



Saint George Public Access Points

PUBLIC LAUNCHING FACILITIES PROJECT

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Prepared for
The Town of Saint George

March 2007

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ACKNOWLEDGEMENTS



WE WISH TO THANK THE TOWN OF SAINT GEORGE for the opportunity to assist in this project and to acknowledge those who helped in preparing this report. In particular, our sincere thanks go to John Falla, Saint George Town Manager; David Shumanska, Saint George Harbor Master; Carl Patch; and the other members of the Coastal Waters Management Board. We would also like to thank the staff at the Saint George Town Office for their assistance, the Quebec/Labrador Foundation, the Island Institute, and the Maine Office of GIS.

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THE LOSS OF TRADITIONAL WATER ACCESS POINTS is a common area of concern in most of Maine's coastal communities. This trend has implications on the use of existing public access points. Many of these sites are located on small lots in relatively congested village areas where parking and maneuvering space is limited and expansion options are virtually impossible due to riparian rights and conflicting uses (among other things). This in turn places added importance on finding appropriate sites for new public access points to meet the demand.

This situation is certainly true in the Town of Saint George where the only two public launching sites are in high demand from various users, particularly during summer months. In recent years, the Town has undertaken the task of improving these facilities to enhance the usability. Past projects include rehabilitation of boat launches, expansions and rehabilitation of parking areas and pier surfaces, and improved signage and use policies. While these improvements have done much to help with the usability of each site, the issue of capacity to meet the demand remains. The Saint George sites are located in dense village centers where conflicting, yet compatible, uses play a role in limiting any expansion options.

To address future access demands, the Town's Coastal Water Management Board has been working to characterize the conditions of the launching facilities and assess the potential to add capacity. They have also been looking into the possibility of adding a new launching site along the Saint George River and developing ideas for its capacity.

This report was written to assist the Coastal Water Management Board and the Town in both of these processes. It is organized in two parts. Part I deals with the existing public facilities. It seeks to briefly describe the setting in which they are located, to characterize their existing conditions, and to outline recommendations to improve the usability of the sites. Part II addresses the idea of finding a new public launching site. It outlines a set of criteria that can be used in evaluating areas or parcels within the Town for a new site; it defines a study area for the purposes of this report; and it identifies several sites that may warrant further exploration by the Coastal Water Management Board.

It is important to note that at no point has the suggestion been made that the Town take ownership of a property through eminent domain. On the contrary, it is the express policy of the Town that any property will need to be publicly available for sale, donated, or sold willingly to the Town at a fair market value.

The appendix of this report has a section which identifies potential funding sources that the Town can look into for financial assistance in waterfront projects. It also includes larger copies of the maps and site plans used throughout the report and a more detailed breakdown of the parcels evaluated as part of this process.

PART I: EXISTING PUBLIC FACILITIES

OVER TIME, THE VILLAGES OF TENANTS HARBOR AND PORT CLYDE have developed into the focal points of the Town of Saint George. These villages provide essential services for residents and visitors, offer employment opportunities and social interaction, and serve as the primary locations for the Town's commercial fishing industry. They are also where the Town's only public launching facilities are located.

TENANTS HARBOR

The Village of Tenants Harbor is one of the Town's most densely populated areas. It is located approximately half way down the Saint George Peninsula and is easily accessible from Route 1. The Harbor offers good shelter and is heavily used by both commercial fishermen and recreational boaters. According to Town records, there were 298 mooring permits issued for the Harbor in 2006. Land uses along the waterfront are mixed and include seasonal and year-round homes, commercial fishing wharfs, restaurants, and inns. The Town Office is also located in the Village of Tenants Harbor.

Tenants Harbor Public Boat Launch. The Tenants Harbor Public Boat launch is located on a .28 acre piece of land situated in the heart of the village. It is accessed via Commercial Street which is a narrow road off Main Street (Route 131). Abutting land uses include a residence and a commercial fishing related business/restaurant.



The public pier is a granite crib and filled structure with a paved surface. The pier is approximately 50' wide and 100' to 110' feet in length, stopping just short of the low water mark. There are six (6) floats which provide dingy access and temporary boat tie ups. The pier itself has room for approximately eight (8) parking spaces. Additional parking is available at the Town Office parking lot and at the Saint George School Parking Lot opposite the entrance of the Town Office on Route 131. Commercial Street is often used for informal parking.

The Site has a recently renovated boat launch that is approximately 16' wide and 175' in length. It is located on the easterly side of the pier. The launch extends just beyond the low water line and is usable at low tide.

Recommendations. A review of the existing conditions of the Tenants Harbor Public Pier and Launch area reveals little opportunity for improving the efficiency of how the space is used. Re-stripping the parking area to make 90° stalls or reducing the width of the stalls may increase the number of available parking spaces, but would likely have impacts on maneuverability of vehicles (particularly those with trailers).



Increasing the capacity of the site itself is limited due to the size of the parcel (.28 acres = 12196.8 sq ft), the contours of the shoreline and trajectory of riparian lines. We have considered two alternatives that could be explored by the Town. These alternatives would need additional investigation to determine their feasibility based on on-site and financial constraints. The first alternative would be to expand the pier outward toward the south which would add more usable space on the end of the pier. The second alternative would be to expand the pier to the east (over the existing boat ramp) and to move the boat ramp to the east closer to the abutting property line. Sketch plans of these alternatives are included in the Appendix.

The length and type of construction for either alternative would be governed by the intended future use of the extension (boat access, parking, gear storage, etc.). Cost for the projects would vary depending on construction. These alternatives are of course complicated by tight riparian lines on either side of the parcel which may limit the chance to widen the pier. In addition, any project will involve permitting from the Army Corps of Engineers, the Maine Department of Environmental Protection, the Bureau of Submerged Lands, and the local permitting authority.

PORT CLYDE

The village of Port Clyde is located at the tip of the Saint George Peninsula. It is a popular fishing harbor because it offers easier access to offshore fishing grounds. It also offers good protection from winter storms. In 2003, Port Clyde fishing revenues exceeded \$10 million, making it one of the largest ports on the East Coast. Aside from commercial fishing, the Village is the home to several tourism based businesses. The harbor is also home to the Monhegan Boat Line which provides year round boat service to Monhegan Island. Land uses are diverse, ranging from inns to private commercial fishing piers.

Port Clyde Public Boat Launch. The Port Clyde Public Boat launch is located on a .22 acre parcel off the Cold Storage Road. The site is sandwiched between the Port Clyde General Store and the St. George Marine. The use of the facility is mixed serving commercial fishermen, tourists, mainland residents, and residents from approximately 20 islands. The site was originally constructed in the 1960's and renovated in 1997 to widen the traveled way, repair the pier and upgrade the boat launch. The launch ramp was totally rebuilt and lengthened in 2002-2003.





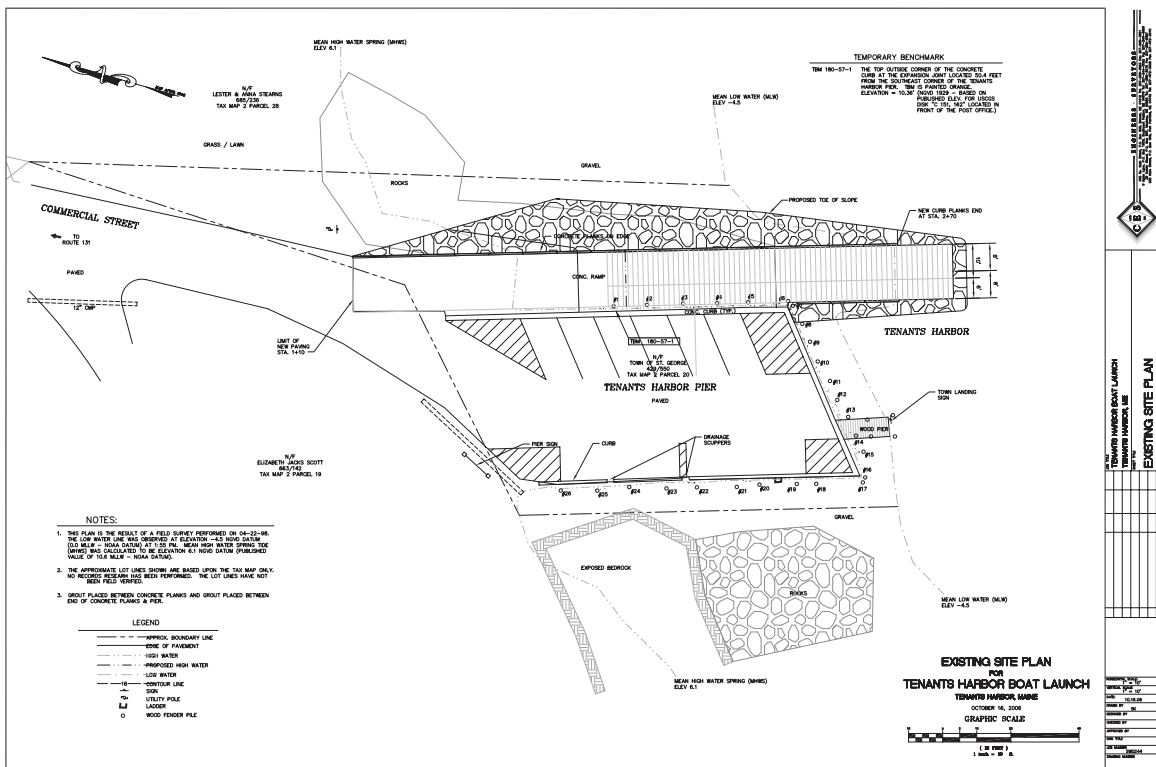
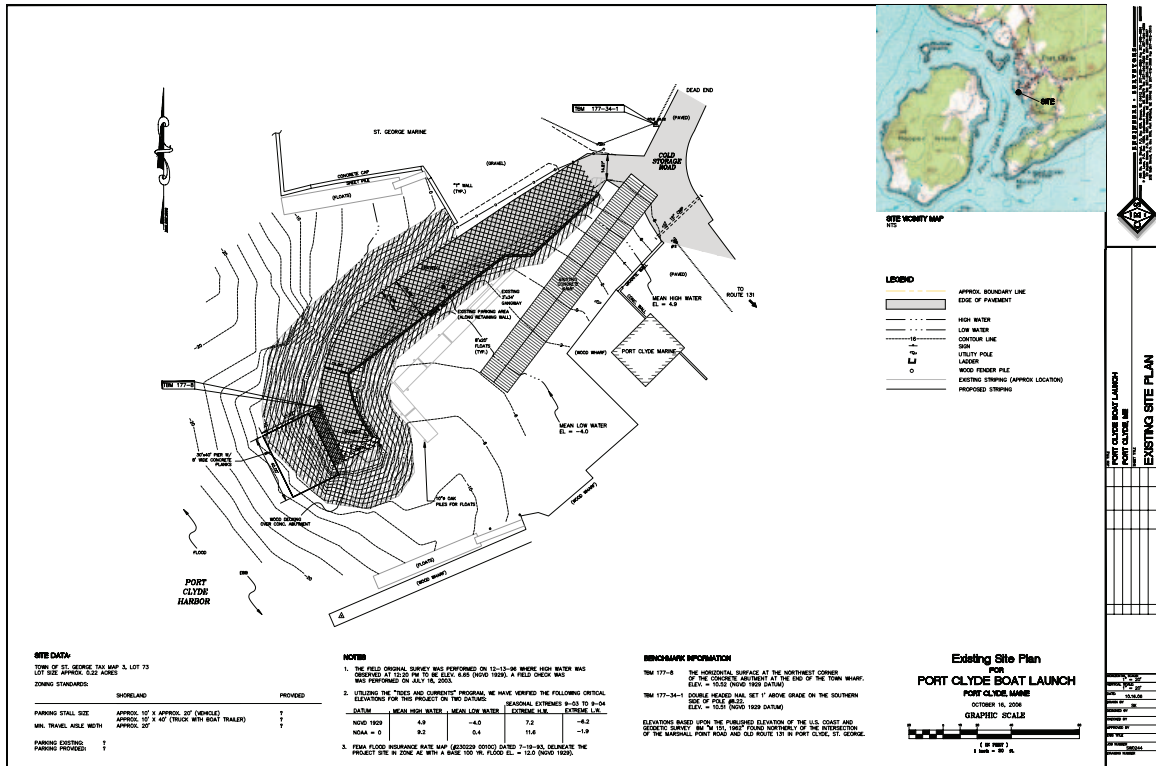
The pier itself is a 30' x 40' pile supported structure with concrete decking. It is accessed by a paved access way which has been constructed over rubble and is supported by a concrete T-wall on the easterly side (part of the 1997 renovations). There are 15 parking spaces along the paved access way which limits the traveled way to a narrow 14'. The site has a concrete boat launch that extends below the low water line. There are six (6) dingy floats on the inside or easterly side. Additional street parking is located along Factory Road.

