | | | | | |
| Change in Net Assets | (159,191) | 12,432 | 46,004 | 49,283 | 57,573 | 245,382 | 203,060 | 91,364 | 160,852 | (51,660) |
| Total Net Assets Jan 1 | 1,519,605 | 1,507,173 | 1,461,169 | 1,411,886 | 1,354,313 | 1,108,931 | 905,871 | 814,507 | 653,655 | 705,315 |
| Total Net Assets Dec 31 | 1,360,414 | 1,519,605 | 1,507,173 | 1,461,169 | 1,411,886 | 1,354,313 | 1,108,931 | 905,871 | 814,507 | 653,655 |

Sewer Fund

The sewer fund represents a real challenge for the town as it is being run as an enterprise fund but it has lost money each year since it began operation in 1991. These shortfalls have forced the Town to address a number of issues (located in the Public Facilities and Services section) such as rates, adding customers, capitalization options, bonding the replacement of aging lagoon liners, and looking at revenue streams from harvesting wood on the sewer fields off Lovejoy Road.

| Operating Revenues | Charges for Services | Miscellaneous |
|---------------------------|-----------------------------|----------------------|
| 2016 | \$25,074 | |
| 2015 | \$25,355 | |
| 2014 | \$26,298 | |
| 2013 | \$27,131 | |
| 2012 | \$28,882 | \$15,791 |
| 2011 | \$27,448 | \$760 |
| 2010 | \$26,985 | |
| 2009 | \$29,248 | \$63 |
| 2008 | \$33,528 | \$2,687 |
| 2007 | \$31,676 | \$88 |

Source: Town of Patten, 2017

Sewer Operating Expenses

| | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 |
|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Wages | \$11,995 | \$7,168 | \$11,046 | \$12,299 | \$9,713 | \$11,487 | \$7,287 | \$5,957 | \$4,177 | \$5,531 |
| Insurance | \$1,752 | \$878 | \$1,652 | \$1,324 | \$4,164 | \$4,015 | \$3,772 | \$3,811 | \$3,744 | \$1,181 |
| Train/Ed | \$319 | \$793 | \$85 | \$147 | \$317 | \$137 | \$23 | \$45 | \$45 | \$105 |
| Supplies | \$828 | \$617 | \$617 | \$501 | \$736 | \$1,150 | \$484 | \$736 | \$1,538 | \$934 |
| Repair Services | \$10,953 | \$7,419 | \$7,419 | \$7,506 | \$9,753 | \$12,234 | \$2,232 | \$12,459 | \$2,836 | \$2,972 |
| Maintenance | | | | | | | | | | \$1,987 |
| Office | \$33 | \$402 | \$847 | \$545 | \$383 | \$423 | \$251 | \$736 | \$787 | \$1,275 |
| Utilities | \$5,148 | \$5,377 | \$5,810 | \$5,666 | \$4,829 | \$8,088 | \$6,187 | \$6,831 | \$8,229 | \$6,427 |
| Fuel | \$596 | \$505 | \$1,037 | \$517 | \$854 | \$463 | \$758 | \$287 | \$85 | \$209 |
| Payroll Taxes | \$637 | \$3,593 | \$698 | \$722 | \$683 | \$740 | \$554 | \$487 | \$387 | |
| Depreciation | \$68,737 | \$68,308 | \$68,308 | \$68,308 | \$68,308 | \$68,454 | \$68,332 | \$68,532 | \$68,532 | \$68,532 |
| Contracted Services | \$5,460 | \$6,757 | \$5,850 | \$5,450 | \$5,878 | \$3,800 | \$9,949 | \$10,353 | \$8,200 | \$7,386 |
| Miscellaneous | \$2,093 | \$360 | \$1,824 | \$55 | \$583 | \$2,352 | \$1,505 | \$691 | \$659 | \$741 |
| Interest Exp | | | | | | | \$1,483 | \$1,249 | \$2,814 | \$3,467 |
| Interest Rev | \$6 | \$10 | \$21 | \$21 | \$31 | \$43 | \$58 | \$73 | \$243 | \$422 |
| Grant Rev | \$12,000 | | | | | | | | | |
| Income/Loss | -\$71,477 | -\$76,812 | -\$78,874 | -\$75,888 | -\$61,497 | -\$86,092 | -\$75,774 | -\$83,790 | -\$65,575 | -\$68,561 |

