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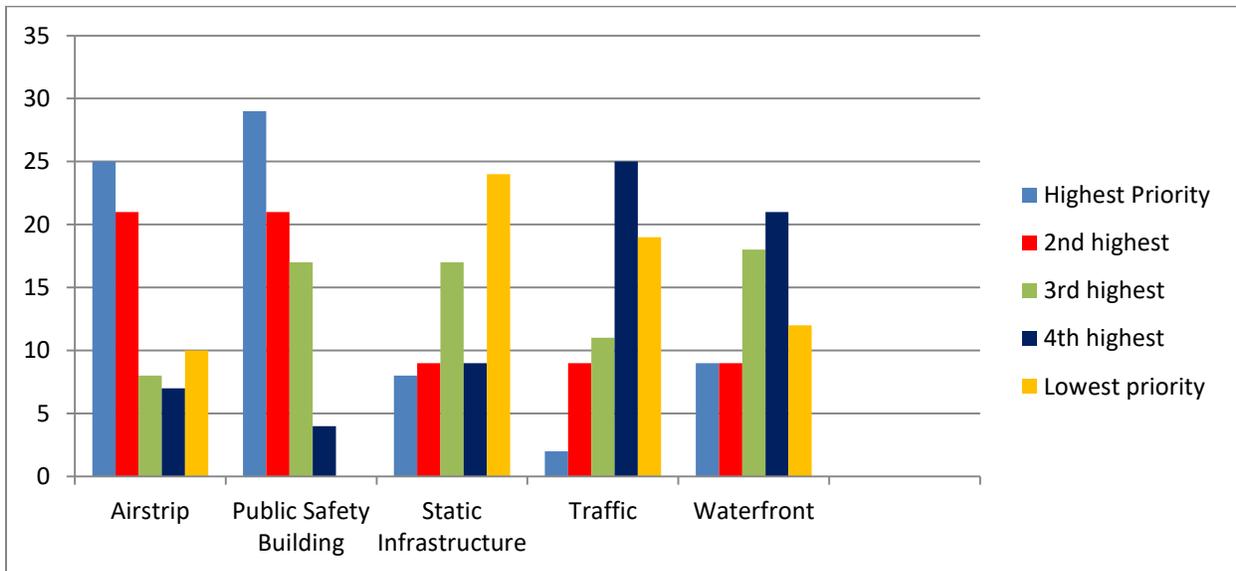
Dear Community Members:

Having received our first significant snowfall, the Select Board asked me to update you on the status of the four initiatives we discussed during the meeting at Turner Farm back in August:

1. Airstrip: A year-round, town-controlled airstrip
2. Congestion: Improved traffic and parking management
3. Public Safety Building: An improved Fire Department/EMS/Plow Truck building
4. Waterfront: Accessible waterfront, both working and recreational

Survey

First, let me give you the results of the informal survey we conducted. We received 72 responses. My thanks to each of you who took the time to respond.



You can see that 29 people believe the most important priority should be the Public Safety Building, followed closely by the 25 who believe the airstrip should be the Town's highest priority.

Update on Initiatives

1. Airstrip: The Select Board and I were focused on the property the Town owns at Crabtree Farm (some people call it the State Pit, where we store sand for the roads). As a preliminary step in evaluating the site, I asked Gartley & Dorsky Engineering & Surveying to send an environmental specialist out to walk the property in November. Unfortunately, she found wetlands, streams, and vernal pools that make the site unsuitable for use as an airstrip. Vernal pools are seasonal pockets of water without an inflow or outflow in which amphibians lay eggs in the spring. Their presence, in conjunction with wetlands, gives both the U.S. Army Corps of Engineers and the State Department of Environmental Protection jurisdiction to impose both setback requirements and mitigation fees. For projects in Knox County, mitigation fees run \$3.61 per square foot. Our proposed airstrip would impact about three acres of wetlands, so the mitigation fee would be \$471,755, money we would have to pay before we ever turned a shovelful of dirt. This news will require us to consider other alternatives.
2. Congestion: We reached agreements with property owners to create diagonal parking spaces just up the hill from Calderwood Hall and a larger off-street lot on the corner of Smith Street and Church Street, where Brown's stores boats in the off-season. We hope to have both parking areas in operation by next spring. The idea behind these parking areas is to eliminate the need for parallel parking on Smith Street, which will improve visibility and reduce the risk of accidents at the intersection of Smith and Main.