Recommendations. The Port Clyde Public Pier has many of the same capacity issues as the Tenants Harbor site. The parcel is small (.22 acres = 9583.2 sq ft) and maneuverability at the site, particularly when parked at one of the on-site parking spaces, is challenging due to the narrow width and limited area for vehicular circulation. It is exacerbated in the summer months when the entire Village is busier.

We did not explore the possibility of expanding outward as it was our understanding this option has already been discussed by the Town. It is clear that the size of the parcel and the existing development in the area place considerable constraints on future expansion possibilities. However, one potential option to increase the size of the site would be to build a retaining wall from the outer edge of the rubble fill around the entire structure as shown on the sketch plan included as part of the Appendix. This option could add as much as 8,000 square feet to the existing 6,600 square foot travel and parking surface. Drawbacks include negative impacts on the existing dinghy floats and boat launch (design options could vary to address these impacts), cost, and permitting. The feasibility of any expansion to this site should be discussed with applicable state and federal agencies to determine to what extent the project could be permitted under current regulations.



EXISTING SITE PLANS



PART II:

FUTURE PUBLIC LAUNCHING FACILITIES

THE TOWN OF SAINT GEORGE has seen the use of its two public launching facilities dramatically increase over time. Increased demand exacerbates the limitations of these sites and leads to the question of whether a new facility needs to be developed somewhere else in Town. A new site has the potential to alleviate parking and congestion issues at the other Town facilities as well as potentially freeing up mooring space in the existing congested harbor areas.

The following analysis was prepared to help the Coastal Water Management Board develop a reasonable list of viable alternative sites that could be considered for a new public boat launch site. It is important to note here that the Town has a policy that any property acquired for this purpose will need to be publicly available for sale, donated, or sold willingly to the Town at a fair market value.

SITE SELECTION

The process of developing a list of alternative sites for this project involved several steps. The first was to develop a list of criteria which could be used to evaluate possible alternatives. These criteria outline the characteristics that are desirable for a site and the characteristics that should be avoided when looking at a particular area or parcel of land. The next step was to identify a study area as a way of focusing the efforts of the report. This was done by the Coastal Water Management Board through their goal of balancing public access points throughout Town. The third step was to gather as much of the existing data on the study area as possible. Existing data was compared against the site selection criteria to evaluate parcels in the study area.

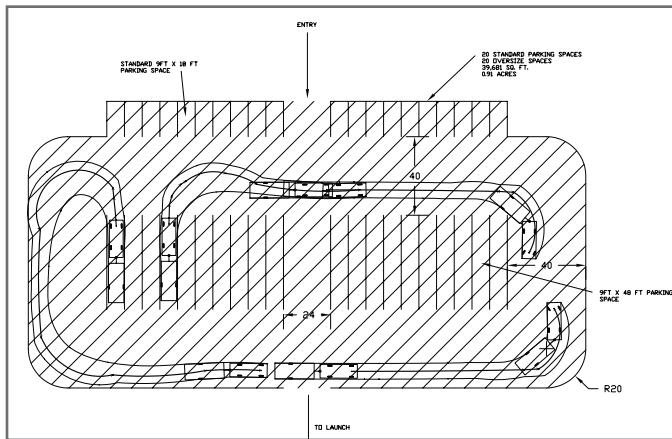
Site Selection Criteria. Below are the siting parameters that would be desirable when selecting a site for a future public launching facility. Not all of these parameters have to be met for a site to be selected as having potential for further evaluation. A complete understanding of the existing conditions of a particular site and a determination as to the appropriateness of a site can only be determined with more detailed on-site investigations.

Water Access and Shore Frontage

The purpose of this project is to find a site to accommodate a new public launching facility. Therefore the most important siting parameter is to have water access or shore frontage which would allow for docks, floats and a boat launch to be constructed. In addition, the site should have access to at least 3' of water at low tide. A parking area could be located on a parcel across a road or street as long as it was easily accessible for pedestrians.

Size

The selected lot should be adequately sized to accommodate the anticipated use of the facility. The size of the parcel is related to the desired parking and the applicable dimensional standards



outlined in the Shoreland Zoning Ordinance. The Coastal Water Management Board estimates that the site will need to have at least 40 parking spaces to meet demand. Twenty (20) of those spaces should be reserved for vehicles with trailers. Dimensional requirements from the Town's Land Use Ordinances include a 50,000 square foot minimum lot size; 20% maximum lot coverage; up to a 75 foot setback from the

water; and 20 foot setbacks from side and rear lot lines. The ordinances also require a 10'x20' parking space for vehicles and a 10'x40' parking space for vehicles with trailers. It should be noted here that the parking dimensions are larger than the average required in many other communities. The size of the travel way will vary depending on the parking angle; standard layouts for 90 degree parking with two way traffic typically call for approximately 20' per lane.

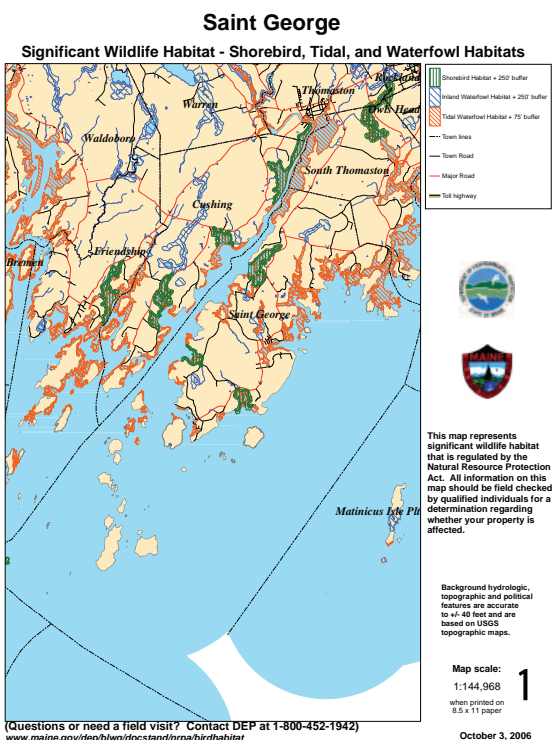
Using these dimensional requirements and the desired size of the parking area, the selected lot should be over 4 acres. This lot size takes into consideration the required impervious area of a parking lot designed to accommodate 40 vehicles (39,681 sq ft or .91 ac), the needed turning radius for vehicles with trailers, and the lot coverage limitations in the Shoreland Zoning Ordinance (20% max).

Access to the Site

The site would preferably have frontage along a public road. A review of the local tax maps and MDOT roads shows that the main public roads in the study area are Route 131 (Port Clyde Road and River Road), Ridge Road, Turkey Cove Road, Wallston Road, and Snows Point Road. Lots along smaller roads could also be considered.

Environment and Habitat

The selected site should avoid sensitive natural areas and wildlife habitat to the greatest extent possible. Areas mapped as "shorebird staging habitat" and "inland waterfowl and wading bird habitat" (each requiring 250' setbacks/buffers at the time this report was written)



should be avoided. Mapped National Wetlands Inventory (NWI) wetlands should be avoided as indicators as larger wetland areas. Mudflats that provide critical habitat for mussels and clams should be avoided. Unstable coastal bluffs and areas used for aquaculture are sensitive areas that should be considered in site selection. After the preferred site is selected more detailed site investigations will be needed to determine the exact environmental and habitat conditions.

Conformance with Allowable Land Uses

The selected lot should be located in a zoning district where a public boat launch is an allowable use. According to the existing shoreland zoning ordinance, a parking facility would be allowed in both the Marine Residential (MR) Zone and the Commercial Fishing/Marine Activities Zone (CFMA). A public park or recreational facility is only allowed in the MR Zone. Since the exact nature of the project is unknown, the site should be sited in the MR Zone as it appears to be more flexible in its allowable uses.

Existing Land Use

The preferred site should be predominantly undeveloped to allow for maximum flexibility in design. This will also help to maintain some type of affordability on the purchase price of any property. Existing access roads or marine structures would be acceptable.

Economics and Availability

Once an alternative site has been selected it should be evaluated for potential development costs, such as road and infrastructure, to determine the economic viability of development. The selected lot should also be available for sale to the Town at a fair price or offered as a gift by a willing owner.

Study area. The study focuses on the waterfront properties along the Saint George River. The study area stretches over 17 miles of coastline from Howard Head to Fort Point. It includes seven (7) tax maps and over 200 parcels. The area was selected by the Coastal Water Management Board so that a potential new launch/access point would balance the access throughout Town.

Site selection process. The site selection process involved a review of multiple resources. An evaluation of each parcel was performed by reviewing available data against the site selection criteria outlined above. National Wetlands Inventory (NWI) maps were used to identify the presence of significant wetland areas and shoreline characteristics. Maine Department of Fish and Wildlife maps were consulted to identify significant wildlife habitat areas that could impact development opportunities. USGS maps were used to identify areas of potential steep slopes and unstable coastal bluff areas. Navigation charts were used to gather information on water depth. Other maps were reviewed to locate clam and mussel



harvesting areas, shellfish aquaculture sites, eel grass meadows, and municipal zoning districts. Aerial photographs and tax records were reviewed to determine existing development of parcels. E911 and DOT maps were reviewed for existing road location and adequacy of existing road networks. Please note that an evaluation of the proposed use within the context of the existing residential character of the area was not evaluated as part of this process.

STUDY AREA EVALUATION

The following is an overview of the evaluation of the study area. For ease of reference this has been organized by Tax Map. A more complete evaluation of each lot can be found in the Appendix Section of this report.

Map 9. Tax Map 9 is the beginning of the study area. There are a total of 39 lots that have shore frontage along Howards Head, Seavey's Cove, and portions of Turkey Cove. All of the lots were eliminated from further consideration due to lot size, habitat issues, potential access issues, apparent shallow water, or a combination of these and other factors.

Map 11. Map 11 included 25 lots with water frontage along the Saint George River and portions of Turkey Cove, Teel Cove and Smugglers Cove. The area around Turkey Cove has been designated by the DEP and IFW as sensitive shorebird habitat currently requiring a 250' buffer. Projects within this buffer area would require a full Natural Resource Protection Act permit for any construction. Department of Marine Resources maps indicated the presence of eel grass in many locations. With the exception of Lot 16, all of the lots were eliminated from further consideration by similar factors as listed above.

Map 39. There are 49 lots on this Tax Map that have water frontage. They include lots with frontage on Otis Cove. All of the lots except Lot 3 were eliminated because of issues related to water depth or access.

Map 13. There are 27 lots on this Tax Map with shore frontage. Similar to other parts of the study area, many of the lots were eliminated from further consideration due to lot size, habitat issues, access issues, water depth, or a combination factors. Lots to follow up with include lots 26, 27, 28, 29, and 30-1.

Map 24. There are 37 lots that have water frontage on this Tax Map. The majority of the lots front Cutler's Cove which has been designated as sensitive shorebird habitat requiring a 250' buffer at this time. A review of tide charts and NWI maps indicated that there are tidal flats in the cove making water depths too shallow for the proposed use. All of the lots were eliminated from further consideration due to habitat concerns, access issues, water depth or a combination of factors.