| | | | | | | | | | | | | |
|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Transfers In/Out | \$163,878 | | | | | | | | \$15,310 | \$14,419 | \$15,318 | \$15,322 |
| Change in Net Assets | \$92,401 | -\$76,812 | -\$78,874 | -\$75,888 | -\$61,497 | -\$86,092 | -\$60,464 | -\$69,371 | -\$50,257 | -\$53,238 | -\$53,238 | |
| Total Net Assets Jan 1 | \$1,162,595 | \$1,239,406 | \$1,318,280 | \$1,394,168 | \$1,455,665 | \$1,541,757 | \$1,602,221 | \$1,671,592 | \$1,721,849 | \$1,775,087 | \$1,721,849 | \$1,775,087 |
| Total Net Asset Dec 31 | \$1,254,996 | \$1,162,594 | \$1,239,406 | \$1,318,280 | \$1,394,168 | \$1,455,665 | \$1,541,757 | \$1,602,221 | \$1,671,592 | \$1,721,849 | \$1,671,592 | \$1,721,849 |

FISCAL CAPACITY-WATER FUND

The water fund has more customers than the sewer fund and it has the water hydrant rental revenue stream from the general fund. As such, it is doing well financially. The town is overdue to review its rate structure. And the town office has not increased the administrative fees for water, sewer, ambulance in more than ten years. This too should be reviewed during this comprehensive plan's life.

| Operating Revenues | Charges for Services | Miscellaneous |
|---------------------------|-----------------------------|----------------------|
| 2016 | \$85,031 | |
| 2015 | \$84,845 | |
| 2014 | \$86,772 | \$4,000 |
| 2013 | \$87,718 | \$108 |
| 2012 | \$100,004 | \$2,418 |
| 2011 | \$90,783 | \$124 |
| 2010 | \$88,751 | \$10,654 |
| 2009 | \$91,471 | \$43 |
| 2008 | \$95,364 | \$77 |
| 2007 | \$92,359 | \$138 |

Source: Town of Patten, 2017

Water Operating Expenses

| | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 |
|-------------------------------------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|
| Wages | \$11,377 | \$12,100 | \$13,962 | \$12,944 | \$10,420 | \$12,574 | \$15,326 | \$13,881 | \$13,582 | \$14,744 |
| Insurance | \$2,475 | \$2,125 | \$3,439 | \$2,811 | \$5,565 | \$5,390 | \$5,001 | \$5,212 | \$3,933 | \$1,147 |
| Train/Ed | \$121 | \$2,061 | \$161 | \$148 | \$112 | \$644 | \$468 | \$15 | \$80 | \$405 |
| Supplies | | \$969 | \$9,850 | \$8,670 | \$940 | \$3,198 | \$4,347 | \$11,309 | \$3,210 | \$3,728 |
| Maintenance and Repair and Services | \$6,728 | \$3,452 | \$3,452 | \$5,404 | \$55,658 | \$573 | \$527 | \$448 | \$645 | \$1,997 |
| Office | \$385 | \$1,103 | \$979 | \$1,830 | \$684 | \$714 | \$1,026 | \$2,527 | \$2,448 | \$2,183 |
| Utilities | \$5,286 | \$5,653 | \$7,265 | \$4,700 | \$6,448 | \$11,072 | \$7,518 | \$8,256 | \$9,642 | \$8,383 |
| Fuel | \$595 | \$474 | \$828 | \$618 | \$997 | \$378 | \$440 | \$400 | \$549 | \$738 |
| Payroll Taxes | \$4,618 | \$1,330 | \$899 | \$814 | \$900 | \$908 | \$1,024 | \$1,001 | \$937 | |
| Depreciation | \$49,311 | \$49,382 | \$49,593 | \$49,593 | \$49,593 | \$49,739 | \$50,110 | \$50,347 | \$50,347 | \$50,347 |
| Contracted Services | \$5,325 | \$8,000 | \$4,700 | \$5,050 | \$10,059 | \$2,200 | \$6,235 | \$3,795 | \$7,104 | \$6,400 |
| Miscellaneous | \$3,319 | \$17 | \$74 | \$1,222 | \$2,693 | \$3,172 | \$3,019 | \$208 | \$780 | \$994 |
| Interest Rev | \$85 | \$105 | \$114 | \$94 | \$199 | \$327 | \$397 | \$460 | \$2,433 | \$6,567 |
| Interest Exp | -\$5,059 | -\$6,367 | -\$5,428 | -\$6,277 | -\$7,838 | -\$12,029 | -\$12,863 | -\$13,544 | -\$15,498 | -\$14,807 |

| | | | | | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-------------|-------------|-------------|-------------|
| Income/Loss Before Trans & Contributions | -\$9,482 | -\$8,083 | -\$9,744 | -\$12,133 | -\$49,313 | -\$11,357 | -\$17,692 | -\$18,967 | -\$10,890 | -\$6,809 |
| Transfers In/Out | -\$22,757 | | | | | | -\$2,909 | | | |
| Change in Net Assets | -\$32,239 | -\$8,083 | -\$9,744 | -\$12,133 | -\$49,313 | -\$11,357 | -\$20,601 | -\$18,967 | -\$10,890 | -\$6,809 |
| Total Net Assets Jan 1 | \$898,457 | \$906,544 | \$916,287 | \$928,392 | \$977,705 | \$989,062 | \$1,009,663 | \$1,028,630 | \$1,039,520 | \$1,046,329 |
| Total Net Assets Dec 31 | \$866,218 | \$898,461 | \$906,543 | \$916,287 | \$928,392 | \$977,705 | \$989,062 | \$1,009,663 | \$1,028,630 | \$1,039,520 |

Analyses

Patten has fiscal strength in its net valuation growth but may not be capturing that growth by keeping up with its real estate valuation. While oftentimes perceived as painful, keeping up with valuations will enable the town to fund future capital investments through a combination of grants and reserve funds from tax revenues. One measure of how aggressively the town is taxing property owners is based on what percentage that the town's valuation is to the State calculated full valuation of the town. Eighty percent of full valuation is the minimum that Maine Revenue Services likes to see for municipal valuations. The town's average net valuation from 2012-16 was 83.6% of the State's full valuation.

Municipal department operating expenditures have increased but not substantially over the last five years. In many respects, this is a huge accomplishment considering that real operating cost increases since 2005 have been in the order of 20-30%. However, this fiscal conservatism can also come with a price in terms of maintenance and services reductions. Maintenance reductions will always catch up with the operator and usually become a greater expense than if completed on an ongoing basis. Any proposed reduction in services may find Patten at a crossroads between saving funds in the near term but putting at risk the community's quality of life and desirability as a place to live. These are attributes which took the community decades to build. Town officials, and residents, need to be vigilant of the risks and be aggressive in pursuing opportunities to create jobs, build population and generate new revenues.

**FISCAL CAPACITY
Goals, Policies, and Strategies**

State Goal

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

Local Goal

Maintain and improve our fiscal capacity in a manner that allows us to make cost effective and efficient investments in the facilities and services required to support job creation and population growth.