Another idea recently proposed by more than one person is to create a parking area between Brown's Boatyard and the ferry parking lot (the tidal area behind the gas pump). As with all waterfront projects, this would require permitting by the State and by the U.S. Army Corps of Engineers, but the prospect is intriguing because it would help eliminate congestion downtown while simultaneously providing better access to the waterfront.

3. Public Safety Building: On October 23rd, we held a meeting to discuss the scope and requirements for a North Haven Public Safety Building. The building must be large enough to accommodate our existing trucks and ambulance, provide for training and storage space, and leave some room to grow as emergency vehicles and equipment evolve over time. Attending the meeting were Fire Chief Shaun Cooper, EMS Chief Erin Cooper, Aaron Cabot representing Road Commissioner Elliott Brown, and other officers of the Fire Department and EMS crew. Jon Demmons and Linda Darling attended as Select Board members. We met with John Ricci of Ricci Construction and Peter Flewelling, a representative of Essex Steel, to discuss the possibility of constructing a prefabricated steel building to serve as North Haven's Public Safety Building. I am in the process of preparing a request for proposals (RFP) to move forward with the design and location of this building.
4. Waterfront: Working on a contract for the State, Wood Engineering recently completed a broad study of possible locations for increased waterfront access around the island. We asked Wood to focus on the Thorofare, Pulpit Harbor, and Mullins Head Park. Wood's report demonstrates that Mullins Head is generally unsuitable for constructing and

operating a wharf because of the extended shallows, many rocks and ledges, and northern/northeastern exposure. Pulpit Harbor and the Thorofare represent better prospects, which is no surprise considering they are well used by commercial and recreational boaters alike. Two ideas have emerged as possibilities: (a) construct a lateral extension on the southern side of Second Bridge that would allow commercial fishermen more room to load and unload gear; and/or (b) construct a dock adjacent to the ferry ramp that would allow more space for boats to load and unload that would not be so limited by tides — currently the area in the ferry parking lot only allows for one boat at a time and is limited to tying up two hours before and two hours after high tide. I have asked Gartley & Dorsky to prepare a rough drawing of these ideas so we can all have a better understanding of what I am trying to describe in words. I will also work with Gartley & Dorsky and Prock Marine to obtain a preliminary opinion about the feasibility of these projects as well as a rough idea of the cost. I will include in this request the idea of creating a parking area behind the Brown's gas pump that I described above.

Funding

Three of the four initiatives will require significant funds — the airstrip, the Public Safety Building, and improved waterfront access. I have contacted our bond counsel, Eaton Peabody, to discuss the possibility of financing these initiatives through the municipal bond program. Bond issuances occur in February and October each year. Because our annual town meeting is in March, I have also talked about the possibility of obtaining a bond anticipation note, which would give us the flexibility to borrow funds without being tied to the municipal bond schedule. Our bond counsel is preparing a model that will help us make a decision as to what the Town can afford.

As I mentioned in August, we will also pursue grants to help ease the burden on the Town's taxpayers. Grant applications typically require a level of specificity that we do not yet have for any of these projects — specific locations and detailed site plans, construction schedules, complementary funding sources, and so forth. When these details become available, we will apply for the grants.

Process and Voter Approval

Ideally, we will have sufficient information to put in front of the Town's voters in March 2020 so they can decide whether to pursue all or some of these initiatives — or to sequence them in some fashion. To get there, we anticipate holding one or more special town meetings. During these special meetings, we would make the case for conducting preliminary site studies, developing detailed plans for the airstrip, Public Safety Building, and waterfront improvements, and obtaining other associated professional work needed to present a complete picture to voters in March 2020. This is an ambitious schedule.

The Select Board and I also want to conduct a transparent process, one that gives everyone who is interested an opportunity to understand what we are proposing and why, as well as the opportunity to comment. For those of you off the island for the winter, you may view our

progress on the Town's website, www.northhavenmaine.org/content/5064/challenges-and-priorities. As we obtain site plans, design sketches, and photographs, I will post them there. I will also post narrative updates on our progress. You are also welcome to call or email me if you have questions or cannot find what you are looking for on our website. My email address is administrator@northhavenmaine.org.

Very truly yours,

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Rick Lattimer
Town Administrator