Map 25. There are 11 lots on Map 25 that have water frontage on the Saint George River. These lots are all located at the end of Watt's Cove. All the lots were eliminated from further consideration because of tidal mud flats and water depth. In addition, the area has been identified by the DEP and IFW as having sensitive shorebird habitat with a required 250' buffer.

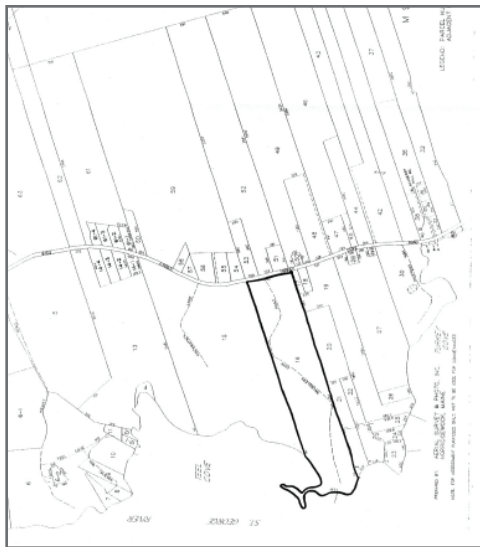
Map 23. There are 14 lots on Map 23 that have shore frontage along the Saint George River and in Cutlers Cove. The lots in Cutlers Cove were eliminated due to depth (tidal flats) and habitat considerations (sensitive bird habitat with 250' setbacks). Lots 1-1, 2, 6, and 7 should not be eliminated. They are located along the St. George River.

Map 22. The evaluation of the lots on Map 22 starts at Fort Point and goes south. There are some shallow coves which reduce the depth available for potential lots. Lot 34 should not be eliminated.

ALTERNATIVE SITES

Out of the 200 plus lots that were reviewed in the study area, twelve (12) lots have been identified for further consideration by the Town. These lots meet many of the desirable characteristics from the site selection criteria. Should they become available, they will need further on-site investigations to fully determine whether they would be suitable for a public launching facility. On-site issues include wetland delineations; identification of eel grass locations; topographic survey to determine slope, identification of coastal bluff hazard areas, and others.

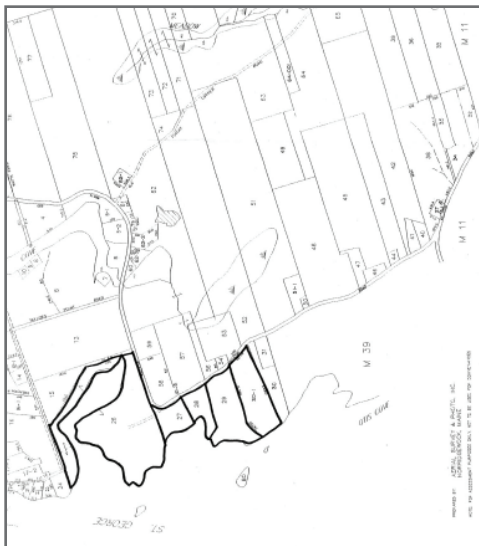
Below is an overview of the twelve (12) lots:



MAP 11, LOT 16. This parcel is approximately 52 acres and has direct frontage on Turkey Cove Road (a public road). The lot is bisected by Smugglers Cove Road which is a private road. It is unclear at this point whether or not the parcel is in an area designated as Shorebird Habitat with a 250' buffer or an area of tidal waterfowl habitat with a 75' buffer. Despite this, the parcel meets many of the positive site selection criteria such as size, shore frontage and water depth. The scale of the existing development and the assessed value of the property might make it prohibitive if the property became available to the Town, but it should not be eliminated. Additional on-site investigations include wetlands, habitat location, and slope.



MAP 39, LOT 3. This parcel is 6.65 acres in size with approximately 50 of frontage along Wallston Road (a public road). There appears to be good shore frontage although the depth of the water may require longer distances for piers and docks in certain areas. The site is within an area identified as a Tidal Waterfowl Habitat with a 75' buffer. Overall the site meets many of the selection criteria and should not be eliminated from further consideration should it become available. However, the scale of the existing development and the recent sale price of the property might be prohibitive.

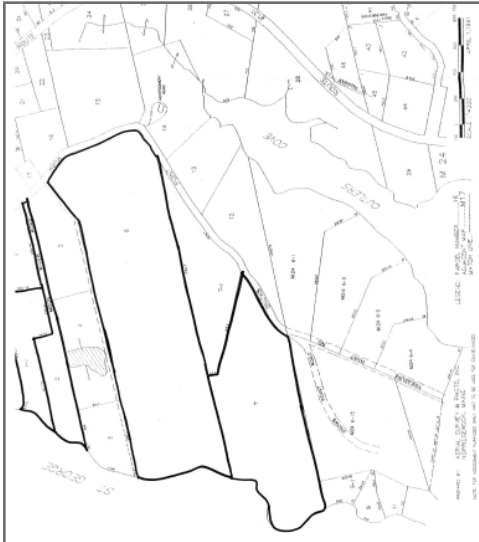


MAP 13, LOT 26. This parcel encompasses approximately 20 acres located on a peninsula between Otis Cove and Watts Cove. The parcel has a large amount of shore frontage and good road frontage along Wallston Road. The site appears to have some existing development (a large house, driveway, etc). A portion of the property is located in a Resource Protection Zone. There is an aquaculture site off-shore according to available mapping and Town records. The existing development and the assessed value might make the parcel impractical. However, the site meets many of the selection criteria and should not be eliminated as a possibility without further on site investigations should it become available to the Town.

MAP 13, LOTS 27, 28, 30-1. These parcels are smaller in size (ranging in size from 5.5 acres to 4.9 acres) particularly when considering the desired size of the future parking area and potential demands. The lots meet several of the site selection criteria including frontage along a public road (Wallston Road). Should any one of them become available, the design of the facility could be reviewed to meet the limitations of the lots in terms of size. In addition, these lots could also be considered jointly should the opportunity present itself.

MAP 13, LOT 29. This parcel is approximately 12 acres in size. It has direct frontage on Wallston Road and appears to have a good amount of shore frontage. Depth charts indicate that water

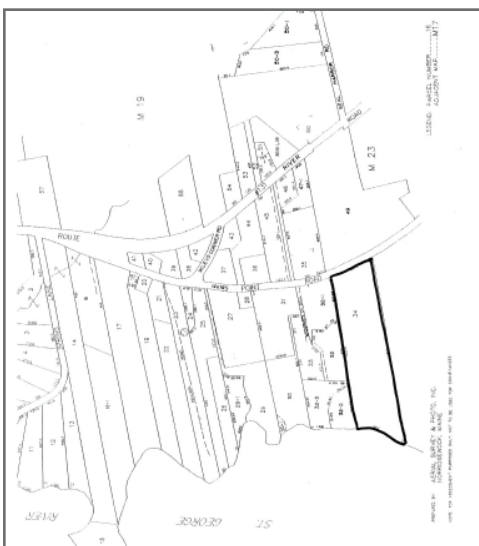
at mean low tide in the area ranges from 4' to 10'. The site is within an area identified as having tidal waterfowl habitat with a 75' buffer requirement. The site meets many of the site selection criteria and should not be eliminated. Should it become available the existing development on the parcel and the assessed value might make it impractical.



MAP 23, LOT 1-1, LOT 2. Lot 1-1 is approximately 5 acres in size. Lot 2 is approximately 4.5 acres. There are no apparent habitat issues, the lots offer sufficient depth, and have good shore frontage. Lot 1-1 does not have direct frontage on a Town road but it does appear to have use of the Moon River Road which is a private road accessing Snows Point Road. Should Lot 1-1 become available it would require additional investigation into access. Overall, both sites appear to meet many of the site selection criteria and should not be eliminated if they become available.

MAP 23, LOT 6. This is a very large parcel containing approximately 40 acres. It has frontage directly on Snows Point Road and appears partially developed with structures and a large cleared opening. This parcel meets many of the site selection criteria (size, depth, access, shore frontage) and should not be eliminated. However, the current use and value of the property may make it prohibitive.

MAP 23, LOT 7. Lot 7 is approximately 21.5 acres. It is located at the end of Snow's Point Road. It appears to have a good amount of shore frontage. There are no apparent habitat issues as indicated by the available data reviewed. This parcel appears to be largely undeveloped but further investigations are needed should it become available.



MAP 22, LOT 34. This parcel located near the beginning of the Snows Point Road and contains approximately 9.3 acres. According to the Town's tax map, the parcel has 350' of road frontage and 350' of shore frontage. Navigation charts indicate that depth to adequate water may need to be evaluated. Overall this site meets many of the site selection criteria and should not be eliminated at this time. Should it become available, on site investigations would need to be conducted to determine whether a public launching facility would be feasible.

CONCLUSION

THE EXISTING PUBLIC LAUNCHING FACILITIES in Tenants Harbor and Port Clyde are important water access points in the Town. These sites are heavily used for their small size. Added capacity would be a benefit, but options for expansion are limited. The possibility exists that either site could add capacity by expanding or adding on, but riparian line issues, interference with existing uses, and costs would need to be addressed.

A new public access site on the Saint George River would help alleviate demand on the Port Clyde and Tenants Harbor sites and balance the publicly owned access points throughout Town. The future public launching facility, whenever it is developed, will likely be located on a lot that does not meet all of the ideal characteristics outlined in the site selection criteria. It could be oddly shaped, have wetland areas that cannot be developed, or have areas of steep slopes along the shore. On-site investigations will be important in understanding the unique features of a particular site so that a site plan can be developed to meet the community's needs.

As the Town continues to explore options for providing access to the water it might also consider the following:

- The Town may want to review the impacts that the existing zoning designations, allowable use table and dimensional requirements have on the possibility of creating a new access point as envisioned by the Coastal Water Management Board. Any increase in the maximum allowable lot coverage would have the effect of reducing the size of the parcel needed to accommodate a parking area for 40 vehicles and reduce the potential land costs.
- Due to the value of shorefront property it may be necessary to consider land use regulations that create additional incentives for land owners. Cluster provisions, contract zoning, or other techniques could assist in attracting developers to consider public access in exchange for reduced infrastructure costs, or an increase in potential lots.

APPENDIX



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APPENDIX A

POTENTIAL FUNDING OPPORTUNITIES: WATERFRONT PLANNING & DEVELOPMENT

Relevant Funding Programs and Description

- **WORKING WATERFRONT ACCESS PILOT PROGRAM**
This program will use 2 million dollars in voter approved funds to help qualify businesses, communities, and organizations with the purchase and preservation of properties used for commercial fishing related businesses or access. This is a pilot program and sites have already been selected. If successful, more money could become available in the future. It is administered through the Department of Marine Resources.
- **SMALL HARBOR IMPROVEMENT PROGRAM (SHIP)**
The Maine Department of Transportation administers the Small Harbor Improvement Program (SHIP). This program seeks to help municipalities make improvements to public wharfs, landings and boat ramps, and protect and preserve Community access to the water. The DOT requires up to a 50% match for funding eligibility.
- **BOATING INFRASTRUCTURE GRANT PROGRAM (BIG)**
The US Fish and Wildlife Service gives money to the State to help fund small improvement projects that improve facilities that accommodate transient, recreational, non-trailerable boats more than 26 feet long. Grants have been awarded to projects ranging from pile replacement to float replacement. Larger projects are eligible for national programs

Contact Information

- Department of Marine Resources
207-624-6550
www.state.me.us/dmr
- MDOT Office of Freight Transportation
207-624-3560
www.state.me.us/mdot/freight/freight-home.php
- MDOT
207-624-3560
www.state.me.us/mdot

Other Funding Agencies

- **FINANCE AUTHORITY OF MAINE (FAME)**
FAME offers grants and loan opportunities to businesses and individuals. Some programs are the Linked Investment Program for Commercial Enterprises, Economic recovery, and Smart Enterprises Growth Funds.
- **MAINE DEPARTMENT OF ECONOMIC DEVELOPMENT**
MDECD oversees various Development Block Grant opportunities. Grant programs range from Public Facilities, Public Infrastructure, Planning, business facade and streetscape grants. The DECD also administers Maine's Tax Improvement Financing. This program allows municipalities to redirect some or all of the new property taxes from an investment project within a designated area to assist in that project's financing.
- **MAINE BUREAU OF PARKS AND LANDS**
The Maine Bureau of Parks and Lands has funding available through its boating Facilities fund. Grant money is available for land acquisition, rehabilitation, enhancement or development of boating facilities.