| Policy | Strategy | Responsibility | Timeframe |
|--|--|-----------------------|------------------|
| Maintain a reasonable property tax obligation. | Complete a full revaluation of all properties in Patten. | Town Officials | 2017 |
| | Study the option of changing the Town’s Fiscal Year to a July/June Fiscal year. | Town Officials | 2017 |
| | Continue to assess new construction according to the revaluation base year | Town Officials, | On-going |
| | Research opportunities to discontinue ownership or maintenance of existing rural roads with limited use based on traffic counts. Propose modest property tax reductions for owners affected by road abandonment. | Town Officials | On-going |
| | Over the long term, manage for a local net assessed valuation of 90% or above compared to the State’s full valuation. | Town Officials | On-going |
| | Advocate for required fiscal impact analysis of all State incentive programs that result in revenue losses to municipalities. | Town Officials | On-going |
| | Continue to make annual contributions to a reserve fund for a town wide revaluation. | Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|---------------|---|-------------------------------------|-------------------|
| | Initiate public communication on efforts and methods used by municipal departments to control operating expenditures | Town Officials | 2017 |
| | Complete a comprehensive review of existing fee structures for all departments, review periodically and adjust fees as necessary | Town Officials | 2017 and on-going |
| | Review fee formulas for service agreements with neighboring communities and adjust as necessary to cover administrative and capital costs. | Town Officials | On-going |
| | Participate in regional initiatives in solid waste, transportation, and cooperative purchasing and tax assessment/revaluation services that improve efficiency and control operating costs. | Town Officials | On-going |
| | Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan | Town officials | On-going |
| | Work with surrounding communities to review school expenditures | Town Officials | Annually |
| | Identify and apply for grants to fund planned capital investments | Town Officials and Department Heads | On-going |
| | Create or Maintain reserve fund balances for all Departments by developing a reasonable minimum base level for each. | Town Officials | On-going |
| | Evaluate opportunities to establish new fee for services. | Town Officials | On-going |

| Policy | Strategy | Responsibility | Timeframe |
|--------|---|----------------|-----------|
| | Evaluate the need to place the Ambulance Service Enterprise account into the Town's General Fund. | Town Officials | 2018 |

Capital Investment Plan

Typically, a capital investment plan identifies the public facilities/services necessary to accommodate projected growth. Since population growth is projected for Easton, the investment plan focuses on facilities and services needed to **1.** direct new development to specific areas of the community, **2.** attract businesses or create jobs, **3.** support changing needs and **4.** maintain existing facilities/infrastructure.

