

Port Clyde Landing Use Plan Proposal

The Harbor Committee was charged with developing a pier improvement plan for 10 Cold Storage Road after it was purchased by the town. The Committee was also asked to develop a use plan for the finished facility. Many thanks to Town Manager Rick Erb, Harbor Master Ryan Cline and various Select Board members, past and present, for their contributions to this effort. After many hours of discussion and careful consideration of the input received from various stakeholders, along with past practices and a look into the future of the new town landing, the Committee respectfully submits the following use plan recommendations for your consideration.

These recommendations are guided by two basic concepts;

The primary purpose of the first set of regulations is for them to be simple and very basic so as to get the facility started. These regulations should allow for town discretion, so the administration has the ability to adjust, as necessary, for any unanticipated issues that may arise. The Committee advises to codify these recommendations in a way that makes them easy to change in the future.

The other basic premise is to attempt to make the facility self-sustaining, revenue wise, in the future. While maintenance costs should be low in the near term, it will be expensive work when it is needed in the future. Dependent upon the EDA grant requirements regarding revenue generated by the facility, the town could establish a dedicated fund for the operation of the facility and its future maintenance costs.

The Committee believes “if you build it, they will come” but to anticipate who that may be, and how many, will only be known at some future point in time. In the mean time, the Committee recommends using surplus building funds to support, if needed, facility functions until a clearer picture of revenue is established.

The Committee extensively reviewed what other towns have done regarding the uses of town-owned docks. While other towns vary widely, most have set arbitrary fees for permits. Some use a per pound calculation and others use a per foot charge. Some charge separately for parking, hoist use and dinghy tie-up. Most commercial fishing fees vary from \$200 to \$500 per year, but a few, like Stonington, (\$10/ft.), and Rockland, (per pound fees), can be higher. Stonington, for example, charges \$7,500 for barges, and Bar Harbor \$5,000 for lobster dealers. While our proposed commercial fishing fees are higher than most, the other recommendations are close to what other towns have enacted.

One recent issue that has arisen is the fire that impacted the immediate area in Port Clyde and has eliminated the General Store’s float and dock areas for the public’s use. The town landing may see an increased demand as a result, but this remains an open question at this writing.

When considering who might use this facility, we broke down the user groups and/or issues as follows;

Commercial User Groups
Recreational Users
Parking
Other Issues

Commercial User Groups are those companies and/or individuals using the facilities for private profit. While most of this type of use would be conducted on, or near, the pile, concrete dock and new ramp on the northwest end of the landing, some will also occur off the floats and existing ramp as well. The Committee strongly believed that these groups should obtain a town permit and be charged appropriate fees related to the types of business they may conduct on the premises. While the Committee acknowledges that some of these activities may be seasonal, we recommend an annual permit for ease of administration. The following permits would be issued for uses at the Port Clyde landing only. The Committee set the recommended fees by taking into account, affordability, the seasonality of the use, and the potential toll the activity might exact on the facility infrastructure. The Committee also believes that commercial users should show proof of liability insurance to obtain a permit. The town administration should also have the discretion to classify other types of activities into a category for purposes of permits.

Heavy Commercial Users

The companies that barge and/or transport heavy equipment, construction equipment and other industrial-type uses would require a permit. Currently, the Island Transporter/Reliance use the facility for an annual fee of \$6500. The companies using the barge service would not be required to obtain a separate permit. Two dedicated parking spaces should be reserved for the Island Transporter. Because these types of uses exact a heavier toll on the facilities' infrastructure and operate year-round, the committee recommends an annual fee of \$10,000.

Commercial Fishing Users

The Committee recommends no restrictions on the number of fishermen that may use the facility. Commercial fishing permits would be issued by the town on a first-come, first-serve basis and would include one dedicated parking space, hoist use, and dinghy space. The exact number of fishing dedicated parking spaces has yet to be determined. The town should have discretion to issue other additional dedicated parking, if necessary, or discounted permits, (-\$300), without parking. Overnight parking and/or early morning parking would be allowed in these spaces. Storage of fishing gear and/or fishing supplies should be prohibited except by authority of the Harbor Master.

In order for as many fishermen as possible to benefit from this facility, it is recommended that the town issue only one permit per individual. Only an active, state licensed harvester should be eligible to purchase a permit, and sub-leasing, or selling permits should not be allowed. The town should have the discretion to not renew, or revoke any permit if there are violations of the rules pertaining to the facility and/or the permit.

These activities can be year-round and would exact some infrastructure costs. After much discussion and public input, regarding the balance between affordability of permits and unfairly competing with area full-service docks, the Committee recommends the following schedule of fees based on boat length; No charge for student lobster license holder; boats up to, and including 29', \$1000; boats 30' up to and including 39', \$3000; and boats over 40', \$5000. These fees would apply to all fisheries.