Contact Information

- Finance Authority of Maine
207-623-3263
www.famemaine.com
- MDECD Office of Community Development
207-624-7484
www.meocd.org
- MDECD Office of Business Development
207-624-9800
www.mainebiz.org
- Maine Bureau of Parks and Lands
207-287-3821
www.state.me.us/doc/parks

Other Funding Agencies *(cont.)*

Contact Information

- | | |
|--|---|
| <ul style="list-style-type: none"> • MAINE STATE PLANNING OFFICE
The Maine State Planning Office Maine Coastal Program has several grant opportunities available for waterfront projects. Funding opportunities range from planning grants to right-of-way discovery grants. • MAINE DEPARTMENT OF INLAND FISHERIES AND WILDLIFE
Maine Department of Inland Fisheries and Wildlife offers funding through the Maine Outdoor Heritage Fund for projects that promote recreation and protect habitat. Funding comes from proceeds generated through instant lottery ticket sales. • MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
Maine Department of Environmental Protection offers grants to support boat pump out facilities/boats and other projects to improve water quality. • MAINE DEPARTMENT OF MARINE RESOURCES
Maine Department of Marine Resources has several funding programs. • SMALL BUSINESS ADMINISTRATION (SBA)
Small Business Administration offers loans and grants to eligible small businesses for working capital. SBA also can help assist with business development. | <ul style="list-style-type: none"> • Maine Coastal Program
207-287-1486
www.state.me.us/spo/mcp • Outdoor Heritage Fund
207-287-5254
www.state.me.us/ifw/outdoorheritage • ME DEP
207-287-7688
www.state.me.us/dep • MDMR
207-624-6550
www.state.me.us/dmr • SBA
207-622-8274
www.sba.gov/me |
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Potential Funding Sources

Contact Information

- | | |
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| <ul style="list-style-type: none"> • COASTAL ENTERPRISES, INC. • MAINE DEVELOPMENT FOUNDATION • MAINE COMMUNITY FOUNDATION • MAINE TECHNOLOGY INSTITUTE • MAINE SEA GRANT | <ul style="list-style-type: none"> • Coastal Enterprises, Inc.
207-882-7552
www.ceimaine.org • Maine Development Foundation
207-622-6345
www.mdf.org • Maine Community Foundation
207-667-9735
www.mainecef.org • Maine Technology Institute
207-582-4790
www.mainetechnology.com • Maine Sea Grant
www.seagrant.umaine.edu/funding/funding.utm |
|--|---|

APPENDIX B
INDIVIDUAL LOT EVALUATION TABLE

MAP	LOT	EVALUATION	CONCLUSION
9	1	small lot, within Habitat areaw/250' setback, depth issues	out
	2	small lot, within Habitat areaw/250' setback, depth issues	out
	3	small lot, within Habitat areaw/250' setback, depth issues	out
	4	larger lot; good shore frontage, frontage on glen mere Rd, water depth issue, site developed near road, located within shorebird habitat area w/250' setback	out - habitat/depth
	5	very large lot, good shore frontage, some unstable bluff areas, within shorebird habitat area (250' buffer), depth could be an issue	out - habitat/depth
	6	long narrow lot, small shore frontage, within shorebird habitat (250' setback)	out - habitat/depth
	11	good shore frontage, lot size question, may be eel grass, good depth, may be within habitat area (250' setback), subject of recent town discussions, access is over private road	out - access/size/Town
	16	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	17	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	18	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	19	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	20	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	21	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	22	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	23	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size

Appendix B
INDIVIDUAL LOT EVALUATION TABLE

	24	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	25	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	26	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	28	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	28-1	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	29	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	30	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	31	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	32	very small lot	out - size
	14-6	narrow lot on a point, may be too small	out - size
	33	1 +/- acre lot may be too small, within residential subdivision area, accessed over several small private roads, developed lot, no habitat issues, possible eel grass, good depth	out - access/size
	35	larger lot, small amount of frontage, access via Howard's Hear Road (a private road), eel grass area	out - access
	36	small lot, eel grass, access over Howard's Head Road (a private road)	out - access/size
	37	small lot, accessible from Howard's Head Road (a private road), eel grass	out - access/size
	38	small lot, frontage ok (265'), accessible from Howard's Head Rd (a private road)	out - access/size
	41	small lot	out - size
	42	small lot	out - size

Appendix B
INDIVIDUAL LOT EVALUATION TABLE

	42-1	small lot	out - size
	43	small lot	out - size
	44	lot size over 1 acre, accessible from Howard's Head Rd, good frontage	out - access/size
	46	Large lot, 500' of frontage, access from Howard's Head Road and Anglers Lane (both private roads and too small), may already be developed, eel grass	out - access/size
11	2	larger lot, access from Haupt Point Rd (which is a 50' ROW off Otis Point Rd), no apparent habitat issues, developed with Large residential home and existing pier, depth looks good, some mud at the end of Cove	out - developed/access
	4	large lot, access from Haupt Point Rd, existing development (could be family developments), may be eel grass	out - developed/access
	6	large lot, access from Hewitt Rd, good shore frontage, eel grass habitat, distance to needed depth might be an issue	Needs further exploration
	7	smaller triangular lot, access off Abinaki Way, existing development	out - developed/access
	8	smaller triangular lot, access off Abinaki Way, existing development and pier	out - developed/access
	9	larger lot, access from Abinaki Way, existing development, eel grass	out - developed/access
	10	larger lot, good shore frontage, access off Teel Cove Road, developed with residential and marine structures	out - developed/access
	12	small lot, eel grass, access over Teel Cove Rd	out - size/access
	12-1	small lot, eel grass, access over Teel Cove Rd	out - size/access
	13	this is a very large lot with an existing residential structure and some clearing, direct road frontage on the Turkey Cove Road, mud bottom in cove may be an issue with getting appropriate depth, eel grass in cove, unstable coastal bluff	out - availability/Town
	15	this is a very large lot, looks like an old farm, the parcel has direct frontage on the Turkey Cove Rd, Lots of shore frontage, possible coastal bluffs, some eel grass habitat, looks like good depth with some rock outcroppings, parcel is in Farmaland and Conservation	out - availability/Town
	16	large lot with road frontage on the Turkey Cove Road, large amount of shore frontage with an island connected by sand bar, possible coast bluff areas, existing private road (smugglers Cove Rd), scale of existing development and future cost could be an issue	Possible - Needs further exploration
	21	narrow lot with 250' of shore frontage, eel grass habitat, on the edge of bird habitat with 250' setback, access of Smugglers Cove Rd	out - access/size
	22	narrow lot with ok shore frontage, access over Smugglers Cove Rd, with habitat area (250' setback), existing development	out - habitat/access

Appendix B
INDIVIDUAL LOT EVALUATION TABLE

	23	small lot, good shore frontage, access question, large existing pier, eel grass, within habitat area (250' setback)	out - habitat/access/development
	24	small lot, within Habitat area w/250' setback, existing development	out - size/habitat/access/development
	25	smaller lot, within Habitat area w/250' setback, existing marine structure, eel grass, unstable coastal bluff	out - size/access/habitat
	19	oddly shaped lot with good size, frontage on Turkey Cove Rd, 200' of shore frontage, no apparent development, within habitat area 250' setback)	out - habitat
	26	Small lot with no road frontage, 200' of shore frontage, eel grass area, unstable coastal bluffs, within bird habitat (250' setback)	out - size/habitat/access/development
	27	large lot with two areas of frontage on Turkey Cove Rd, good amount of shore frontage, depth may be an issue (mud flats), not sure about development	out - habitat/depth
	30	larger lot with frontage on the Turkey Cove Rd, within bird habitat area (250' setback), depth issues (mud flats), existing development	out - habitat/depth
	80	small lot	out - size
	81	small lot	out - size
	31	small lot	out - size
	82	small lot	out - size
39	3	larger lot with 50' of frontage on Wallston Rd, good shore frontage, within bird habitat (75' setback), existing development, depth might be an issue (chart shows 4'), some areas of unstable coastal bluffs, formally Lots 1 and 3	Possible - Needs further exploration
	5	large lot with direct frontage on Wallston Rd, good shore frontage, depth is an issue with mud in the cove, within bird habitat (75' setback), unstable coastal bluff areas, existing development (may have dock)	out - depth
	6	large lot with direct frontage on Wallston Rd, small man-made pond on site, existing development but not along the shore, good shore frontage, unstable coastal bluffs, depth is an issue due to mud, within bird habitat (75' setback)	out - depth
	7	large lot with frontage on Wallston Rd, may have unstable coastal bluff issues, depth is an issue, within bird habitat area (75' setback), not sure about development	Needs further exploration
	8	odd shaped lot, frontage on Wallston Rd, may have coastal bluff issues, good shore frontage and lot size, within bird habitat area (75' setback), depth is an issue (Mud Flat)	out - depth
	9	depth issue - mud flat	out - depth

Appendix B
INDIVIDUAL LOT EVALUATION TABLE

	9-2	depth issue - mud flat	out - depth
	15	depth issue - mud flat	out - depth
	16	depth issue - mud flat	out - depth
	17	depth issue - mud flat	out - depth
	17-1	depth issue - mud flat	out - depth
	17-2	depth issue - mud flat	out - depth
	18	depth issue - mud flat	out - depth
	19		out - depth
	20	depth issue - mud flat	out - depth
	58	depth issue - mud flat	out - depth
	57A	depth issue - mud flat, access is also an issue	out - depth
	57	depth issue - mud flat, access is also an issue	out - depth
	56	depth issue - mud flat, small lot, access	out - size/access/depth
	55	depth issue(200' +/- to deeper water), small lot, access,	out - size/access/depth
	53	depth issue(200' +/- to deeper water), small lot, access,	out - size/access/depth
	54	small lot, access issues, distance to depth	out - access/depth
	51	larger lot with existing residential and marine structure, access over private roads, distance to depth might be an issue, outside habitat area, coastal bluff	out - access
	50	smaller lot, access is over the Otis Point Road (a private road), outside habitat area, coastal bluff, distance may be issue, existing development	out - access/size
	49	smaller lot, access is over the Otis Point Road (a private road), outside habitat area, coastal bluff, distance may be issue, existing development	out - access/size
	48	small lot, access over Otis Point Rd (a private road), depth	out - size/access
	47	small lot, access over Otis Point Rd (a private road), depth	out - size/access
	46	small lot, access over Otis Point Rd (a private road), depth	out - size/access
	45	small lot, access over Otis Point Rd (a private road), depth	out - size/access
	43	small lot, good shore frontage, access over Otis Point Rd (a private road), already developed	out - size/access
	39	existing development, good shore frontage, access by Otis Point Rd (a private road), property on both sides of road	out - access
	42	small lot, access over private road	out - size/access
	41	small lot, access over private road	out - size/access
	40	small lot, access over private road	out - size/access
	39-1	small lot, access over private road	out - size/access
	38	small lot, access over private road	out - size/access
	37	small lot, access over private road	out - size/access