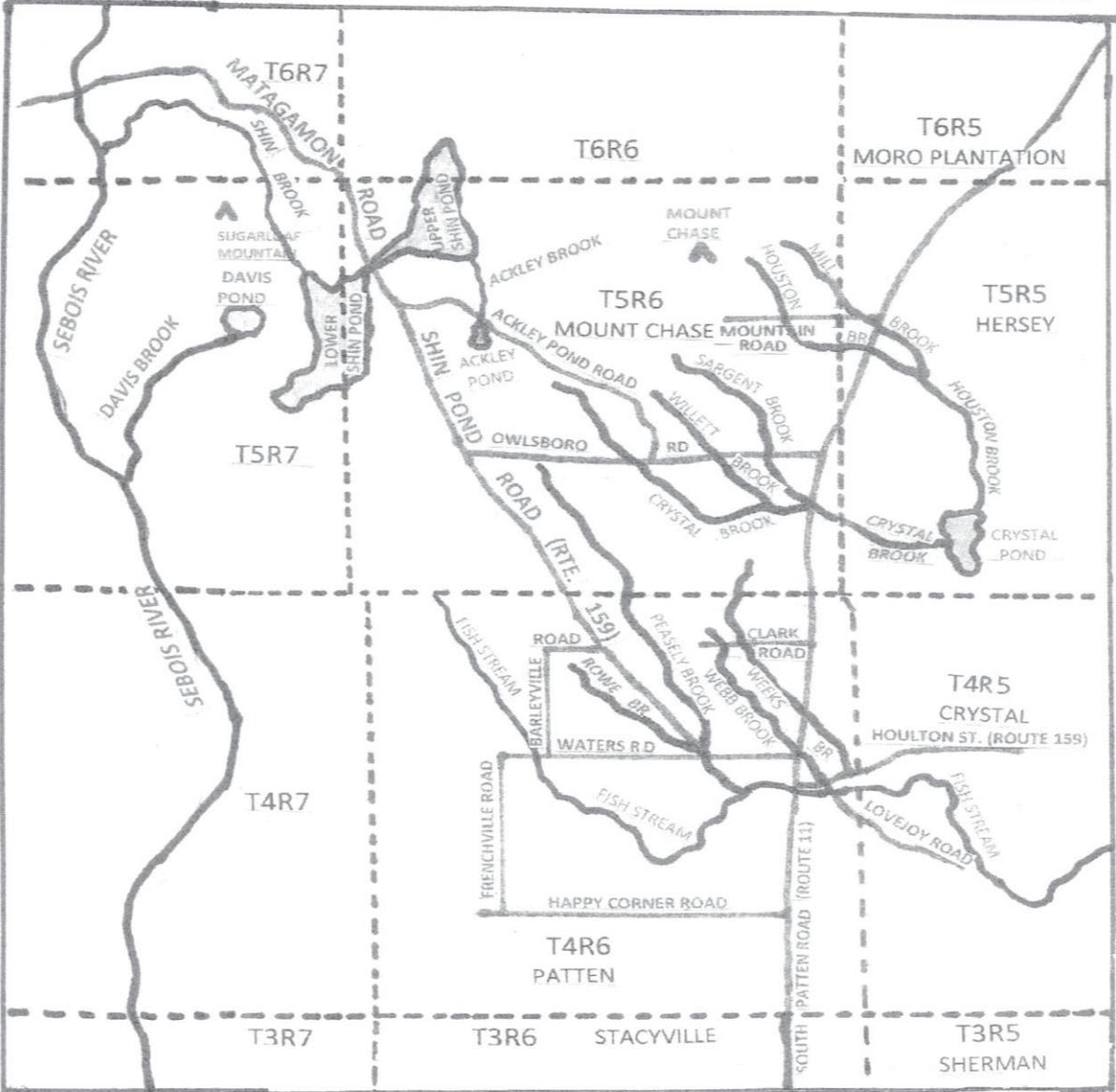
The projects identified are given priority ratings as follows: High being within 1-3 years; Necessary being within 3-5 years; Desirable being within the 10 year plan; Deferrable being potentially beyond 10 years. The capital investment plan forms the basis for developing a capital improvements plan (CIP). The CIP is more detailed plan that provides current cost estimates, a project timeline and grants/loans that are being applied for as funding. The CIP is updated annually and is used in the annual budget committee process. The Board of Selectmen should start prioritizing planned investments in 2017 or early 2018.

| Project | Potential Funding | Priority | Estimated Cost |
|---|-------------------------|---------------------|----------------|
| Highway Department | | | |
| Wheeler/Plow Truck | Reserve Accounts | Necessary | \$180,000 |
| Backhoe | Reserve Accounts | Necessary | \$100,000 |
| Road Paving (2 miles per year) | Reserve, URIP | Annual for 20 years | \$3,500,000 |
| Windbreaks along roads | Project Canopy grants | Necessary | \$15,000 |
| Addition to Sand/Salt Storage | Reserve Accounts/grants | Necessary | \$30,000 |
| Fire Department | | | |
| Four- wheel Drive mini-pumper | Grants | Necessary | \$140,000 |
| Life saving equipment | Grants | Necessary | \$50,000 |
| Administration | | | |
| Town Office Storage/meeting space | Reserve | Desirable | \$35,000 |
| Generator | Reserve | Desirable | \$5,000 |
| Water Department | | | |
| Galvanized Pipe replacement (Valley Street) | Grants, Loans | Necessary | \$100,000 |
| Katahdin Street water main extension | Grants, Loans | Necessary | \$250,000 |
| Pump Replacements | Grants, Loans | High | \$50,000 |

| | | | |
|---|-----------------|-----------|-----------|
| Reservoir Cleaning and Repair | Grants, Loans | High | \$75,000 |
| Sewer District | | | |
| Replace Lagoon Liners | Grants, Loans | High | \$100,000 |
| Pump Replacement (Gardner and Lovejoy Street) | Grants, Loans | High | \$50,000 |
| Pump Station Pipe replacement | Grants, Loans | Necessary | \$50,000 |
| Reconstruct manholes | Grants, Loans | Necessary | \$25,000 |
| Recreation | | | |
| Hot Water Heater | Grants, reserve | Necessary | \$5,000 |
| Update and modernize bathrooms | Grants, reserve | Necessary | \$10,000 |
| Installation of fans | Grants, reserve | Desirable | \$3,500 |