Service Commercial Users

Companies servicing fishermen, like seafood buyers, (including aquaculture products and seaweed/kelp products), boat haulers, bait suppliers, fuel suppliers would obtain a permit to use the facility. We recommend an annual fee of \$500.

Light Commercial Users

Companies like charter operations, kayak rentals, etc. would require a permit. Whereas these activities are mostly seasonal in nature and exact little infrastructure costs to the facility, we recommend an annual fee of \$500. No parking would be included.

Miscellaneous Users

The town currently charges a \$100 fee for a one-time use of the facility by others not categorized by the above. These users usually are island contractors or day users. This is done by Harbor Master discretion, and should remain as-is.

Recreational Users

The Committee recommends that no fees or permits be required for users at the facility for personal pleasure, and would be unchanged from what it is today. Dinghy tie-up would be as it is today. Use of hoists by recreational users would be prohibited. Non-dinghy float tie-up should have time limits set by the town administration. The committee would allow for Harbor Master discretion to seasonally adjust spaces for recreational uses as he sees fit, especially during the busy summer months.

Parking

The Committee's goal is to enhance public safety by providing a drive-through traffic flow, while also improving visitor/recreational parking generally. **The Committee believes any parking restrictions should be seasonal in nature and that no restrictions should remain in place during the off-season.** The definition of in/off season should be left to the town administration. As is the case now, the Committee would continue a first-come, first-serve use of the spaces. The Committee believes there should be day-time hourly limits, at the town's discretion, and other restrictions like no overnight parking during the busy season. Clearly placed signage and voluntary compliance is the Committee's recommendation for enforcement of the limits.

While the Committee is sympathetic about reserved parking for islanders, contractors and other repetitive users, we concluded that there just wasn't enough spaces to accommodate everyone fairly. Repetitive parking in violation of time limits should not be allowed. The Committee recommends establishing 1 or 2 spaces near the head of the

float ramp as loading and off-loading spaces only. Perhaps the existing float off the J part of the landing could be used for this purpose as a separate float. Boat trailer parking should also be considered near the boat ramp area. In addition, the town needs to establish 2 parking spaces for the seller's family, per the sales agreement.

Other issues

Non-Residents/Taxpayer fees;

No differences are recommended.

Island Access;

Personal use of the facility by islanders would require no permit, however island fishermen using the facility for fishing activities would require a permit.

Porta-Potties/Trash Receptacles;

These should be established and maintained by the town. Any other trash receptacles would be by town authorization only.

EV Chargers;

The Committee has a neutral position on these and electrical infrastructure may determine what might be established.

Cameras;

On site security cameras, or a webcam, overlooking the facility should be established as a tool to deal with scofflaws, vandalism and issues pertaining to the town's liability.

Year-round use;

While the Committee's original goal of keeping the facility open year-round remains, the town should have the discretion to remove the floats during the off-season to mitigate winter-time damage to them.

Dock Master;

The Committee has also discussed the possibility of the town needing to hire a seasonal "dock-master" type employee to explain the limits of the facility and generally provide a helping hand and watchful eye over the floats, docks, and parking. Some towns providing commercial activities have hired pier managers. Perhaps this would require a small building on-site as well. This could be decided after a couple seasons experience.

Green Space;

It should be noted that the elevated lot above the site provides an exceptional view of the facility and Port Clyde harbor, and would make a very nice family/picnic area and green space. A few picnic tables might be a wise thing to do for day visitors.

Effective Date;

The facilities completion date is scheduled for mid-2024. The town could pro-rate the permit fees for 2024 or make them effective for January, 2025.

These recommendations are not meant to cover every issue or activity that may occur at the new landing. They are meant as a starting point to get the facility off the ground in a positive manner. The town's future experience will identify what improvements or changes will be necessary down the road.

Schedule of Annual Commercial User Fess

Heavy Commercial; (Island Transporter), \$10,000

Commercial Fishing;

 Student License Holder, Free

 Up to 29', \$1000

 30-39', \$3000

 Over 40', \$5000

Service Commercial; boat haulers, seafood dealers, bait and fuel delivery, \$500

Light Commercial; charter and kayak/boat rental, \$500

Single Day Use; (Harbor Master discretion), \$100

Respectfully Submitted;

St. George Harbor Committee

Dan Morris, Dave Schmanska, Bill Mroz, Ben Norton, Bill Illife, Peter Henderson, Carl Danielson, Ryan Cline-Harbor Master, Randy Elwell-Select Board rep