Appendix B
INDIVIDUAL LOT EVALUATION TABLE

	36	property on both sides of Otis Point Road (a private road), access could be an issue, 200' +/- shore frontage,	out - access
	35	small lot, access over private road	out - size/access
	34	small lot, access over private road	out - size/access
	33	small lot, access over private road	out - size/access
	32	small lot, access over private road	out - size/access
	29	small lot, access over private road	out - size/access
	28	small lot, access over private road	out - size/access
	27	small lot, access over private road	out - size/access
	26	small lot, access over private road	out - size/access
	25	small lot, access over private road	out - size/access
13	1	lot within bird habitat (250' setback), depth issue, size	out - habitat/size
	3	small lot, within bird habitat (75' setback), in tidal flat	out - depth/size
	4	small lot, tidal flat area	out - depth/size
	5-1	small lot, tidal flat area, possible inland wading bird area (250' setback)	out - depth/size/habitat
	5-2	small lot, tidal flat area, possible inland wading bird area (250' setback)	out - depth/size/habitat
	5	small lot, tidal flat area, possible inland wading bird area (250' setback)	out - depth/size/habitat
	6	larger lot, good frontage, possible inland wading bird area (250' setback), tidal flat area	out - depth/size/habitat
	7	small lot, tidal flat area, possible inland wading bird area (250' setback)	out - depth/size/habitat
	8	small lot, tidal flat area,	out - depth/size
	9	small lot, tidal flat area,	out - depth/size
	10	small lot, tidal flat area,	out - depth/size
	12	large lot, access from Taylors Point Rd (narrow road), within bird habitat area (250' setback), some portions of the lot may have depth issues	out - habitat/access
	16	large lot, man made pond, existing developments, depth good, access is a question	out - access
	17	small lot, limited shore frontage	out - size
	17-1	small lot, access could be an issue	out - size/access
	18	small lot	out - size
	19	small lot	out - size
	20	small lot	out - size
	21	small lot	out - size
	22	small lot	out - size
	23	small lot	out - size
	24	small lot	out - size

Appendix B
INDIVIDUAL LOT EVALUATION TABLE

	26	larger lot on a point, good amount of shore frontage, accessible off Wallston Road, existing driveway, depth could be ok, small rock outcropping, possible aquaculture area, aquaculture site off shore, elevation	Possible - Needs further exploration
	27	has frontage on Wallston Rd, good shore frontage, shorebird habitat (75' setback), depth looks to be 5-10 feet, existing waterfront structure, potential for combination with lot 28	Possible - Needs further exploration
	28	has good shore frontage, direct frontage on Wallston Rd, shorebird habitat (75' setback), good depth, potential for combination with lot 27	Possible - Needs further exploration
	29	larger lot, good shore frontage, direct frontage on Wallston Rd, good depth (4-10'), shorebird habitat (75' setback)	Possible - Needs further exploration
	30-1	larger lot, good shore frontage, direct frontage on Wallston Rd, good depth (4-10'), shorebird habitat (75' setback)	Possible - Needs further exploration
24	5	small lot, possible coastal bluff area	out - size
	5-1	small lot, possible coastal bluff area	out - size
	6-12	large lot, existing house and dock, good shore frontage, access road is a small private road, near residential subdivision, depth ok	out - access
	6-10	access over small residential road (treasure Point Road), existing development, lot size question, shore frontage ok	out - access
	6-9	residential lot, lot size question, access over private road	out - existing development,
	3	residential lot, lot size question, access over private road	out - existing development,
	1-1	residential lot, lot size question, access over private road	out - existing development,
	1-2	residential lot, lot size question, access over private road	out - existing development,
	1-3	residential lot, lot size question, access over private road	out - existing development,
	1-4	residential lot, lot size question, access over private road	out - existing development,
	1-6	this is a large lot at the end of Treasure Point Rd (private road), within habitat area with 250' setback on the Cutler Cove side, no habitat issues on the River side, depth good, access may be an issue	out - access/habitat
	1-7	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development
	1-8	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development

Appendix B
INDIVIDUAL LOT EVALUATION TABLE

	1-9	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development
	1-10	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development
	6-8	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development
	6-7	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development
	6-6	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development
	6-5	residential lot, lot size question, access over private road, within sensitive habitat area (250' setback), depth issues	out - habitat/access/development
	7	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	8	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	10	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	11	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	12	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	14	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	15-1	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	15	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	16	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	20	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	21	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	22	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	23	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	24	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	27	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	28	within sensitive habitat area (250' setback), depth (tidal flat)	out - habitat/depth
	38	island, located within sensitive habitat area (250' setback), depth question, clam, mussel, worm area, access issue	out - habitat
25	1	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	2	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	3	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth

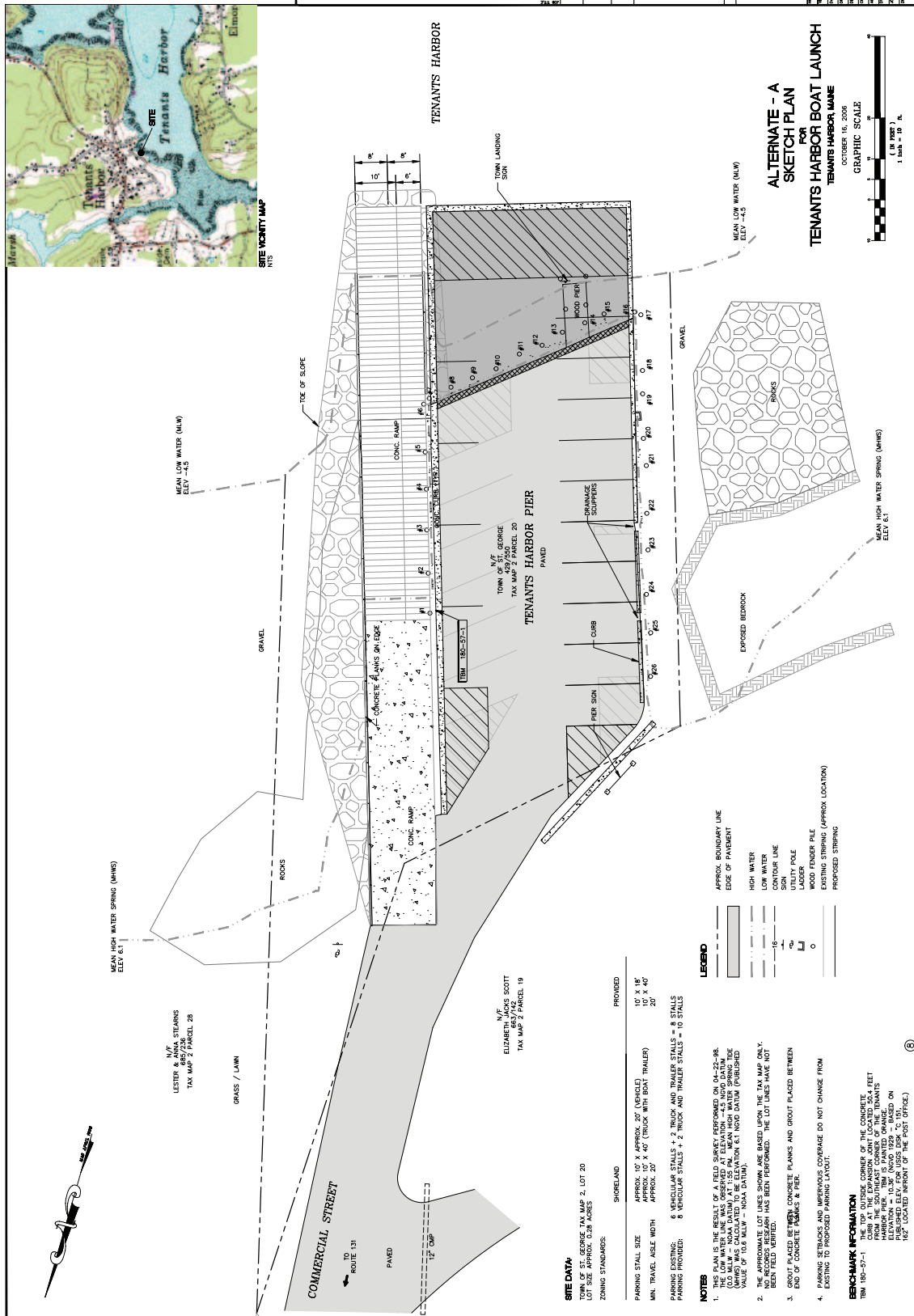
Appendix B
INDIVIDUAL LOT EVALUATION TABLE

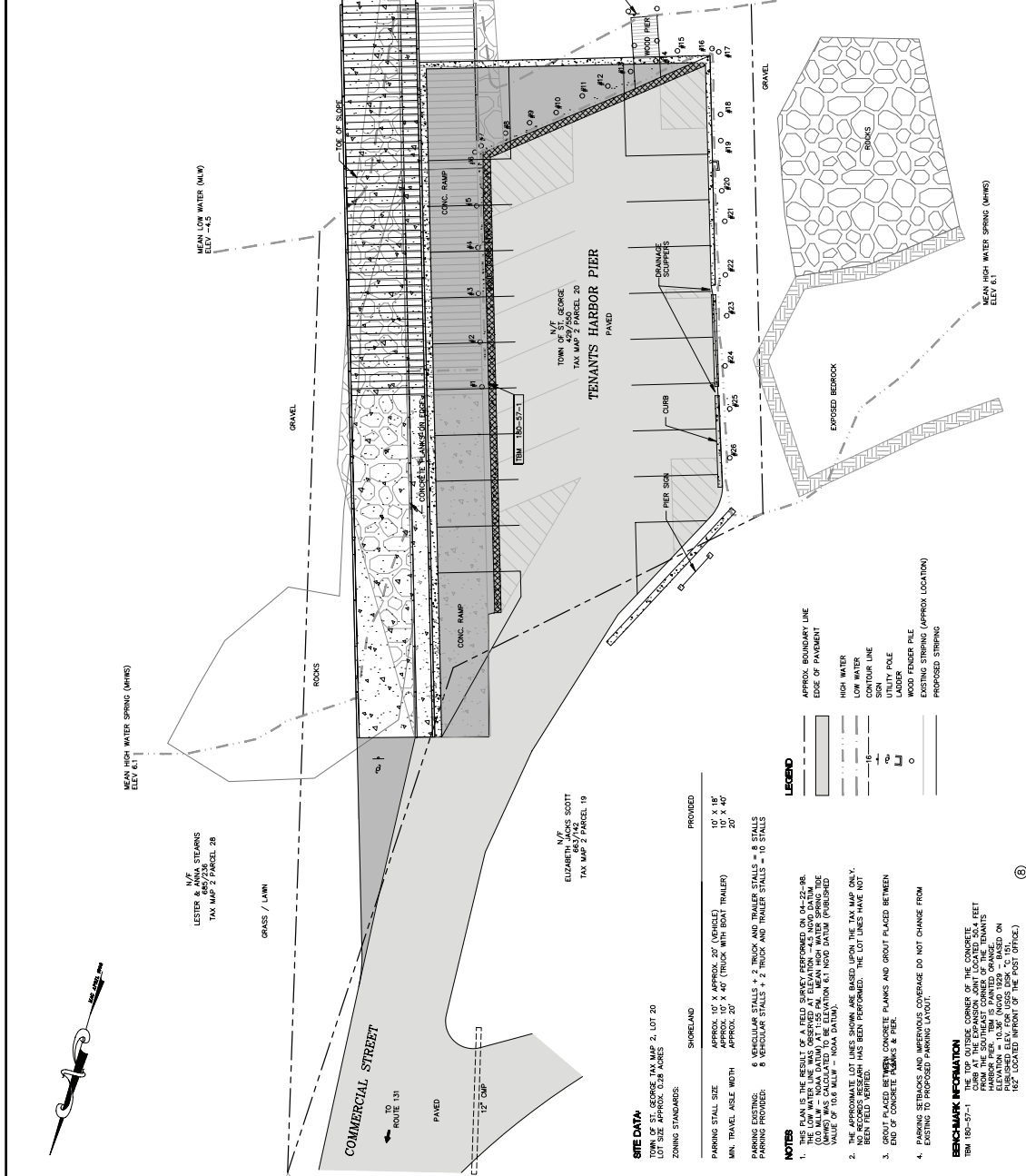
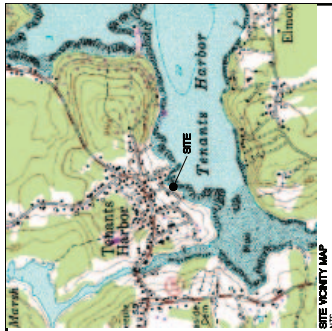
	4	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	6	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	7	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	8	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	9	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	10	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	11	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
	12	located at the end of Watts Cove, depth issue (tidal flats) within sensitive shorebird habitat (250' setback)	out - habitat/depth
23	1-1	large lot, access from Moon River Road (via Snow's Point Road), no habitat, good shore frontage	Needs further exploration (may have some access issues)
	2	lot size needs to be checked, adjacent to man made pond, access via moon river road, no habitat issues, depth needs to be checked, needed improvements to Town road	Needs further exploration (may have some access issues)
	5	smaller lot, adjacent to an existing pond, no habitat issues, depth	out - size
	6	very large lot, good shore frontage, cleared in the middle, direct frontage on Snows Point Road, unstable coast bluff areas, possible eel grass, needed improvements to Town Road	Needs further exploration
	7	large lot, looks largely undeveloped, close to the end of Snows Point Road, no habitat issues, possible unstable coastal bluffs, needed improvements to Town road	Needs further exploration
	9-1	small lot, access from end of Snows Point Road,	out - size/access
	9	small lot, access from end of Snows Point Road,	out - size/access
	11	small lot, access from end of Snows Point Road,	out - size/access
	12	located in tidal mud flat area, habitat area with 250' setbacks	out - depth/habitat
	13	located in tidal mud flat area, habitat area with 250' setbacks	out - depth/habitat
	14	located in tidal mud flat area, habitat area with 250' setbacks	out - depth/habitat
	26	located in tidal mud flat area, habitat area with 250' setbacks	out - depth/habitat
	28	located in tidal mud flat area, habitat area with 250' setbacks	out - depth/habitat
	29	located in tidal mud flat area, habitat area with 250' setbacks	out - depth/habitat