Regional Coordination

BODIES OF WATER AND ROADS IN PATTEN AND MOUNT CHASE



REGIONAL COORDINATION PROGRAM

Summary

Patten partners with neighboring communities in several ways that help reduce costs and improve services. The primary areas of cooperation include education, transportation, recreational trails, solid waste disposal/recycling, fire protection, ambulance service, and participation in regional cooperative purchasing programs.

Patten's downtown is a regional economic hub and contains a variety of retail and service establishments. Patten has seen a resurgence of interest in their downtown area and new businesses have opened, previously vacant buildings have been purchased, and there is a general level of "excitement" in the downtown. Total consumer retail sales have grown by nearly 10 percent since 2007.

The reality is that the community is still part of a regional, state, and national economy. Patten is part of the Houlton Labor Market Area (LMA). A LMA consists of an economic center (in this case Houlton) and 29 other communities stretching from Weston to Mount Chase. Labor Market Areas are defined by the United States Department of Labor every 10 years and are based on commuting patterns.

Public Facilities and Services are shared with several surrounding communities and unorganized townships. For example,

- Patten's Town Office provides services to residents of Moro Plantation and Hersey.
- Since 2004, the Highway Department completes winter maintenance in Mount Chase.
- Patten also provides ambulance service for a number of communities including Stacyville, Hersey, Sherman, Crystal, Mt. Chase, County of Aroostook (Benedicta, Moro Plantation, Silver Ridge, T2R4, T3R4, T1R5, and T1R4), and Penobscot County (T1R6, T2R7, T2R8, T3R7, T3R8, T4R7, T4R8, T5R7, T5R8, T6R6, T6R7, T6R8, T7R6, T7R7, T8R6, T8R7, and T8R8). The Service will be providing service to the Katahdin Woods and Waters National Monument as part of the contract with Penobscot County.
- Patten provides fire protection for Moro Plantation, Hersey, and Crystal. Contracts are being negotiated to provide service to the Katahdin Woods and Waters National Monument.

Currently (2017), Patten is part of Regional School Unit (RSU) #50 which is comprised of Katahdin Elementary School (PK-6), Katahdin Middle/ High School (7-12), and Southern Aroostook Community Schools (PK-12). The RSU currently serve approximately 700 students and offer adult education programming as well. The RSU was formed in July 2011 and encompasses the former SAD 25 and CSD 9 school districts. The district lies in Northern Penobscot and Southern Aroostook Counties and is approximately 460 square miles, making it one of the largest geographic school regions in Maine. The RSU serves the twelve communities of Crystal, Dyer Brook, Hersey, Island Falls, Merrill, Moro Plantation, Mt. Chase, Oakfield, Patten, Sherman, Smyrna, and Stacyville.

In November 2017, Patten, Stacyville, Sherman, and Mount Chase will vote whether or not to withdraw from RSU 50 and form their own RSU. Residents of Moro Plantation will also vote on withdrawal on that day.

The Rockabema Snow Rangers maintains more than 100 miles of trails through 10 townships and two counties. This social club is open to membership from everyone, not only those who snowmobile. They meet on the second Saturday of each month from September through May.

The Patten ATV club consists of those members who operate ATVs. There are 100 miles of ATV trails in the Patten area maintained by the club. ATV trails run through private properties and property owners provide permission to the club to maintain these trails. Maintained trails include cutting trees and clearing the trails for safe operation of ATVs.

Patten is a long-standing member community of the Northern Maine Development Commission (NMDC) but currently does not have representation on NMDC's Executive Board. Representation can give the Town a voice in the types of economic development programs NMDC offers.

The Town also participates in county and state directed regional coordination efforts in such areas as transportation, housing, tourism and hazard mitigation. There is also considerable opportunity to cooperate in the protection of shared natural resources by working toward consistency with zoning standards. The strategies describe under regional coordination efforts detail the actions needed for Patten to continue and to improve upon its coordination with surrounding towns.

Conflicts with other Town's Policies/Strategies

The planning process identified inconsistencies among neighboring towns related to shoreland zoning but not specifically to policies and strategies found in existing comprehensive plans. Only Island Falls, Sherman, and Stacyville have comprehensive plans which should be updated in the next few years (2018-19). The current adoption dates and update schedule, where available, is listed below. Patten proposes to provide these towns with a copy of its updated Comprehensive Plan. Specific policies and strategies in Patten's plan include areas of cooperation with neighboring towns. They may use this information to consider ways to improve consistency with their policies and strategies.

Island Falls- Comprehensive Plan- adopted in 2008; needs updating

Sherman- Comprehensive Plan- adopted in 2005; needs updating

Stacyville – Comprehensive Plan – adopted 2006; currently needs updating

Crystal- no plan

Mount Chase- no plan

Unorganized townships- LUPC- Comprehensive Land Use Plan (CLUP) adopted in 1976 and updated in 2010

A review of the two most current Comprehensive Plans including their goals, policies and strategies did not identify any conflicts.

Summary of Regional Coordination Efforts

Patten identified several areas where coordination with other communities could leverage and improve services and programs. The following are strategies listed in the plan that identify regional opportunities.

Regional Historic and Cultural Strategies:

- a) Continue to support local, regional and international festivals and events that include culturally based activities and international cooperation.

Regional Natural Resource Strategies:

- a) Work with the Mount Chase, Stacyville, and Crystal Planning Boards to ensure consistent standards for the protection of shared watersheds.
- b) Cooperate with other local, regional and State entities in the conservation of natural resources of shared interest such as the Swift Book, Fish Stream, and Weeks Brook.
- c) Encourage local or regional economic development activities that support productive agriculture and forestry operations.

Regional Transportation Strategies:

- a) Support work with surrounding communities and MaineDOT to upgrade the rail line and work with the rail provider to improve service to Patten's businesses and industry.
- b) Participate in all regional transportation planning initiatives including MaineDOT's Capital Work Plan, Penobscot County Emergency Management Planning efforts, and NMDC's regional transportation efforts.
- c) Support and encourage the use of rail facilities by local companies. Work with those industries to apply for additional state and federal funding as rail projects, such as additional sidings are identified.
- d) Participate in a continuing dialogue between communities along Routes 11 and 159 to advocate further improvements to and address maintenance, planning priorities, and the impact of adjoining development along arterials.

Regional Public Facility/Services Strategies:

- a) Explore options for regional coordination of needed local services such as but not limited to highway department, town office services, police protection, recreation, emergency management, fire and ambulance services, and code enforcement.
- b) Continue to participate in existing cooperative purchasing programs.
- c) Participate in a regional firefighter training and recruitment program with automatic/mutual aid departments and seek funding under FEMA-Staffing for Adequate Fire and Emergency Response (SAFER) and other sources.
- d) Partner with surrounding communities to increase police protection.
- e) Work with the Katahdin Area Chamber of Commerce to promote the need for new services.

Regional Local Economy Strategies

- a) Participate and support regional business development/attraction initiatives.
- b) Support on-going efforts and investment in telecommunication system redundancy to facilitate internet based businesses.
- c) Form relationships with the Greater Houlton and Katahdin Area Chambers of Commerce and provide input on their efforts to promote tourism, organize festivals and events and support the needs and interests of retail businesses.

Patten currently cooperates with adjoining towns and multiple towns in the region, and should continue to do so whenever possible. Patten has and will continue to develop compatible regional coordination policies with nearby communities; such as they have done with the fire, code enforcement, and ambulance in the past, to the greatest extent possible. Patten should investigate additional opportunities to develop and expand regional planning, coordination, and funding partnerships.