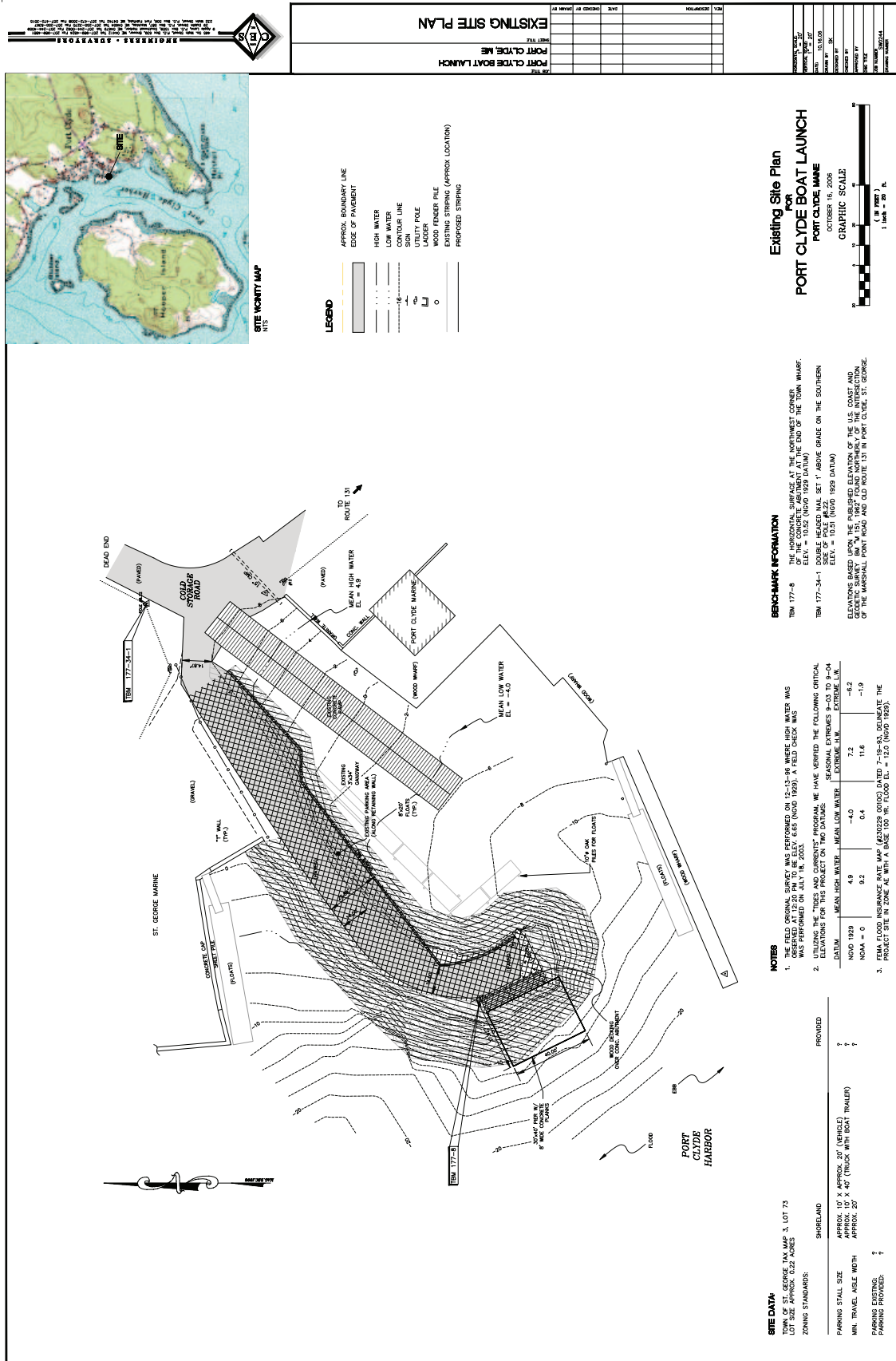
Appendix B
INDIVIDUAL LOT EVALUATION TABLE

22	15	This is the Fort Point Parcel, deed restrictions may limit usability for public launching facility	out - deed restrictions on use
	14	narrow lot with small amount of shore frontage, direct frontage off Snows Point Road, stream at entrance,	out - size (look at in connection with Lot 15)
	16-1	shore frontage, check lot size, no direct access to RTE 131, within bird habitat (75' setback)	out - access/depth
	17	large lot, located in a shallow cove, direct frontage on RTE 131	out - access/depth
	19	ok shore frontage, narrow lot, access is over smaller private roads, located in shallow cove, habitat with 75 setback	out - size
	22	narrow lot, ok shore frontage, within shorebird habitat (75' setback), shallow cove, access	out - size
	23	narrow lot, shore frontage, within shorebird habitat (75' setback), access	out - size
	25	odd shaped lot, frontage on Snows Point Rd, min shore frontage, depth	out - size/shape/depth
	26	small lot, no direct frontage to Snows Point Rd, min frontage	out - size
	29-1	Small lot with narrow frontage on Snows Point, ok shore frontage, depth questions	out - size
	29	Larger lot with access to Snows Point Rd (narrow), residential lot, located in cove with depth questions, no habitat, size	out - depth/size/access
	30-1	small lot	out - size
	30	lot size question, accessible over Woodchuck Lane (private), some unstable coastal bluffs issues, depth question, lot size	out - access/size
	32-3	small lot, existing residential development, unstable coastal bluff, depth ok	out - size
	32-2	small lot, existing residential development, unstable coastal bluff, depth ok	out - size
	34	large lot with frontage on Snows Point Rd, look undeveloped, may have depth issues, good shore frontage	Needs further exploration

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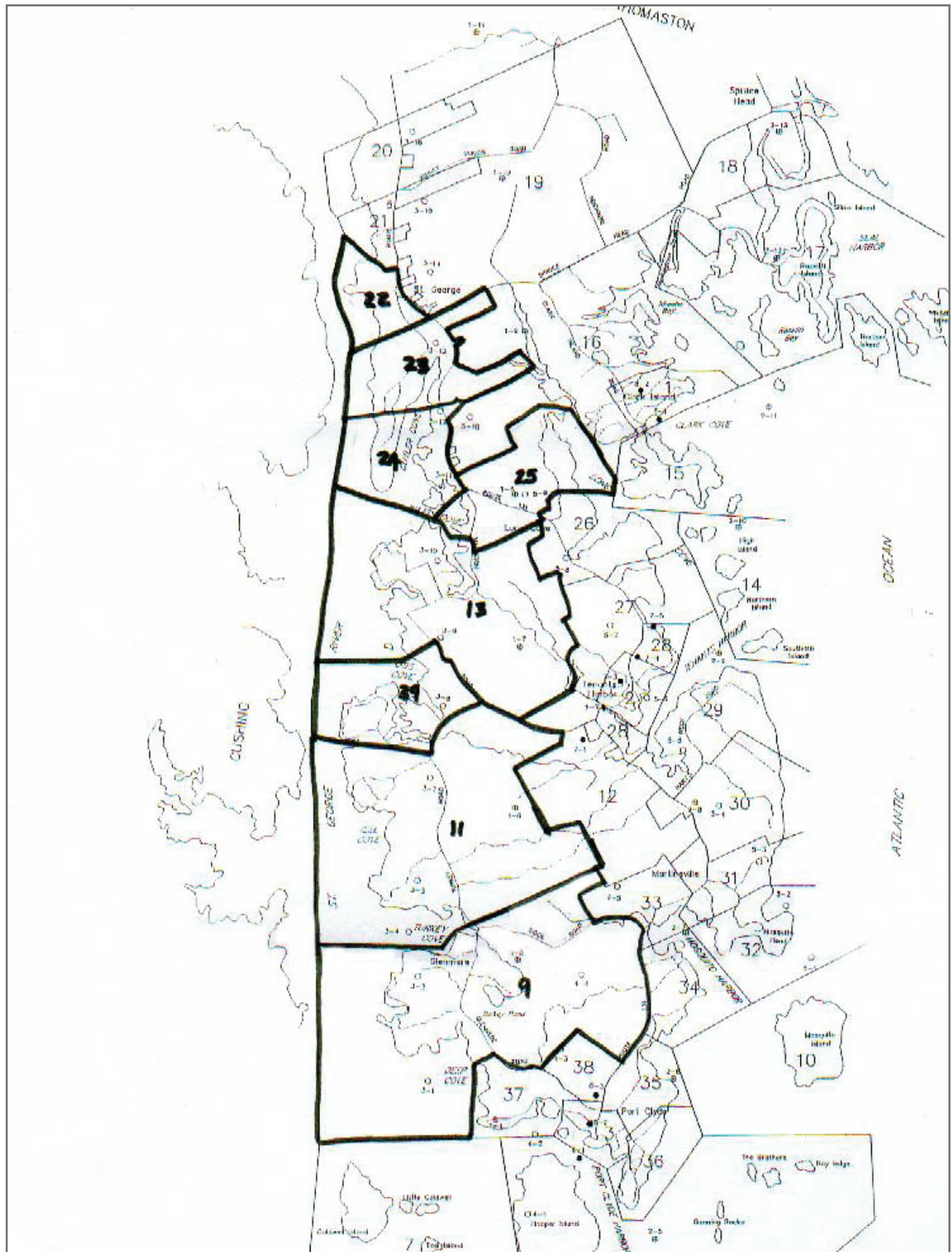


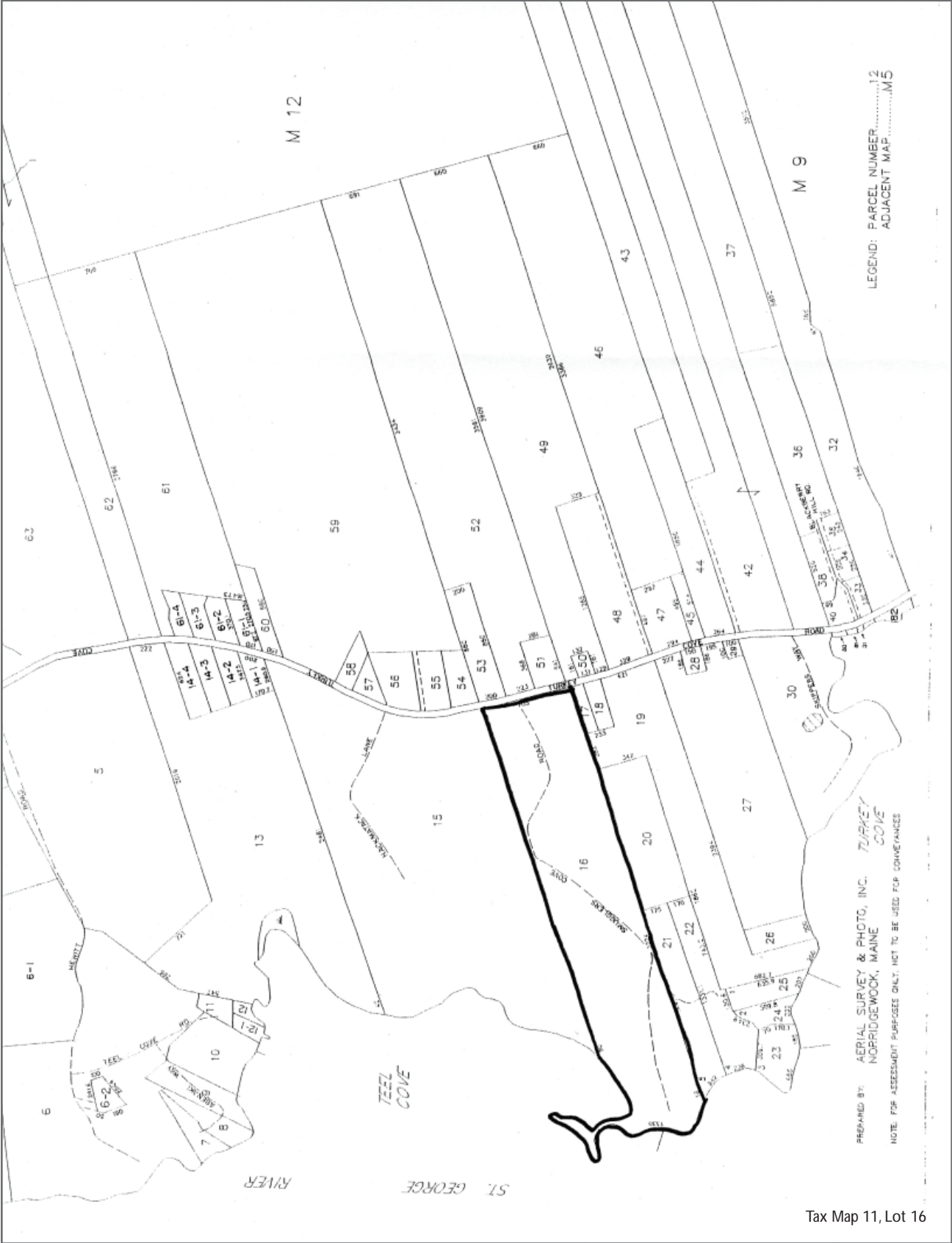






APPENDIX D TAX MAPS



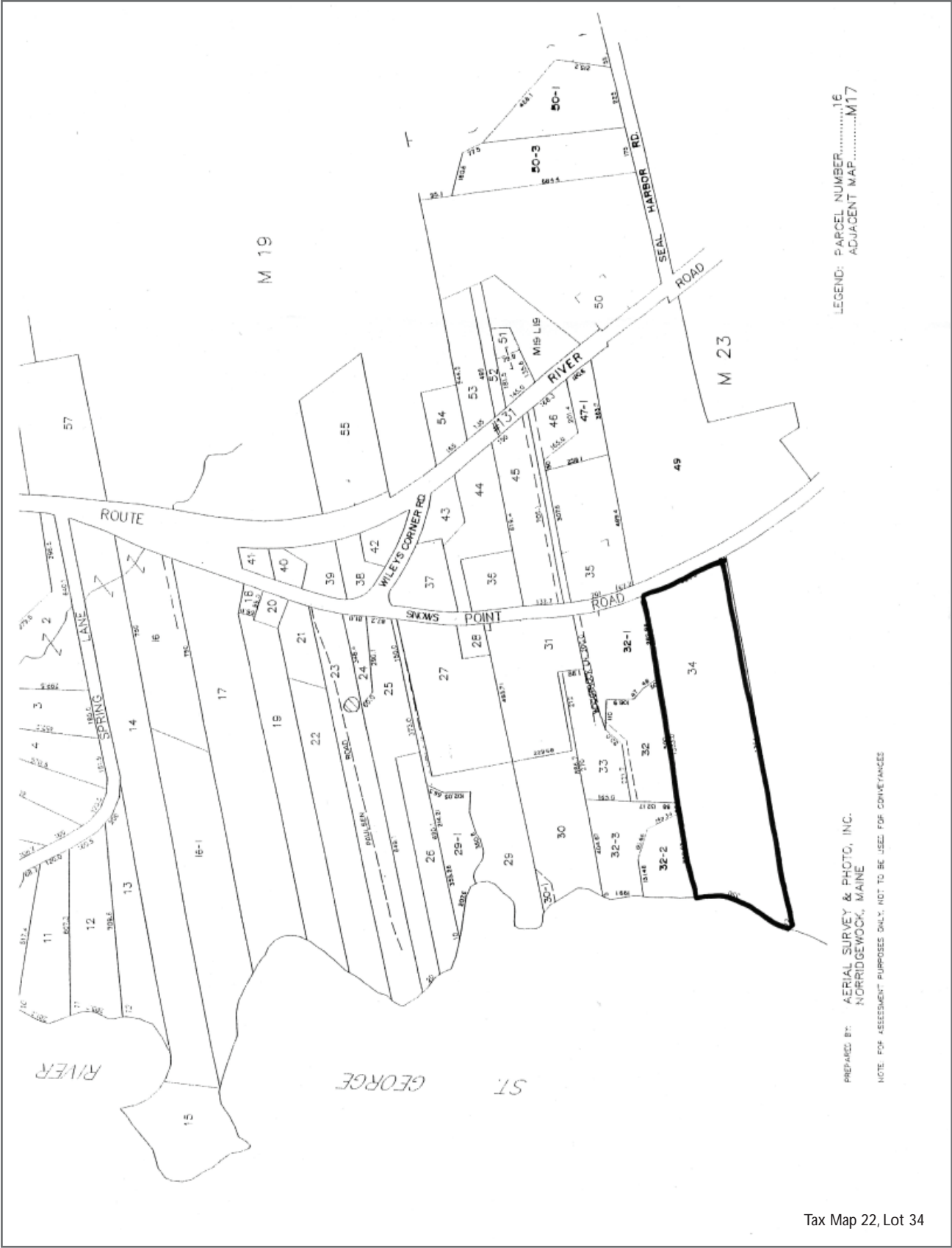


Tax Map 11, Lot 16









Tax Map 22, Lot 34

APPENDIX E
EXISTING CHARACTERIZATION MAPS

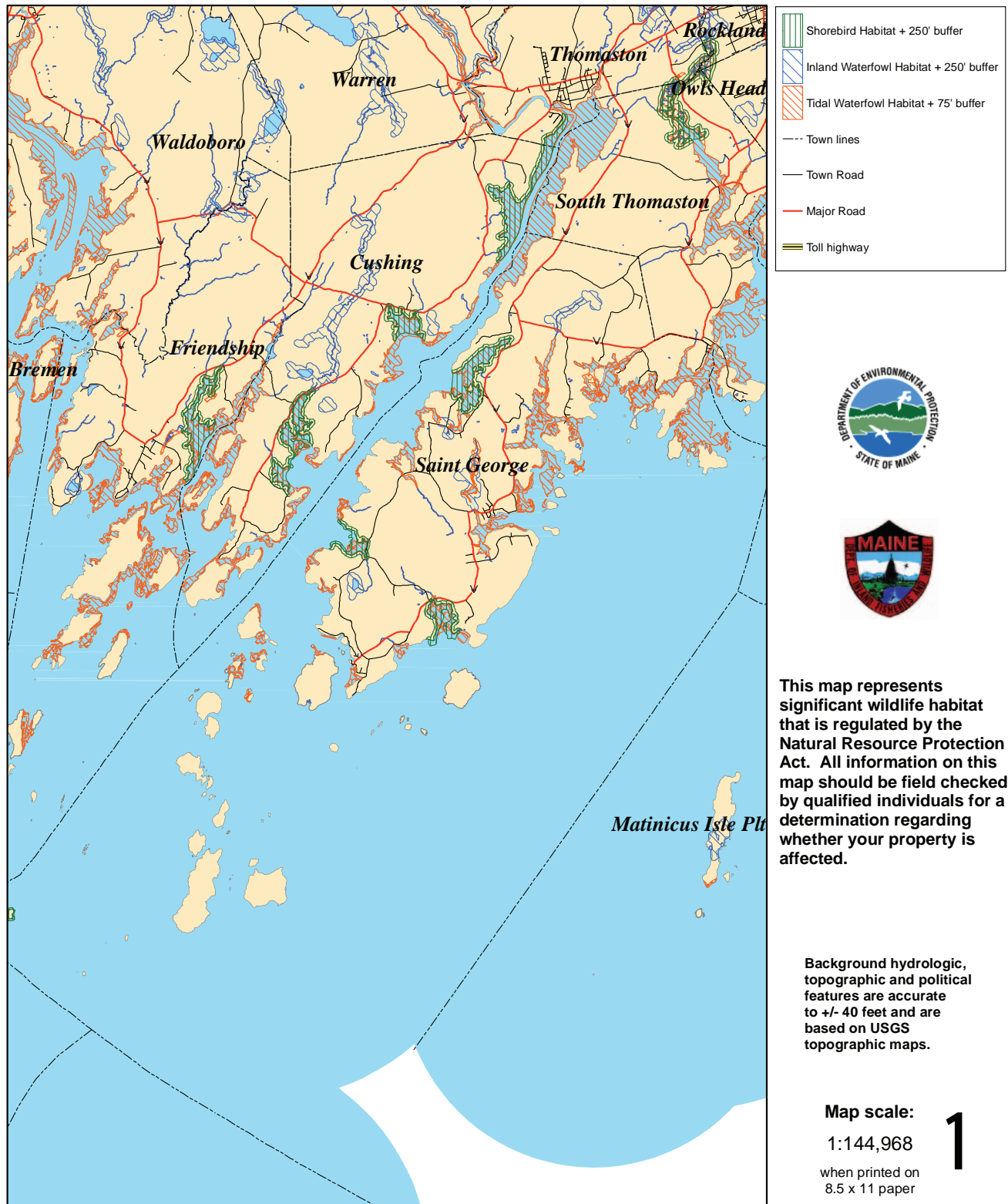


Study Area

Town of Saint George, Maine

Saint George

Significant Wildlife Habitat - Shorebird, Tidal, and Waterfowl Habitats



(Questions or need a field visit? Contact DEP at 1-800-452-1942)
www.maine.gov/dep/blwq/docstand/nrpa/birdhabitat

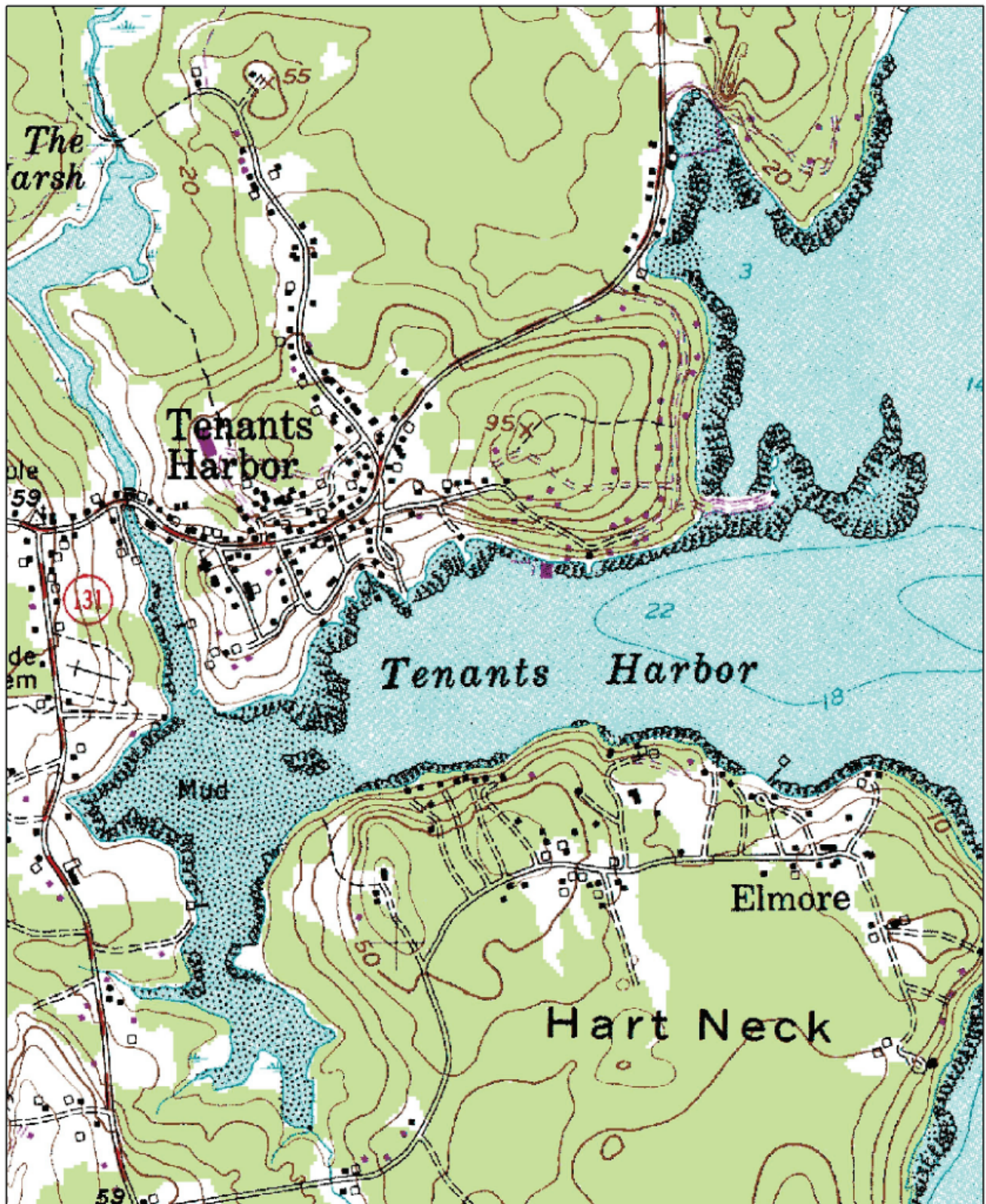
October 3, 2006



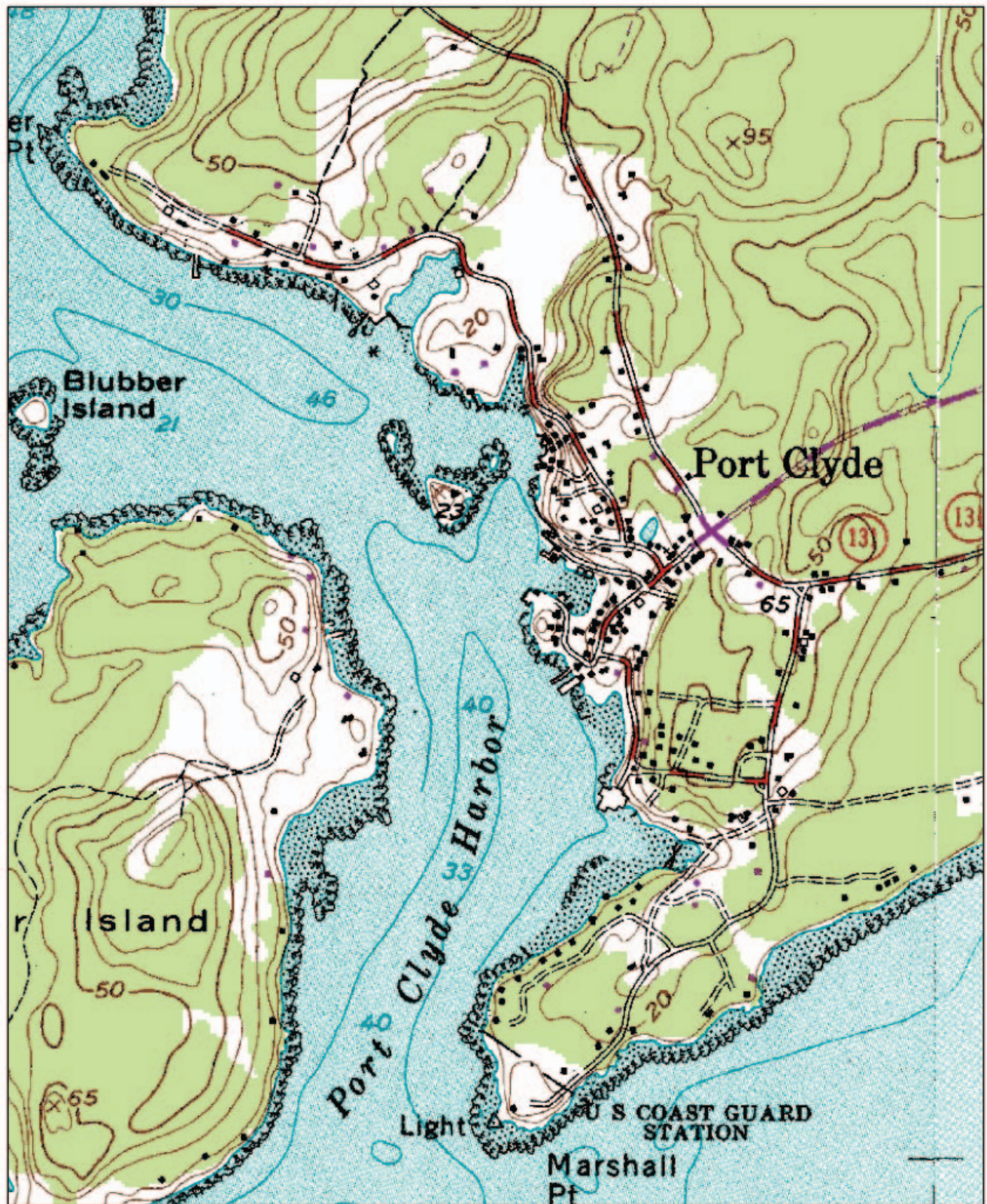
Tenants Harbor Public Launch
Town of Saint George, Maine



Port Clyde Public Launch
Town of Saint George, Maine

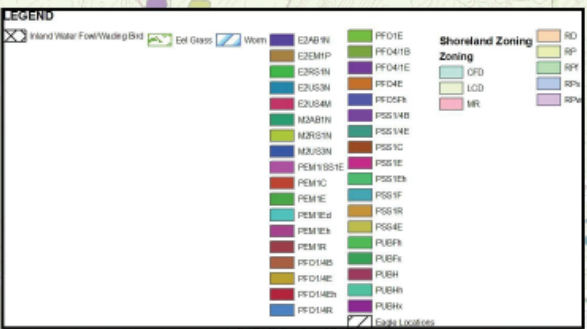


Village of Tenants Harbor
Town of Saint George, Maine



Village of Port Clyde
Town of Saint George, Maine

Appendix E



Town of St. George, Maine

AutoTURN: Select Current Vehicle

Group:

- AASHTO 2001 (US)
- AASHTOM 2001 (US)
- AASHTO 2004 (US)
- AASHTOM 2004 (US)
- CALTRANS 2005 (US)
- CALTRANSM 2005 (US)
- ILDOT 2002 (US)
- AUSTROADS (AU)
- AUSTROADS 2006 (AU)
- STANDARDS (AU)

Vehicle:

- WB-50
- WB-62
- WB-65
- WB-67
- WB-67D
- WB-100T
- WB-109D
- MH
- P-T
- P-B

Click Vehicle Information to view or add notes.

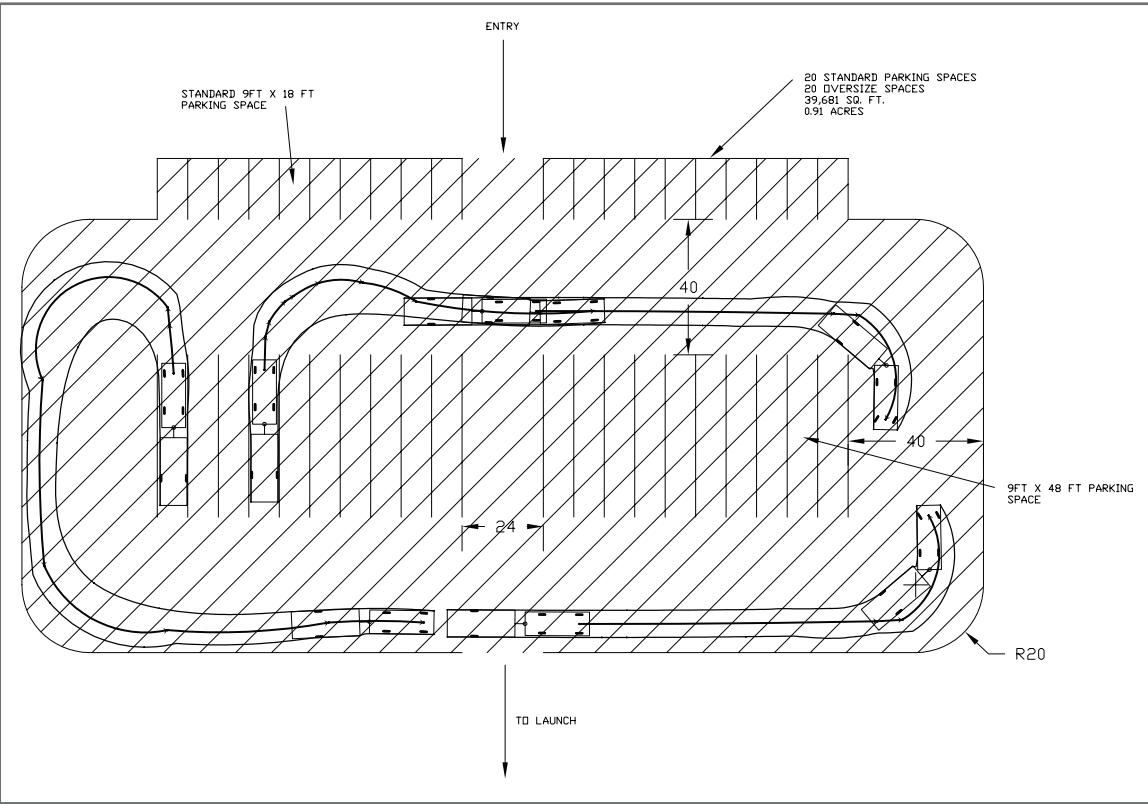
Name: P-B
Group: AASHTO 2001 (US)
Type: Car-Boat

Width: 7.00
Track: 6.00
Tractor: 8.00
Trailer 1: 8.00

Lock to lock time: 6.00 sec.
Steering lock angle: 31.6 deg.
Articulating angle: 70.0 deg.

Length: 42.00
Units: feet

OK Cancel Help



APPENDIX F

SOURCES CONSULTED

Town of Saint George, *Land Use Ordinances*

Town of Saint George, *Coastal Waters Management Ordinance*

Town of Saint George, *Comprehensive Plan and Comprehensive Plan Update Documents*

Town of Saint George, *Mooring Data*

Town of Saint George, *Assessing Data*

Coastal Enterprises Incorporated, *Preserving Commercial Fishing Access: A Study of Working Waterfronts in 25 Maine Communities*, December 2002

Colgan, Charles S.: *The Contribution of Working Waterfronts to the Maine Economy*, February 2004

University of Maine Cooperative Extension, *Harbor Management: A legal Guide for Harbor Masters and Coastal Officials*, February 1993

Maine Coastal Program/State Planning Office: *Coastal Water Access Priority Areas for Boating and Fishing*

Department of Economic & Community Development, Office of Comprehensive Planning: *Harbor and Waterfront Planning Handbook; A Handbook for Coastal Communities*, October 1989

Maine Office of Geographical Information Systems (GIS)

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California Department of Boating and Waterways, *Layout, Design and Construction Handbook for Small Craft Boat Launching Facilities*, March 1991